



2022 Jaguar Saloon & GT Championship



Organised by:

The British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

Published 17th March 2022



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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Jaguar Saloon & GT Championship is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No:	CH2022/086
Race Status:	Race Club
Motorsport UK Championship Grade:	Grade C

1.2 OFFICIALS:

1.2.1	Co-ordinator:	David Wheadon
1.2.2	Championship Eligibility Scrutineer:	Stuart Taylor
1.2.3	Championship Stewards:	Pat Blakeney Dennis Carter Dale Wells Guy Woodward

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

Any three of the Championship Stewards may sit to make a decision. In accordance with G2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under G2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under W2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4	Championship Clerk of the Course:	N/A
1.2.5	Championship Drivers Representative:	Chris Robinson

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current members of the BARC
- (b) be registered for the Championship.
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC;
- (b) be registered for the Championship;
- (c) be in possession of valid Competition Race Club status Licence, as a minimum or
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies).



- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- (f) Agree to abide by the Motorsport UK Race With Respect campaign at all times to promote a safe, enjoyable and fair environment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

1.4.2 There is no Registration Fee.

1.4.3 Registration numbers issued will be the permanent Competition numbers for the Championship season.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over seven meetings as follows:

EVENTS:	DATE:	CIRCUIT	CLUB
1 & 2	26 th /27 th March	Silverstone International	BARC
3 & 4	16 th /17 th April	Brands Hatch Indy	BARC
5 & 6	28 th May	Oulton Park (Full)	BARC
7 & 8	9 th /10 th July	Thruxton	BARC
9 & 10	13 th August	Brands Hatch GP	MSVR
11 & 12	17 th /18 th September	Snetterton 300	BARC
13 & 14	22 nd /23 rd October	Donington Park	BARC

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

- (a) Three or more starters: 1st – 12, 2nd – 9, 3rd – 6, 4th – 4, 5th – 3, 6th – 2, 7th – 1,
- (b) Two or less starters: 1st – 6, 2nd – 3, 3rd – 1,

In addition, one point will be awarded to every driver starting each race from the grid and one further point will be awarded to the driver setting the fastest race lap in each class except when there is only one starter in the class.

1.6.2 The totals from all qualifying Events run will determine final Championship points and positions.

1.6.3 Ties shall be resolved using the formula in W1.3.4, in the current Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full-points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and:

- (a) will be deemed “Guest Competitors”.
- (b) will not score points and for the purpose of points scoring will be ignored.
- (c) will not be required to display the club sticker kit on your car.
- (d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.



1.7 AWARDS:

1.7.1 All awards are to be provided by the CTCRC.

1.7.2 Per Event - The organising club will present an award to the overall race winner.

1.7.3 Championship - A trophy will be awarded to the overall Championship winner.

1.7.4 Presentations - Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB,
Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.



2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify. Any car qualifying out of session is subject to Q.12.4.2.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q.12.15) in addition article 1.6.4 above applies.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Flag	Complete one lap and reform in grid positions
5 Seconds	The grid is complete, prepare for start
The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later	
Red Lights Off	Race Start

- 2.5.3 Any car removed from the grid or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.



- 2.5.7 The organisers reserve the right to amend the start procedure to suit the constraints of the timetable, this may include in exceptional circumstances removal of the Green Flag lap. Competitors will be advised of any such change as soon as practicable but before being released to the grid.

2.6 SESSION RED FLAG:

- 2.6.1 Should the need arise to stop any race or practice; red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q.12.16.

2.7 PITS & PADDOCK:

- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

- 2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence

- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

- 2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials,
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- f) place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy,
- g) Attend any podium presentation that may be required.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q.12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.



2.11 QUALIFICATION RACES:

There is no provision for Qualification races to be run.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run-in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS:

At least one working forward facing Camera must be fitted to vehicles and that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course, Stewards and Championship organisers may make use of any such footage in reaching their decisions on any judicial matters.



3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 Where it is planned to hold two Championship races, there shall be only one qualifying session scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Any Competitors who did not finish the first race may start the second from the rear of the grid in reverse order of retirement.
- 3.2 The standard minimum scheduled distance shall be 20 minutes where a single race is planned and where two races are planned, they will be of 15 minutes each, whenever practicable. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full-points scoring round.
- 3.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.4 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.
- 3.5 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix – Race with Respect).
 - 3.5.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
 - 3.5.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.



4. PENALTIES

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1a and b.

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1c. However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1c need not be implemented.

4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of Motorsport UK.

4.3 Additional specific Championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.4 will usually be dealt with by means of a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races.

4.3.3 Any Competitor disqualified from the results of an Event will not be allowed to count the score as part of any dropped scores.

4.3.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £1,045 (in accordance with Motorsport UK Yearbook Appendix 1, 13.6) or disqualification from part or all of the Championship.

4.3.5 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with Q 12.6.

4.3.6 Any vehicle not carrying the mandatory Championship decals may be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement.



5. APPENDICES

The following Commercial Regulations are not subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC.

5.1. The Jaguar Saloon & GT Championship is aimed at providing close racing and it must remain a non-contact sport at all times. The Organisers acknowledge that racing incidents do happen, however there will be no acceptance of any aggressive driving of any kind. In accordance with the Motorsport UK regulations penalties will be applied to drivers who do not comply with this principle. Competitors are reminded that the majority of these cars are getting rare, to that extent parts are getting to be harder to find and most of these cars are not run-on big budgets. Therefore, you are requested to race accordingly, remembering this is club racing and it should be an enjoyable experience for everyone involved.

5.2 Social Media:

Drivers and their supporters are reminded about the use of social media. Regulation 5.2 of the Championship Regulations clearly states the position, and anyone found in breach of 5.2 will be dealt with accordingly. A negative or derisory comment on social media can be seen instantly by many people. This may include one or more of our sponsors, hence the need for restraint. There can be, and have been, serious consequences caused by the misuse of social media. Therefore, if a driver considers that they have a genuine issue that needs resolution they should use the appropriate channel either the Championship Co-ordinator or Championship Committee

5.3 Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Championship or Series – including any of its participants, officials, partners, or supporters – in any form of Social Media, would be dealt with in the same manner as if he comments had been published in the traditional print/broadcast media. In the worst instance this could mean disqualification from the championship/series, in the least it will be a deduction of points.

NB: for the avoidance of doubt the Motorsport UK may of course take any action as it considers appropriate, in addition to any action taken by the Championship Stewards.

5.4 Race Organising Clubs and Contacts:

BARC, Thruxton Circuit, Andover, Hampshire. SP11 8PN

Contact: David Wheadon
Tel: 01264 882200
Fax: 01264 882233
E-mail: dwheadon@barc.net

Championship Eligibility Scrutineer:

Name: Stuart Taylor
Tel: 07774 018778
Email: tsport7@icloud.com

Jaguar Saloon & GT Championship Co-ordinator

Name: Chris Robinson
Tel: 07796 682 096
Email: chris.r28a@gmail.com



6. TECHNICAL REGULATIONS

6.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and **it should be clearly understood that, if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.**

6.2 GENERAL DESCRIPTION:

6.2.1 A high standard of presentation for competing cars is considered of paramount importance.

6.2.2 **The Jaguar Saloon & GT Championship is for competitors participating in:**

a. Class A Standard:

Standard 4 & 6-cylinder saloon & GT cars.

b. Class B Standard/Modified Saloons & GT:

Standard/Modified 6- & 8-cylinder saloon cars.

c. Class C Modified Saloon & GT:

Modified 6- & 8-cylinder saloon & GT cars.

d. Class D Fully Modified Saloon & GT cars.

e. Class I Invitation cars:

This class is to attract new Saloon, GT or Aston Martin DB7 contenders and is for discretionary invited cars/drivers whose cars may not fully conform to these regulations by prior specific invitation of the Challenge Organisers No Garlands, awards or trophies will be provided for this class.

These cars will be required to conform to regulation 5.13 (tyres) & Motorsport UK Blue Book regulations & permitted for 1 season. Following this they must be modified to fully meet the regulations or, should there be sufficient interest, the regulations MAY be restructured to include such cars.

Competitors are responsible for identifying the correct class for their vehicles and for ensuring that all relevant regulations for that class are adhered to.

6.2.3 **Jaguar & Daimler Saloons & GT Cars:**

Class A:

Standard steel & alloy bodied saloon & GT cars of no more than 6 cylinders.

XJ6 S1, 2 & 3, XJ40, X300 6-cylinder, X Type petrol & turbo diesel, X350 and S Type turbo diesel / petrol 6-cylinder & XJS 6-cylinder.

Class B:

Modified/Standard steel & alloy bodied saloons & steel bodied GT cars up to 8 cylinders, XJ6 S1, 2 & 3, XJ40, X300, X308, X350, & XK8, X & S Type petrol & turbo diesel.

Class C:

Modified steel & alloy bodied Saloon & steel bodied GT cars of up to 8 cylinders, XJ6/XJ40 & X300, x308, x350 saloons & modified XK8.

Class D:

6-cylinder V8 & V12 steel & alloy bodied saloon & steel & alloy bodied GT cars, 'New' S Type & XF to be deemed the same model. Modified XJR6 SC. & Type R V8 cars.

Class I:

Cars referred in 5.2.2 (e).



Classes A-D:

Model hereafter shall mean the same body shell type, shape and size. XJ6 Series1,2,3 & XJ Coupe cars will be deemed the same model.

Jaguar "Old" S Type & 420 cars to be deemed the same model.

XJ40 & X300 cars will be deemed the same model.

Notwithstanding the above those variants of the same model class to retain their original suspension and axle configuration.

Cars may be brought up to any series production specification FOR THAT MODEL, unless otherwise stated.

6.3 SAFETY REQUIREMENTS:

6.3.1 The Articles of Motorsport UK Safety Criteria Regulations as specified in section (Q13.1.4) of the Technical Regulations will apply.

6.3.2 Additionally, a red warning light conforming to K5 must be fitted.

6.3.3 Any fire extinguishers must conform with K3.

6.3.4 Competitors' attention is drawn to the general safety recommendations contained in K14.

6.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The broad principle of the class structure is that:

Class A - Is based on factory production specification with very little modification permitted.

Class B – Allows limited modification.

Class C – Allows rather more modifications.

Class D – Primarily for manual 6 8- & 12-cylinder cars.

6.5 CHASSIS:

With the exception of 5.6.2 Lightening or reducing the chassis is prohibited. Strengthening in the interest of safety is recommended. Seam welding is permitted. Underbody/Subframe to remain based on standard. Must retain original dimensions, pick up & mounting points although strengthening is allowed. The vehicle is to be robust & structurally corrosion free. Vehicles will be subject to inspection.

All Classes - Ground clearance must be a minimum of 90mm excluding the exhaust system along the centre line of the car from front to rear.

6.6 BODYWORK:

Modifications Permitted

General:

Class A - Inner wings & inner bodywork must be retained in their entirety. Driver's seat crossmember MAY be modified to aid fitment of non-standard seat. Headlamp pods may be modified to aid cooling/airflow.

Classes B, C & D & XK engine saloons – Provided no loss to structural integrity Boot floor may be removed (Boot well only). Apertures for cooling/airflow purposes may be added to inner front wings subject to a total surface area of 0.1 sq. metres. Unstressed interior panels may be drilled subject to no loss of structural integrity.

Unless original equipment, Undertrays & Rear Diffusers not permitted.

6.6.1 Bodywork – Interior:

All Classes - Drivers seat MAY be replaced by a non-standard item meeting safety requirement: NOTE: Where standard seats are retained, the hinge mechanism for gaining access to the rear passenger compartment must be disabled by the fitment of a robust bracket to meet scrutineering requirements.

Interior trim, headlining and centre console may be removed. Passenger seat may be removed.

All Classes may remove interior door panels & side trim.



Class A: If interior door panels are removed, they must be replaced with an alloy or plastic panelling.

Dashboard & dash top must remain as original but additional instruments are permitted.

Classes B & C: Dashboard may be altered but dash top & surround must remain as original.

Class D: Dashboard, dash top & surround may be replaced with fabricated equipment unless otherwise specified.

All Classes: As per Motorsport UK requirements - all apertures between passenger compartment, fuel tank and engine-bay must be adequately sealed. Floor mats MUST be removed. Central locking MUST be immobilised.

Cruise control systems, radio, cigar lighter, clock/ trip computer MAY be removed. Redundant wiring circuits MAY be removed. Instrumentation and switchgear additional to standard MAY be fitted to the centre console and areas vacated by the radio, clock or trip computer.

6.6.2 Bodywork – Exterior

Class A:

AJ engine saloons & GT cars, with the exception of XK engine Series ½ & 3 cars all body panels must be steel and to Jaguar specification. These may not be cut away, drilled or altered on outer section in any way except where specifically permitted. Glass to be retained, the composition of which is to be in accordance with Motorsport UK regulations. Bonnet & Boot inner frame may be removed but outer skin to remain unaltered.

Classes A (XK Engine Saloon Cars) B, C & D:

Front Inner wings may be modified to accommodate mechanical changes (Class B, C & D only).

Cars may replace rear, side windows & screen with alternate material in accordance with Motorsport UK regulations. Perspex is not permitted. Any bolt on panels may be manufactured from alternative materials (permitted in Motorsport UK regulations). NB: external profile must mirror production in plan & profile.

All Classes:

Any part of the wheel arch pressing folded into the wheel arch may be modified (not removed); to give tyre clearance. With the exception of Class D Flaring wheel arches is prohibited.

Provision for ducting to brakes. may be made below front bumper or via an existing body orifice but may not project beyond body line. Unless otherwise stated Bumpers must be fitted in all classes and conform to original shape for model but may be plastic or metal over-riders may be removed. Finish may be chrome, silver, black or body colour.

Wheel trims, hub caps and detachable rear wheel spats must be removed.

A radiator grille must be fitted. Removal of alternate grille bars is allowed.

Chrome, glass and body fittings to be retained as original. Removal of exterior decorative strips is allowed. Fuel filler caps may be modified/re-sited. IRS cars may have an aperture to a maximum size of 6" x 6" in the boot floor above each brake calliper for the purpose of ducting the brakes.

Class A XK engine saloon cars & Classes B, C & D – Bonnet & boot lid hinges may be removed. Lightweight bonnet/boot lid permitted with the exception of the driver's door internal door impact bars may be removed.

All Classes - Additional securing devices may be fitted.

All Classes – Bonnet Louvres are permitted up to 380mm x 22mm" maximum area on each side of the bonnet.

They must be finished in body colour & protrude no higher than 20mm from the bonnet surface.

Classes C & D V8 V12 engine cars may add to the bonnet or raise the centreline/bulge by no more than 40mm above original centre line height. Air intakes may be added to aid clearance & air intake on a 'V' engine. Any of these modifications must be blended to form part of the bonnet.



Panel closures, gaps, lines & profiles must be as in original production cars, with the exception of rear bonnet closure. The rear of the bonnet may be raised to a maximum of 20mm. Fixed Boot Spoilers are permitted, subject to their vertical height from the lower edge of the boot lid not exceeding 365 mm, 4 headlamp conversions permitted. Inner headlamp may be removed. Grille & Headlamp surrounds must be retained. All headlamp glass must have tape cross over glass. With the exception of XK engine saloons original bumpers to be retained or may be replaced by bumper skirt kits, skirt & matching side skirt. (Any production or recognised aftermarket bumper and/or skirt assembly). Such kits must be fitted in their entirety, minimal modifications permitted for cooling purposes.

Class A XK engine saloons & Classes **B, C & D** Lightweight bonnet, front wings, Boot lid & Doors permitted.

Removal of exterior decorative strips & bumper over-riders is permitted. All internal panel & sub-assemblies to remain as originally manufactured with the exception of strengthening if required.

6.6.3 Modifications Prohibited

General:

Class A AJ engine saloon, GT cars & X & S Type:

Replacement of Panels with non-original material.

Reworking or modification to exterior bodywork but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed. to give clearance to tyres.

Interior

Perspex is not permitted.

Exterior

Perspex is not permitted.

Class A.B & C Flaring wheel arches is prohibited.

Unless original equipment, undertrays & rear diffusers prohibited.

6.7 ENGINE:

6.7.1 Permitted Modifications

All Classes:

- 6.7.1.1 All parts must be Jaguar/Daimler series original specification as fitted to standard production Jaguar/Daimler saloons & GT cars unless otherwise stated.
- 6.7.1.2 All Classes - Standard cubic capacity for the relevant engine Re-boring up to .065" (1.65 mm) permitted.
- 6.7.1.3 All Classes - May use any original production cylinder block for the particular series engine.
- 6.7.1.4 All Classes - Any original standard production cylinder head for that series of engine permitted.
- 6.7.1.5 Spark plugs must be original in number, size and position.
- 6.7.1.6 Cylinder Head gas flowing, and porting permitted.
- 6.7.1.7 Class A With the exception of XK engines - Any standard production camshaft permitted to original specification.
- 6.7.1.8 Class A. XK engines camshafts may be reprofiled.
Classes B, C & D Camshafts free.
- 6.7.1.9 All Classes -- Connecting rods and crankshafts free but original stroke and number of bearings to be retained.
- 6.7.1.10 Classes A - Pistons to standard production Jaguar specification.
Classes B, C & D - Pistons free.
- 6.7.1.11 Classes B, C & D- Valve sizes & springs free.
- 6.7.1.12 Camshaft cover breathers permitted.
- 6.7.1.13 Front wheel drive Jaguar 'X' Types may install a 2.5 or 3 Litre V6 engine.
- 6.7.1.14 Permitted Modifications – Maximum capacity limits, pre-re-bore allowance see 6.7.2:



Saloon 4-cylinder diesel engine cars –	2179cc
Saloon XK engine 6 Cylinder cars –	4235cc
Saloon & GT AJ6/AJ16 engine –	3980cc
Saloon & GT V8 engine cars –	4196cc
Saloon & GT V12 engine cars–	5997cc
Saloon V6 petrol engine cars -	2967cc
Saloon V6 diesel engine cars –	3000 cc

6.7.2 Prohibited Modifications

6.7.3 Location Classes A, B & C

Engine location to be as factory specification e.g. Crank centre line & Bellhouse flange face.

6.7.4 Oil/Water Cooling

Dry sump systems are prohibited.

Cooling systems free but radiator must remain in original position & be plumbed in.

Anti-oil surge aids are permitted.

All Classes

Accusump safety sump system permitted.

Only one oil pump permitted.

Additional heat exchangers/coolers permitted within the bodywork. If located beneath the vehicle, they must not project beyond a line drawn at 45 degrees to horizontal inward from the bumper. Standard fan may be removed & electric cooling fans may be fitted.

Under bonnet air conditioning components may be removed.

Heater systems may be removed.

Modified oil coolers may be fitted.

6.7.5 Induction Systems

Saloon & GT cars:

Class A AJ engine cars must retain standard Jaguar production inlet manifold.

Class B - XK engine fuel injected cars – Inlet manifold free & may use enlarged throttle body.

Class B - AJ engine fuel injected cars must retain standard Jaguar production inlet manifold but may use enlarged throttle body.

Classes A & B - Fuel injected cars are restricted to the same number of throttle bodies as production.

With the exception of diesel turbocharged cars, mechanical, forced induction, turbocharging, prohibited.

Class B – XK engine fuel injection cars - Inlet manifold free but restricted to 1 single throttle body.

Classes B V8 cars: retain standard based production inlet manifold but may enlarge throttle body.

Class C – 6- & 8-cylinder cars: Inlet manifolds & throttle bodies free.

Class D – Inlet Manifolds free.

Supercharging only permitted on 6-cylinder X300 models (XJR6) XK8 & XJ8 R & S'type R.

Turbocharging permitted only on diesel engine cars. Turbochargers must be of original type, size & specification as factory fitted.

All Classes:

Air filters may be removed or substituted.



6.7.6 Exhaust Systems

Class A – AJ engine cars original exhaust manifold. The System must exit from the rear of the car.

Class A XK Engine cars & Classes- B, C & D- Exhaust manifold free. Side exhaust permitted but must exit to rearward of B pillar & centre of wheelbase.

6.7.7 Ignition Systems

Class A - Any standard Jaguar production ignition system permitted and must be the sole means of ignition timing advance/retard and distribution of the HT spark. Aftermarket spark triggering system adaptations permitted but must retain the original means of timing advance and distribution of the HT spark. Multiple coils permitted where this was standard fitment FOR THAT ENGINE.

Classes B, C & D Free.

6.7.8 Fuel Delivery Systems

An LPG kit may be fitted. This will not affect the class for which the car is eligible.

Fuel pumps free.

Class A:

XK Engine cars limited to 3 X 2-inch SU or, 3x Weber carburettors or standard factory fuel injection.

AJ6/AJ16 MUST use standard original injection system. Saloons must be fitted & use standard production air flow meter for that model.

GT (XJS) may use standard pre '86 injection systems or post '86 air flow meter injection system.

Jaguar X & S Type petrol engine cars to remain as standard in all aspects of injection & fuel delivery.

Class B:

XK & V8 engine fuel injected cars may use aftermarket injection system (ECU) but limited to a single throttle body. Airflow meter may be removed.

AJ6/AJ16 engine cars may use an aftermarket ECU unless fitted with Pre'86 injection system, saloon or GT:

Jaguar X & S Types. Throttle bodies free. Aftermarket engine management systems permitted. Carburettor conversions permitted, subject to fitting within the body profile.

V8 & diesel engines cars. Aftermarket engine management systems permitted but must remain standard in aspects of airflow & fuel delivery.

Classes C & D, Aftermarket engine management systems permitted, throttle bodies free, carburettor conversions permitted.

6.7.9 Prohibited Modifications

Other than originally factory fitted to that model Fly by wire throttle systems must remain standard in all functions.

Where fitted an aftermarket Fly by wire system there can be no variation between throttle pedal & throttle plate for example, 5% throttle pedal equates to 5% open at the butterfly. This prevents the use of multiple throttle maps wet mapping, etc which is deemed as an electronic driver aid. Thus prohibited.

Designs which allow specific points along the accelerator pedal range to be identified by the driver or assist him to hold a position are not permitted.

6.8 SUSPENSIONS:

6.8.1 Permitted Modifications

Classes A, B & C - Components must be original standard design Original pick-up points and mountings may be strengthened. Subframes may be strengthened & modified to provide additional camber adjustment.

Original suspension configuration to be retained., X350 may replace air suspension with coil over shocks.

Modified Panhard rods not permitted.

Shock absorbers, and springs may be updated.



Class A – Front Subframe: Front mounts may be replaced in polyurethane; Rear mounts must be metalastic as original.

- Radius arms must be retained & may be polyurethane bushed.
- Wishbone bush material must be non-metallic,
- Anti-roll bars may be updated.
- Rear suspension anti tramp bar permitted.

Classes B, C & D – Subframe mounts, Front & Rear, may be solid. Mounting points may be modified and radius arms may be removed or replaced with brace bars.

Classes A, B & C - Rose joints only permitted on Antiroll bars, Roll Bar Links & drop links.

- Live Axle Cars – The fitting of 2 additional radius arms alongside the original rear springs are permitted.
- Wishbone bush material free.
- Anti roll bars free (Front & Rear).

Class D – Jaguar XK8 cars may fit/fabricate replacement front subframe to enable fitting of AJ16 engine or to strengthen V8-engined cars' subframe. Class D cars may discard rear sub frame/cage.

6.8.2 Prohibited Modifications

Classes A, B & C – Any additional suspension components are prohibited. Rose Joints prohibited except on Anti-Roll Bar links.

All Classes - The use of Carbon Fibre or Kevlar suspension components is prohibited, with the exception of bushes.

6.9 TRANSMISSION:

Permitted Modifications

All Classes – Clutches are free.

Class A – Standard flywheel may be lightened. 4-wheel drive permitted on X Type models, if originally fitted.

Classes B & C - Flywheels free.

Any Jaguar production (with or without overdrive) permitted.

Class D - Gearbox manufacturer free.

All XJR6 cars, automatic or manual, to run in Class D.

Automatic shift reprogram kits permitted & quick shift kits permitted on all Automatic cars.

Additional electronic modules may be fitted to Post '94 cars to overcome Body module & ECU problems when cars are changed from Automatic to manual transmission.

Prohibited Modifications

Traction control systems prohibited unless factory fitted.

Sequential & electronic paddle manual gearboxes prohibited.

No electronic control unless factory production fitted.

6.10 ELECTRICS:

Wiring Looms Free

Exterior Lighting

In accordance with Motorsport UK regulations, including the following:

Class A - All lighting as required to MOT standards.

Classes B, C & D – Main beam, rear lights, & brake lights.

6.10.1 Rear fog light to be fitted in accordance with current Motorsport UK regulations.

6.10.2 Batteries All classes - Battery relocation permitted.

6.10.3 Generators -Vehicle charging system must be operational.



6.11 BRAKES

6.11.1 Permitted Modifications

All Classes

Servo systems free.

Pad material and brake fluid free.

Flexi brake hoses free.

Limiting valves may be fitted in rear brake lines.

XJ8, XK8, XJR6 & 2.7TD models may retain/use factory fitted braking systems, originally fitted to that model, including Brembo., subject to 6.11.2.

Class A – May upgrade brakes to any steel standard Jaguar production specification callipers. i.e. 2-pot fronts on XJ40, 4-pots on XJ6 S1. Vented discs may only be fitted where they were originally fitted to cars of that series.

Classes B, C & D – Vented discs may be fitted front & rear, inboard or outboard.

Discs may be drilled or grooved but MUST be steel. Brake balance & bias valves permitted.

Aftermarket brake callipers & steel discs may be fitted. i.e. AP, Willwood & Cooper craft. Class D – Discs free but MUST be steel.

6.11.2 Prohibited Modifications

All Classes

With the exception of Brake Pads, the use of Carbon Fibre braking components is prohibited.

6.12 WHEELS/STEERING:

6.12.1 Permitted Modifications

All Classes

Steering systems must remain standard for the relevant model.

Power steering may be disconnected &/or removed.

Steering wheels and columns are free.

Steering lock or lock plunger MUST be removed. Steering lock must not be able to operate.

Class D - Standard steering rack. Power steering may be disconnected. Steering column may be modified.

Rack mounting bushes free.

Wheels & Tyres must fit within standard wheel arches. Reshaping horizontal lip permitted.

Wheels must retain standard 5-stud fixing.

6.12.2 Prohibited Modifications

Wheels must remain within the bodywork.

6.12.3 Construction & Materials

n/a

6.12.4 Dimensions

Class A – Wheel size up to 9" rim width & up to 17" wheel diameter.

Class B, C & D – Wheel size up to 9" rim width & Up to 18" wheel diameter.

6.13 TYRES

6.13.1 Specification

All Classes – Minimum aspect ratio 40%.

All Classes – Maximum width 245 mm.



6.13.2 Nominated Manufacturers

Tyres to be used must be Toyo R888R.

Optionally, Toyo R1-R, can be used.

Tyres may be purchased through Toyo Tires' nominated agent, Adams & Page Ltd.

NB. Only the R888R is subsidised, R1R, T1-R & Sport (the latter largely replacing the former).

6.13.3 The use of tyre heating/heat retention devices, tyre treatments & compounds is prohibited.

6.14 WEIGHTS – SUBJECT TO 6.1

In post- race trim, With Driver, Minimum weights:

Class A

Saloons	2.1 Litre – 3.0 Litre	1300 Kg
Saloon & GT	3.2 Litre – 3.8 Litre	1400 Kg
Saloon & GT	4.0 Litre – 4.2 Litre	1450 Kg
Saloon	2.7/3.ltr TD	TBA

Class B

Saloons	2.1 Litre – 3.0 Litre	1230 Kg
Saloons	3.2 Litre – 3.8 Litre	1300 Kg
Saloons	2.7/3 Litre Turbo Diesel	TBA Kg
GT	4.0 Litre – 4.2 Litre	1400 Kg
XK Engine Saloons	4.0– 4.2 Litre	1350 Kg
AJ Engine Saloons	4.0 Litre	1375 Kg

Class C

XK Engine Saloons on multiple throttle bodies	1350Kg
AJ Engine Saloons on single throttle Body	1375Kg
GTs (XJS) on Single Throttle bodies	1350Kg
GT (XJS) & Saloons on Multiple throttle bodies	1400 kg
GTs (XJS) on Webers	1375Kg

Class D

NB Engine capacity is factory declared 5997cc is deemed 6 Litres

V Engine Saloon & GT to 4.2 Litre	1350Kg
V Engine Saloon & GT 5.3-6Litre	1400Kg
Saloon XJR SC6. 4 Litre (man or auto)	1400Kg
Saloon & GT V8 R	TBA Kg
GT (XJS) All 6 Cylinder	1350Kg

6.15 FUEL TANK/FUEL:

6.15.1 Types

Fuel tanks are free.

6.15.2 Locations

Free within Motorsport UK Guidelines.

6.15.3 Fuel

Cars must use pump Fuel & no additives (see definition Nomenclature & Definitions (B), Pump Fuel. LPG may be used, subject to Motorsport UK Blue Book regulations & conform to Construction & Use Regulations & LPG Industry Technical Association Code of Practice.

6.16 SILENCING:



6.16.1 All vehicles must be silenced to within Motorsport UK J5.17.

Specified levels for circuit racing and to any specific dB level advised in the final instructions of any particular meeting.



6.17 NUMBERS AND CHAMPIONSHIP DECALS:

- Only competition numbers allocated by the Championship are to be displayed. They must be displayed in accordance with Motorsport UK Yearbook Regulation J4 and remain as allocated until the end of the season.
- Competitors must display competition numbers on a CTCRC number background. CTCRC decals and those of the series sponsors, promoters and the BARC are required to be displayed in an un-obscured position in accordance with the following table.

Item		Placement
CTCRC Number Background (round or square)		One on each front door, one on the bonnet
CTCRC "classictouringcars.com" sun strip	Classictouringcars.com	Top of rear windscreen
Series Sponsor Sun strip	Berkshire Jag Components	Top of front windscreen
Series Sponsor logos (if required - TBC)	LAP / Revolution wheels Toyo Tires	One on each side of the car (front wing, rear door, or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door, or rear quarter)
Class Letter (40mm Black lettering)	e.g., 88 A	One on each CTCRC number background adjacent to race numbers

- Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- Non Championship approved decals such as, but not restricted to, other clubs and other championship/series decals are not to be displayed on vehicles. These should be removed or covered up.
- Points will ONLY be awarded to competitors correctly displaying the required decals.
- One set of Decals may be obtained from the Championship nominated supplier free of charge. A charge will be levied for any extra decals required.
- 6.7e & f are only applicable to current fully paid up, Racing members of the Championship.

6.18 REGISTRATION FORM

Registration / Membership on line.

7. Race with Respect Appendix



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- **Respect**
- **Fair play**
- **Integrity**
- **Good Manners**
- **Self-Control**

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through my actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.