



HISTORIC SPORTS CAR CLUB LTD

Established 1966

Silverstone Circuit, Silverstone, TOWCESTER, Northamptonshire NN12 8TN

Telephone: +44 (0) 1327-858400 : Facsimile: +44 (0) 1327 85850

E- mail: office@hsccl.org.uk : www.hsccl.org.uk



Jaguar Classic Challenge Series Regulations 2018

Organising Club:

The Historic Sports Car Club Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants, NN12 8TN

Eligible Cars:

The Jaguar Classic Challenge is open to Jaguar cars built prior to 31/12/65. Except for variations specified in the technical regulations herewith, all cars must comply with FIA Appendix K and have a current HTP except for cars in class I which must comply with Appendix K and have an HTP application in process. Continuation cars or replicas are eligible on the proviso that they match the original specification in all areas. Please contact the Eligibility Scrutineer to confirm acceptance of any continuation car or replica.

Class Structure:

Class A Jaguar XK120, XK140, XK150 in FIA Category GT or GTS

Class B Pre'66 Jaguar Saloons in FIA Category T, CT or HST.

Class C Jaguar C-type, D-type, XKSS and cars otherwise eligible for classes A,B, D or E but with an HTP in TSRC category

Class D Jaguar E-type Period E Homologation 34 Specification in FIA category GT or GTS

Class E Jaguar E-type Period F Homologation 34, 100 or 184 Specification in FIA Category GT or GTS

Class F Jaguar E-type Period F Homologation 34, 100 or 184 Specification in FIA Category GT or GTS, with steel monocoque, cast iron cylinder block, standard angle cylinder head and a minimum weight of 1100Kg.

Class I Invitation Class for models of Jaguars otherwise eligible for one of the above classes, but which have not yet completed the HTP application process. These cars will be accepted at the discretion of the organisers.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The Jaguar Classic Challenge is organised and administered by the Historic Sports Car Club Ltd [HSCC]
MSA Series Registration RS2018/052 **Race Status National B**

1.2 Officials:

1.2.1 Series and Eligibility Co-ordinator: Mr. Grahame White, HSCC, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.2 Eligibility Scrutineer: John Hopwood c/o HSCC, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN

1.2.3 Jaguar Classic Challenge Communications Officer: Tony O'Keeffe : 07802 664729

1.3 Competitor Eligibility:

1.3.1 Entrants must be in possession of a valid 2018 MSA Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be registered for the Jaguar Classic Challenge Series and
- (b) be in possession of a valid 2018 MSA Competition (Racing) National B status Licence *as a minimum* N.B. National A status Licence may be required subject to Q 9.1.2.
For competitors taking part in the Spa, the *minimum* requirement will be a National A status licence.
- (d) A professional driver, in possession of a valid Licence (featuring an E.U.flag) and medical, issued by the ASN of a member country of the European Union, or comparable country (H26.2.1 applies). Competitors intending to race with a competition licence which is **NOT** issued by the Motor Sports Association or the ASN of a European Union country, should provide details of their licence (preferably a photocopy) plus a letter from their FIA approved ASN confirming their licence status and giving permission to race in the UK.

1.3.3 All necessary documentation, including FIA Identity documents, must be presented for checking at all rounds when signing-on.

PUBLISHED REGULATIONS

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the Jaguar Classic Challenge by returning the Registration Form. The lead driver to whom the car is registered will pay a registration fee of £250 which includes HSCC Racing Membership whilst the second driver will only require HSCC Racing membership of £150. Registrations must be submitted to the HSCC prior to the Final Closing date for the first round being entered.
- 1.4.2 Registrations will be accepted from 1st January 2018.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Jaguar Classic Challenge.

1.5 Series Events:

The Jaguar Classic Challenge Series will be contested over 4 race meetings as follows:

Date	Circuit	Status	Org.Club
4 th – 6 th May	Donington Historic Festival	TBA	MSVR
16 th – 17 th June	Silverstone GP Circuit	National B	HSCC
25 th – 27 th August	Oulton Park Gold Cup	National B	HSCC
15 th – 16 th September	Spa 6 Hour Race Meeting	TBA	ROADBOOK

1.6 Characteristics of the event:

At each event there will be one race of a minimum 40 minute duration with a single pit stop race and optional driver change. If entries are oversubscribed the organisers may elect to run the event over two stages but a class should not be split over more than one race. In the event of a race being oversubscribed priority will be given to competitors who have already supported the series on one or more occasions during the season, providing the entries are received before closing date.

1.7 Awards:

- 1.7.1 All awards to be provided by the race organisers
- 1.7.2 A Trophy to be presented to the first, second and third overall in each race plus a Trophy to the winner on Handicap. Class Awards to be advised

2. Series Event Meetings & Race Procedures

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Often parts have to be manufactured and are not available 'off the shelf'. These cars require your respect as do your fellow competitors. You will be expected to race within these parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Entries:

- 2.1.1 Competitors are responsible for sending in correct and complete entry forms with the correct entry fees prior to the entry closing dates which shall be at least 18 days before each race.
- 2.1.2 Incorrect or incomplete entry forms (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 Secretary of the Meeting 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. MSA Yearbook 2018 Regulation D25.1.2 applies. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 2.1.4 The entry fee for each event shall be specified on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with the 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 the session or re-run sessions to achieve the championship criteria and 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 (MSA Regulations Q4.5).

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Q 5.4 (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 (unless otherwise advised in event Final Instructions)

The minimum Countdown procedures/audible warning sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
- II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the one minute stage or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any driver unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per MSA Regulation Q 12.13.2. In addition, any driver unable to maintain grid positions on 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.

2.6 SESSION RED FLAG

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 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

Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

2.7 Pits, Paddock & Pitlane Safety:

2.7.1 **Pits & Paddock:** Competitors must ensure that the MSA, Circuit Management and Organising Club Safety regulations are complied with at all times.

2.7.2 **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars the onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.7.3 **Refuelling:** May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.

2.7.4 **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h (37.2Mph)

2.8 Race Finishes:

Cars may either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuit or in the pitlane.

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. (MSA regulation D26.3).

2.10 Timing Modules:

All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per MSA Q12.2.1

2.11 **Qualification Races:** -If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 **Operation of Safety Car:** *The safety car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.*

2.13 On-board Cameras

The use of on-board cameras is permitted, but they must be fitted and declared at scrutineering for examination.

Cameras must be mounted within the front or side silhouette of the car so as to minimise the visual impact. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event. Cameras may not be used as a data logging device.

3. SPECIFIC SERIES REGULATIONS

Nil

4. SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MSA Yearbook.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post-practice Scrutineering or Judicial Action: Minimum penalty: The provisions of MSA regulations C3.3.

4.1.2 Arising from post-race Scrutineering or judicial action: Minimum penalty: The provisions of MSA regulations: C3.5.1(a) & (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

4.2 Additional specific Series penalties as set out in the Supplementary Regulations:

4.2.1 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with MSA Regulation Q12.6

4.2.2 The Clerk of the Course or the Stewards of the Meeting where a unfair advantage has been obtained (whether inadvertently or not) may impose a Time Penalty in accordance with MSA Regulation C2.3 (Judicial)

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following technical regulations are set out in accordance with the MSA 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.

5.2 GENERAL DESCRIPTION:

The Jaguar Classic Challenge is open to Jaguar cars built prior to 31/12/65. FIA Appendix K technical regulations apply, namely period racing specification in accordance with manufacturer's homologation forms and period FIA regulations. All vehicles in Classes A, B, C, D & E must have and comply with their FIA HTP which must be presented at pre event scrutineering and at any other time on request by an authorised official. Cars in Class I must comply with the same technical regulations but have an HTP application in process and must present the draft of their HTP application. Continuation cars or replicas are eligible on the proviso that they match the original production specification in all areas. Please contact the Eligibility Scrutineer to confirm acceptance of any continuation car or replica.

Class Structure:

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Class B Pre'66 Jaguar Saloons in FIA Category T, CT or HST.

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Class D Jaguar E-type Period E Homologation 34 Specification in FIA category GT or GTS

Class E Jaguar E-type Period F Homologation 34, 100 or 184 Specification in FIA Category GT or GTS

Class F Jaguar E-type Period F Homologation 34, 100 or 184 Specification in FIA Category GT or GTS, with steel monocoque, cast iron cylinder block, standard angle cylinder head and a minimum weight of 1100Kg.

Class I Invitation Class for models of Jaguars otherwise eligible for one of the above classes, but which have not yet had their HTP application completed and approved.

Final authority in regard to the acceptance and classification of all cars will rest with the series Eligibility Scrutineer, and / or Co-ordinator who shall:-

i) accept, reject or reclassify any car, and

ii) determine the extent to which such acceptance, rejection or reclassification shall take effect retrospectively.

5.3 SAFETY REQUIREMENTS:

Vehicles must meet the higher of the minimum safety standards specified in FIA Appendix K or MSA Yearbook Section K (except K4, K6, K7 and K12 which are not mandatory). In particular, competitors' attention is drawn to the Appendix K requirements for seats, seat belts and fire extinguishers.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with their FIA HTP and the technical requirements of FIA Appendix K unless specified elsewhere in these regulations. Modifications permitted in all classes are specified in Appendix K, Appendices VIII & IX appended to these regulations.

5.5 CHASSIS: As the car's FIA HTP

5.6 BODYWORK: All classes. Except for the exhaust silencer body, all suspended parts of the car must at all times and with the driver on board have a Minimum ground clearance of 100mm.

For all classes,

Bonnets internal series production catch disabled and two external catches fitted.

Driver's Seats must, unless an original standard production or period competition seat, be an FIA Homologated seat and in date.

Seat Belts, are compulsory for post 1961 cars and strongly advised for pre 1962 cars. They must, if fitted, be

FIA homologated and in date.

Towing Eyes front and rear clearly marked, either webbing strap loop or metal eye minimum internal diameter 80mm.

Master Switches must be clearly marked by a red spark within a white-edged blue triangle with a base of at least 120mm.

5.7 ENGINES:

All Classes As per the car's FIA Historic Technical Passport.

5.8 SUSPENSION:

All Classes :

Suspension to be as their FIA Historic Technical Passport. Competitors attention is drawn to the damper advice attached to Appendix K which provides guidance on acceptable damper specification by period. Dampers must conform to this advice.

5.9 TRANSMISSION:

All Classes

Transmission to be as their FIA Historic Technical Passport

5.10 ELECTRICS:

All Classes: A Battery Master Switch that isolates all electrical circuits from the battery, stops the engine and is clearly marked is compulsory

Electrics to be as their FIA Historic Technical Passport

5.11 BRAKES:

All Classes:

Brakes to be as their FIA Historic Technical Passport

5.12 WHEELS/STEERING:

All Classes:

Wheels/Steering to be as their FIA Historic Technical Passport

5.13 TYRES:

All classes, must use Dunlop Historic Racing Tyres tread pattern R5 or CR48 and in additions, for cars with HTPs in the GTS, CT or HST categories CR65 (L Section only) Tread pattern, 204 compound.

5.14 WEIGHTS:

All Classes: As per FIA Historic Technical Passport

5.15 FUEL TANK/FUEL:

5.15.1 Fuel Tank - As the car's FIA Identity Document and/or in accordance with FIA Appendix K. Fuel tank foam filling is strongly recommended.

5.15.2 External quick release fuel filler caps must have a secondary catch or sealing mechanism.

5.15.3 Fuel must be in accordance with MSA regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),

5.16 FIRE EXTINGUISHERS:

Fire extinguishers must have been serviced in accordance with the manufacturer's guidelines, or within the previous 24 months, whichever is the sooner.

5.17 SILENCING: All vehicles must comply with MSA Regulation (J5.17) i.e. 105db for GT and Touring Cars or 108db for Sports Racing Cars for all events within the UK. For all events outside the UK see event Supplementary regulations. All vehicles are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.18 NUMBERS AND SERIES DECALS:

5.18.1 Positions

As per MSA Yearbook Section J4 and Drawing 4 Individual sponsor's decals are limited to two per vehicle. All competing cars must display at least two HSCC badges one on each side of the car. If at any time the series has a sponsor – sponsors' decals when provided, must be displayed (one each side of car). Failure to comply may result in a penalty being applied. Individual advertising as per MSA Regulations H28.1.1 – H28.1.6

5.19 Data Logging/Radio Equipment:

No electronic data logging or radio communication between driver and pit is allowed on the car. The presence of such equipment, WHETHER IN USE OR NOT, will be deemed in contravention of the rules and the event organisers may apply penalties.

Published by:

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website: www.hsc.org.uk

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