



2021 RACE CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

The Jaguar Enthusiasts' Club Saloon and GT Championship

PUBLISHED COPY

The Jaguar Enthusiasts' Club Saloon and GT Championship is for competitors participating in Jaguar Cars, or derivatives thereof. Jaguar XJS & XK8 models are deemed GT Cars.

Class A Standard	Saloon & GT
Class B Standard Modified	Saloon & GT
Class C Modified	Saloon & GT Cars
Class D Fully Modified	Saloon & GT Cars
Class I Invitation	Jaguar & Aston Martin

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Jaguar Enthusiasts' Club Saloon and GT Championship is organised and administered by 'The Jaguar Enthusiasts' Club' in accordance with the General Regulations of the Royal Automobile Club Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit NO
CH2021/R089
Race Status Interclub
Championship Grade C

1.2 Officials:

1.2.1 Championship Co-ordinator: Competitions Secretary

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1.2.2 Licenced Eligibility Scrutineer:

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1.2.3 Championship Stewards:

Ray Ingman, James Blackwell & Richard West
c/o The Jaguar Enthusiasts' Club, Abbeywood Office
Park, Emma Chris Way, Filton, Bristol, BS34 7JU. Tel
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1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid-up valid membership card holding members of the Jaguar Enthusiasts' Club and in possession of a valid 2021 Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card holding members of the Jaguar Enthusiasts' Club, be Registered for the Championship and be in possession of valid Competition (Racing) Interclub STATUS Licence (or higher) or be 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.
A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

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 Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £150 payable to: JEC Registrations will be accepted from 1st January 2021_ until 30th September 2021

Change of class during the season will incur an additional re-registration fee of £50

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

1.5 Championship Rounds:

The Jaguar Enthusiasts' Club Saloon and GT Championship will be contested over 14 Rounds as follows:

All dates are double headers (2 races)

March 27/28	Silverstone INT	BARC
April 24/25 th	Cadwell Park	BARC
May 31	Donington NAT	BARC
July 3/4 th	Castle Combe	BARC
July 31 st Aug 1 st	Brands Hatch Indy	BARC
Sept 18/19 th	Snetterton	BARC
Oct 17 th	Mallory	BARC

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, Centre for Non-Residents, St John's House, Merton Road, Liverpool, L75 1BB. Tel: 0151 472 6488 F 0151 472 6483

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows: -
Position in Class: 1 2 3 4 5 6 7 8 9 10
Points: 11 9 8 7 6 5 4 3 2 1
The fastest competitor in each class during practice will receive 3 points, second in class 2 points & third in class 1 points.
One point will be awarded to the fastest race lap in each class
One point will be awarded to each starter & one point awarded to each finisher. In the event that there 3 starters or less in any class, then 3 fewer points will be awarded.
Drivers changing class entered during the season will be able to accumulate scores ie all drivers' scores, regardless of class entered will count towards final championship points
- 1.6.2 The totals from all qualifying events run qualify for championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Section W1.3.4 in the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall count as a full point scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual rounds basis and will:
(a) be deemed 'Guest Competitors'
(b) not score points & for the purpose of points scoring will be ignored
(c) qualify for Event awards
(d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1...3.1 (b) and 1.3.2 (b) as appropriate.
- 1.7 Awards:**
- 1.7.1 Per Event: Awards are to be provided by the Race Meeting Organising Club.
Per Event for each Class: 6 starters or more 1st-3rd trophies: 3-5 starters 1st & 2nd trophies: 2 starters 1st trophy only
- 1.7.3 Championship: Trophies provided by the Jaguar Enthusiasts' Club.
Championship: 1st in Class, 1st Overall & Runner Up trophies
- 1.7.4 Presentations: Garlands and Trophies are to be awarded at the end of each event and/or at an end of Championship at the designated presentation ceremony.
- 1.7.5 Entertainment Tax Liability.
In accordance with current government legislation, the Jaguar Enthusiasts' Club 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. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Jaguar Enthusiasts' Club 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

- 1.7.6 Title to all Trophies:
In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the JEC 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 fees prior to the entry 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 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. D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs & on the Entry Form.
- 2.1.5 Reserves will be listed in the Final List of Entries with Final Instructions or in the Bulletin.
- 2.2 Briefings:**
Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions or in the Bulletin.
- 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 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 the correct session, in order to qualify (Motorsport UK Regulations Q12.4)
Where races are 'Double/Triple Header' (2 or 3 races at the same Meeting), cars will start race 2 & 3 in order of finishing race 1 and no qualification will be held for race 2 or 3.
The initial grid qualifications (prior to top 6 draw) will be allocated in order & in accordance with drivers' finishing position in race 1 (or race 2 in the event of a triple header)
Grid positions for subsequent races at the same race meeting will be subject to a top 6 finishers draw from the previous race.
Any number between & including 1 to 6 of the initial grid allocated positions will have their grid positions for subsequent 2nd or 3rd race changed with a number to be picked by a draw at random by someone nominated by JEC official as soon as practical after the race. All other grid positions will be allocated grid positions in order & in accordance with their fastest laps set in race 1 (or 2 in the event of a triple header meeting).

Draw example

Draw Ball 1 Grid 1.2.3.4.5.6 – 7,8,9 etc

Draw Ball 2 Grid 2.1.3.4.5.6. etc

Draw Ball 3 Grid 3.2.1.4.5.6 etc

Draw Ball 4 Grid 4.3.2.1.5.6 etc

Draw Ball 5 Grid 5.4.3.2.1.6 etc

Draw Ball 6 Grid 6.5.4.3.2.1. etc

Where an entrant is only entered for race 2 and/or race 3 of a 'Double/Triple Header', qualifying will take place out of session & the entrant will start race 2 or race 3 from the back of the grid.

2.4 Races:

Should any race be disrupted the Clerk of Course shall not be obliged to resume or re-run the race. (Q12.15) (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 as specified on the grid sheet.

2.5.2 The start will be via Standing/Rolling Starts. The minimum Countdown procedures/audible warnings 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 5 seconds after the board is withdrawn.

2.5.3 Any cars removed from the grid after the 1-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 to take the start from the grid has passed the startline or pitlane exit, whichever is the later to start from the grid.

2.5.4 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation (Q12.11.2) In addition any drivers unable to maintain 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 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 the 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 Motorsport UK, Circuit Management & 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 at all times. The onus shall be on all Drivers to take all due care & respect pit lane speed limits.

2.7.3 Refuelling: May only be carried out in accordance with 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 Pit Lane Speed Limit will be as documented in the regulations of the venue on which the Meeting is being held or Circuit regulations

2.8 Race finishes:

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 the 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. (Motorsport UK Regulation ((D) 26.3).

[2.10 Timing Modules: *]

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 & run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations.

[2.13 Onboard Cameras]

3 Specific Championship

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook

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: C3.5.1(a) & (b)

4.2 Driving Standards

4.2.1 On board Cameras.

4.2.2 From the 2020 season

All cars must carry and use a forward facing camera that data can be downloaded by either the officials, namely the clerks of course or the championship organisers

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4.3. In order to maintain standards of conduct, the Championship Co-ordinator will monitor all observers' & race officials' reports of adverse behaviour at race meetings. Any person featuring in 2 reports during a racing season he will notify the Organisers who will issue a written warning concerning that drivers' behaviour & notifying that he will be specifically observed. Any adverse reports during the remainder of the season could result in official Motorsport UK action

&

result in a Championship Stewards enquiry, with possible loss of championship points or refusal of further race entries

5. TECHNICAL REGULATIONS

5.1 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.

5.2 GENERAL DESCRIPTION

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

5.2.2 The Jaguar Enthusiast's Club' 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 JEC discretionary invited cars/drivers whose cars may not fully conform to these regulations **by prior specific invitation of the Championship 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 Jaguar Enthusiast's Club 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.

5.2.2.1 Jaguar & Daimler Saloons & GT Cars:

Class A

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

Pre '68 Saloons, XJ6 S1, 2 & 3, XJ40, X300 6-cylinder, X Type petrol & turbo diesel, S Type 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 bodied GT cars, 'New' S Type & XF to be deemed the same model.

Modified XJR6 SC.
(excluding Type R V8 cars)

See 5.4.1.

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 Series 1,2,3 & XJ Coupe cars will be deemed the same model

Jaguar Mk1, Mk2 to 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.

5.3 SAFETY REQUIREMENTS:

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

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

5.3.3 Any fire extinguishers must conform with K3

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

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 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 plus cars running engine of different series to that model. i.e. XK8 GT running AJ16 as opposed to V8 engine.

5.5 CHASSIS:

5.5.1 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.

5.5.2 All Classes - Ground clearance must be a minimum of 3.5" excluding the exhaust system along the centre line of the car from front to rear.

5.6 BODYWORK:

5.6.1 Modifications Permitted

5.6.2 1.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 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

5.6.1.2. **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 Motor Sport 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.

5.6.1.3 **Bodywork – Exterior**

Class A

AJ engined saloons & GT 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 B, C & D – Front Inner wings may be modified to accommodate mechanical changes.

Class A XK engined saloon cars and classes B, C & D 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.

Flaring wheel arches is prohibited.

Rear wheel arch lips may be blended into the body as per Coombs on Mk1 and Mk2 cars.

Rear wheel arch on 420 and S Type cars may be modified to the shape of Mk2 to facilitate wheel changing.

Provision for ducting to brakes. may be made below front bumper or via an existing body orifice but may not project beyond body line. 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.

Original radiator grilles 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 engined saloon cars & **Classes B, C & D –** Bonnet & boot lid hinges may be removed. Lightweight bonnet/boot lid permitted

If fitted, internal door impact bars may be removed.

All Classes - Additional securing devices may be fitted.

All Classes – Bonnet Louvres are permitted up to 15" x 9" maximum area on each side of the bonnet. (135 sq." x 2 a total of 270 Sq. inches. They must be finished in body colour & protrude no higher than 7/16" from the bonnet surface.

Classes C & D V8 V12 engined 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.

All Classes

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 bootlid not exceeding 36.5 cm,

4 headlamp conversions permitted. Inner headlamp may be removed.

Grille & Headlamp surrounds must be retained.

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 engined 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.

5.6.2 Modifications Prohibited

5.6.2.1 General

Class A AJ engined 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.

5.6.2.2 Interior

Perspex is not permitted

5.6.2.3 Exterior

Perspex is not permitted

Flaring wheel arches is prohibited

Unless original equipment, undertrays & rear diffusers prohibited

5.7 ENGINE:

5.7.1 Permitted Modifications

All Classes

5.7.1.1 All parts must be Jaguar/Daimler series original Specification as fitted to standard production Jaguar/Daimler saloons & GT cars unless otherwise stated.

5.7.1.2 All Classes - Standard cubic capacity for the relevant engine Re-boring up to .065" (1.65 mm) permitted.

5.7.1.3 All Classes - May use any original production cylinder block for the particular series engine.

5.7.1.4 All Classes - Any original standard production cylinder head for that series of engine permitted.

5.7.1.5 Spark plugs must be original in number, size and position

5.7.1.6 Cylinder Head gas flowing, and porting permitted.

5.7.1.7 **Class A** With the exception of XK engines - Any standard

- production camshaft permitted to original specification.
- 5.7.1.8 Class A. XK engines camshafts may be reprofiled.
Classes B, C & D Camshafts free.
- 5.7.1.9 All Classes -- Connecting rods and crankshafts free but original stroke and number of bearings to be retained.
- 5.7.1.10 Classes A - Pistons to standard production Jaguar specification.
- 5.7.1.11 Classes B,C & D - Pistons free
- 5.7.1.12 Classes B, C & D- Valve sizes & springs free
- 5.7.1.13 Camshaft cover breathers permitted.
- 5.7.1.14 Front wheel drive Jaguar 'X' Types may install a 2.5 or 3 Litre V6 engine.
- 5.7.1.15 Class D – An alternative Jaguar production engine may be used. ie AJ Series engine may be used in place of XK Series engine or AJ engine in place of V8 engine BUT MUST REMAIN WITHIN THE CARS' ORIGINAL PROFILE.
- 5.7.1.15 **Permitted Modifications – Maximum capacity limits, pre-re-bore allowance see 5.7.1.2**

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 – 2720cc

5.7.2 Prohibited Modifications

Mechanical forced induction including turbocharging prohibited

5.7.3 Location Classes A, B & C

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

5.7.4 Oil/Water Cooling

Dry sump systems are prohibited
Cooling systems free but radiator must remain in original position.

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.

Underbonnet air conditioning components may be removed.

Heater systems may be removed.

Modified oil coolers may be fitted

5.7.5 Induction Systems

Saloon & GT cars

Class A – **XK & AJ** engine cars must retain standard Jaguar production inlet manifold.

Class B - **XK engine** carburetted cars must retain standard Jaguar production 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, supercharging or turbocharging, prohibited.

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

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 D – Inlet Manifolds free.

Supercharging only permitted on 6-cylinder X300 model (XJR6)

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

All Classes

Air filters may be removed or substituted.

Mechanical forced induction including turbocharging prohibited

- 5.7.6 Class A – AJ engined cars Original exhaust manifold. System must **Exhaust Systems** exit from the rear of the car.

Class A XK Engined cars & Classes- B, C & D- Exhaust manifold free. Side exhaust permitted.

5.7.7 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

5.7.8 Fuel Delivery Systems

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

Fuel pumps free

For safety reasons, thermo choke systems should be removed.

Choke size to remain standard for the c

Class A – XK Engined cars limited to 3 X 2 inch SU 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 engines cars may use carburettors up to a maximum of 3 x 2inch SU

XK & V8 engined fuel injected cars may use aftermarket injection system (ECU) but limited to a single throttle body.

Airflow meter may be removed.

AJ6/AJ16 engined 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 (including Zytec) engine management systems permitted. Throttle bodies free. Carburettor conversions permitted, subject to fitting within the body profile.

All Classes – Fuel pressure regulators free.

5.8 SUSPENSIONS:

5.8.1 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.

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

5.8.2 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.

5.9 TRANSMISSION:

5.9.1 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.

5.9.2 Prohibited Modifications

Traction control systems prohibited unless factory fitted.
Sequential & electronic paddle manual gearboxes prohibited

No electronic control unless factory production fitted

5.10 ELECTRICS:

Wiring Looms Free

5.10.1 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 & indicator lights

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

5.10.3 Batteries All classes - Battery relocation permitted.

5.10.4 Generators -Vehicle charging system must be operational.

5.11 BRAKES

5.11.1 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 5.11.2

Class A – May upgrade brakes to any steel standard Jaguar production specification calipers. 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 calipers & steel discs may be fitted. i.e. AP, Willwood & Coopercraft.

Class D – Discs free but MUST be steel.

5.11.2 Prohibited Modifications

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

5.12 WHEELS/STEERING:

5.12.1 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 or wire wheels.

5.12.2 Prohibited Modifications

5.12.2 Wheel size may not vary between front and rear axles.

Wheels must remain within the bodywork

5.12.3 Construction & Materials

n/a

5.12.4 Dimensions

Class A – Wheel size up to 9" x 17"

Class B, C & D – Wheel size up to 9" width & 18"

5.13 TYRES

5.13.1 Specification

All Classes – Minimum aspect ratio 40%

All Classes – Maximum width 245 mm

5.13.2 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, Ray Ingman JEC Racing. Tel 07580 555129.

E-mail ray@rayingman.co.uk

NB. Only the R888R is subsidised, although JEC can offer a discount on R1R, T1-R & Sport (the latter largely replacing the former).

In the case of older cars, where there is no suitably sized Toyo tyre available, special dispensation can be given to use another manufacture BY PRIOR AGREEMENT WITH THE JEC AND TOYO TIRES

Sizes subject to availability

- 5.13.3 The use of tyre heating/heat retention devices, tyre treatments & compounds is prohibited

5.14 WEIGHTS – Subject to 5.1
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	1450 Kg
Saloon & GT	4.0 Litre – 4.2 Litre	1500 Kg

Class B

Saloons	2.1 Litre – 3.0 Litre	1230 Kg
Saloons	3.2 Litre – 3.8 Litre	1300 Kg
Saloons	2.7 Litre Turbo Diesel	1400 Kg
GT	4.0 Litre – 4.2 Litre	1400 Kg
XK Engined Saloons	4.0– 4.2 Litre	1350 Kg
AJ Engined Saloons	4.0 - 4.2 Litre	1375 Kg

Class C

XK Engined Saloons on multiple throttle bodies or Webbers	1350Kg
AJ Engined Saloons on single throttle Body	1375Kg
GTs (XJS) on Single Throttle bodies	1350Kg
GT (XJS) & Saloons on Multiple throttle bodies	1400kg
GTs (XJS) on Webbers	1375Kg
Class D	
NB Engine capacity is factory declared	
le 5997cc is deemed 6 Litres	

V Engined Saloon & GT to 4.2 Litre	1350Kg
V Engined Saloon & GT 5.3-6Litre	1400Kg
Saloon XJR SC6. 4 Litre (man or auto)	1375Kg
AJ Engined XK8, AJ engined S1,2,3	
Saloon	1350Kg
GT (XJS) All 6 Cylinder	1350Kg

5.15 FUEL TANK/FUEL:

5.15.1 Types

Fuel tanks are free

5.15.2 Locations

Free within Motor Sport UK Guide lines

5.15.3 Fuel.

Cars must use pump Fuel (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.

5.16 SILENCING:

- 5.16.1 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.

5.17 NUMBERS & RACING DECALS:

Competitors must display the following, correctly sized logos in highly visible positions:

5.17.1 ALL COMPETITORS

- JEC logo - one on each side of the vehicle &, where possible, one on the bonnet, and/or JEC Roundel.
- All Competitors will carry a windscreen strip sized to reflect individual competing vehicles windscreen sizes in a manner that will reflect continuity where possible across the various models. Such strip will carry the branding of The Jaguar Enthusiasts' Club in agreed lettering /typeface with the logos and any such sponsor brands as the JEC sees fit to contract with under the JEC logo at the far left hand and far right hand corners of the strip and in a position and in sizes to be decided by the JEC at their absolute discretion.
- Jaguar World Monthly – one on each side of the car the car
- NO OTHER TYRE ADVERTISING PERMITTED..

ALL Cars must carry Sponsors Logos.

It is the entrants responsibility to ensure that cars are correctly decaled.

5.17.2

Other logos if requested by JEC. These will be provided by the JEC on request and will subsequently be available from the Competitions Secretary or Co-Ordinator

6. Appendices

6.1 Race Organising Clubs & Contacts

BARC

David Wheadon
01264 882200

Jaguar Enthusiasts' Club

Chris Robinson 07796 682096 Championship Co-ordinator
Chris Robinson 07796 682096 Competitions Secretary

6.2 Promotional Activities

Drivers will be required to make themselves & competition cars available to meet & discuss with Jaguar Enthusiasts' Club spectators the aims & objectives of JEC Racing, during 'Paddock Walkabouts' at convenient times during race meetings. Prior notice will be given and full consideration will be given to drivers' own needs.

7. Registration Form

This will be provided by contacting
Chris Robinson on 07796 682096
chris.robinson@jecracing.org.uk
and returned as instructed on the form.

15.12.2020

PUBLISHED

Signed C.Robinson

Chris Robinson

Championship Co-ordinator

Jaguar Enthusiasts' Club Racing