



SPORTING & TECHNICAL REGULATIONS

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2026 – CSCC Alpha Lexis Law Firm Jaguar Championship.

The Alpha Lexis Law Firm Jaguar Championship is a club championship for most production based Jaguar saloon and GT models.

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The Jaguar Championship is organised and administered by the Classic Sports Car Club (CSCC) in accordance with the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. **CH2026/R078**

Race Status: Club

Motorsport UK Championship Grade: C

1.2 OFFICIALS

1.2.1	Championship Co-ordinator:	Chris Robinson
1.2.2	Championship Eligibility Scrutineer:	Dave Newton
1.2.3	Championship Stewards:	Mark Barton, Tom Suckling and Danny Morris.

NCR 4.1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- Be current members of the CSCC and
- be Registered for the Championship and
- be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- be current Members of the CSCC
- be Registered for the Championship

- c) be in possession of valid Competition (Racing) Club Licence, *as a minimum*
- 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 NCR 6.3.1.6-and FIA ISC Article 2.3.7.b and 2.6.3.d 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.

1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and as a result receives financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. This Being considered as being a Team includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of ~~the Code~~, the NCR and these Championship Regulations as may be amended from time to time and shall;

- a) hold a valid Motorsport UK Entrant licence;
- b) have at least £5 million Public Liability Insurance;
- c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- e) adhere to the Motorsport UK Safeguarding Policy and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid suitability check certificate supplied through Motorsport UK;
- f) ensure that representative(s) and driver coaches attend training/briefing when required;
- g) adhere to the NCR in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- h) nominate one member of their Team as the Team Representative at each Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- b) a designated UKAD Certified Advisor, and
- c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from Motorsport UK)

1.3.4 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 £150 Registration Fee to the Classic Sports Car Club prior to the Final Closing date for the first round being entered. CSCC Membership fee is £49. Points will NOT be awarded until the driver registers for the Championship. No points can be backdated.

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

1.4.3 When first registering for the Championship the competitor's name will be registered against the class entered and Championship points will be allocated to that Registration. If a competitor changes classes during the season re-registration will not be required and previously allocated Championship points will be carried forward and can be added together for that competitors final Championship points score. Each final Class points score will be only those points accumulated whilst competing in that class. This will ONLY apply provided there is a single class change during the season.

1.5 CHAMPIONSHIP EVENTS

Alpha Lexis Law Firm Jaguar Championship will be contested over seven rounds at seven events (each event being a Double Header) as follows:

<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club/Centre:</u>
March 28 th /29 th	Donington Park *	Classic Sports Car Club
May 24 th /25 th	Brands Hatch *	Classic Sports Car Club
June 27 th /28 th	Cadwell Park *	Classic Sports Car Club
July 18 th /19 th	Snetterton 300 *	Classic Sports Car Club
August 8 th	Oulton Park *	Classic Sports Car Club
September 26 th	Knockhill (Double Points) *	Classic Sports Car Club
October 17 th	Castle Combe *	Classic Sports Car Club

* subject to valid track licence

1.6 SCORING

One point will be awarded for the fastest race lap in each class.

One point will be awarded for pole position in each class for the first race only of a multiple header event.

Race points will be awarded to Competitors listed as classified finishers in the Final Results (but not guest drivers) in each class as follows:-

1st – 20, 2nd – 17, 3rd – 16, 4th – 15, 5th– 14, 6th– 13 and thereafter down to 1 point for all finishers.

However, if any class falls below 4 starters the points allocation in that class will be reduced as follows:

For 3 starters 1st - 16, 2nd - 13, 3rd - 12.

For 2 starters 1st - 15, 2nd - 12.

For 1 starter 1st 12.

All classes will score points except class and IDV (Invitation and Development)

Competitors who are classified as non-finishers (DNF), will not score any race points.

The Knockhill Round will be awarded 2 x the regular points

- 1.6.1 The totals from all qualifying rounds run, less two for a 12 round season and three for a 14 round season, will determine final championship points and positions. This can include rounds where a competitor does not attend. Where the score to be dropped is from a scoring round, the dropped score is the race score only. i.e. it does NOT include any other additional points. Drivers disqualified from the results for sporting/technical infringements will not score any points for that round and also may not use that round as a discarded score.
- 1.6.2 Ties shall be resolved using the formula in NCR 4.3.4.1 in the current Motorsport UK NCR.
- 1.6.4 Where the race distance has been reduced (2.4) it shall still count as a full points scoring round.
- 1.6.5 Competitors joining with 4 or less rounds to run will be deemed to be a “Guest Competitor” and will:
- not score points, but for the purpose of points scoring will be considered a starter
 - qualify for Event awards
 - comply with the eligibility criteria as prescribed in Article 1.3. above.
- 1.6.6 In order to score points and gain awards, all cars are required to display at all times the official CSCC Competitor decals as listed on the sticker guide, that can be found on the CSCC regulations web page. All of these locations are specified and must be adhered to.
- 1.6.7 A starter is defined as one who complies with NCR 12.6.5.9 definition.

1.7 AWARDS

- 1.7.1 All race awards are to be provided by the Classic Sports Car Club.
- 1.7.2 Per Event: Awards are given at each race: - Overall Winner, 1st in Class, 2nd in Class with 4 starters and 3rd in Class with 7 starters.
- 1.7.3 Championship: A trophy to the top points scoring competitor within classes A, B, C or D. Awards will only be made to those drivers who have competed in at least half the number of rounds.
- 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.

1.7.5 Entertainment Tax Liability.

1.7.6 No prize money or bonuses will be awarded. 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 EVENTS & 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 Event 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 Event Organisers in writing. NCR 3.11.1.1(l) 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 will notify Competitors of the times and locations for all briefings in the Final Instructions for the events. Competitors must attend all briefings. Any written briefing is an Official Document.

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 must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify NCR 12.6.3.2.

2.3.3. Following qualification all cars MUST be presented at Parc Ferme for post-qualifying inspection, unless told otherwise.

2.3.4 Starting positions for the first race at an event will be determined by best qualification time.

The initial grid order for race 2 (prior to top 6 draw) will be allocated in order & in accordance with drivers' finishing position in race 1. This second race grid will be subject to a top 6 finishers draw to determine the actual starting grid for race 2. Any number between & including 1 to 6 of the initial grid allocated positions will have their grid position for subsequent 2nd race changed with a number to be picked by a draw, at random, by someone nominated by a CSCC 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 event).

Draw examples

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 a driver is only entered for race 2 and/or race 3 of a "Double/Triple Header", qualifying will take

place out of session & the driver will start race 2 or race 3 from the back of the grid.

2.4 RACES

Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or rerun the race NCR 12.6.9.1(1.6.4. above applies)

2.5 STARTS

- 2.5.1 This will be a mixture of rolling starts and standing starts, depending on circuit, with instructions on procedure as specified in the Supplementary Regulations or Final Instructions.
- 2.5.2 With the exception of a driver who has previously arranged with a Clerk Of The Course to be a pit lane starter, 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, but must not prevent a reserve (from any category taking place as part of this grid) already waiting in the pitlane from starting.
- 2.5.3 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR 12.6.6.11. In addition, any driver unable to maintain grid positions 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.
- 2.5.4 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED SIGNALS

Should the need arise to stop any race or practice, red signals will be displayed at the Start line and at all 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. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.

Vehicles should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.7. PITS, PADDOCK & PITLANE SAFETY

- 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.
- 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 and respect the pit lane speed limits.
- 2.7.3. Refuelling: Refuelling during practice and the race is strictly forbidden and may otherwise only be carried out in accordance with the National Competition Rules the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.
- 2.7.4. Speed Limit: Pit Lane Speed Limit will be 60kph, unless otherwise stated in the supplementary 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 their helmets on and harnesses done up while on the circuit or in the pitlane.
- VI. present their car at Parc Ferme for post-race inspection, unless told otherwise. NCR 7.12.1.7

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. NCR 3.6.1.4.

2.10. TIMING MODULES

All cars must be fitted with transponders complying with the requirements of TSL Sports Timing or as the requirements of the timekeepers.

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 NCR 12.8.2.

2.13. ONBOARD CAMERAS

Permission to use onboard cameras will be given by the Race Organising Club. NCR 7.9

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. Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 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 1).

3.1.1 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.

3.1.2 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.

3.2 The use of substitute cars at any round is prohibited.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Chapter 2 of the Motorsport UK NCR:

4.1. Infractions of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR 2.8.1.21

4.1.2. Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.2 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2.2 (c).

4.2. Additional specific championship penalties:

- 4.2.1. The Championship Stewards reserve the right to impose penalties on Competitors proven by the Officials of any event to have behaved on or off the track in a manner considered to have brought the Championship into disrepute. Penalties may include individual race bans, loss of awards or Championship points or end of season awards. In the case of repeated offences, the Championship Stewards reserve the right to disqualify any Competitor for a fixed number of races or from further participation in the Championship. In such cases no other Competitors' Championship scores shall be adjusted.

CSCC Championship Infringements: Each CSCC penalty, issued by the Motorsport UK Clerks, should be considered a starting point; consideration will be given to any aggravating or mitigating factors. It may be appropriate to either increase or decrease these penalties, such as if an unfair advantage has been gained. The MSUK Clerks may issue any combination of time penalty, 1 or more lap penalty, stop-go or drive-through, in addition to NCR 2.2.1 The purpose of these Championship penalties is to help enforce safety and sporting fairness. Any Competitor disqualified from the results of an Event will not be allowed to count the score as part of any dropped scores.

- 4.2.2. During qualifying, excess speed in pit lane, yellow flag penalty (in addition to Motorsport UK Clerks penalty, or excess speed under Code 60 will result in a minimum of a loss of fastest lap.

Minimum datum penalties during a race:

Excess speed in pit lane	60 Seconds
Yellow Flag Penalty (In addition to Motorsport UK Clerks Penalty)	30 Seconds
Excess speed under Code 60	20 Seconds + excess kph ² as seconds.

As per NCR 2.12.1.4. the Clerks may issue drive through and stop-go penalties, in addition to those within NCR 12.10.2.

- 4.2.3. The CSCC Club Discipline and other rules will apply <https://www.classicsportscarclub.co.uk/regulations>

5 TECHNICAL REGULATIONS

Class Overview

- Class A: Fully Modified, Supercharged 6 and 8 cylinder Jaguar and Daimler saloon & GT cars. Steel & alloy bodied cars.
- Class B: Modified Jaguar and Daimler saloon & GT cars with engines up to and including 12 cylinders. Steel & alloy bodied cars. 'New' S-Type & XF cars to be deemed the same model
- Class C: Lightly Modified 6 cylinder Jaguar and Daimler saloon & GT cars. Modified/Standard steel & alloy-bodied saloons and steel-bodied GT cars up to 6 cylinders petrol and turbo diesel cars. XK-engined saloon cars, Series 1,2,3 XJ6 deemed the same model on carburettors, or injection.
- Class D: Standard 4, 6 & 8 cylinder Jaguar and Daimler saloon & GT cars. Standard steel and alloy-bodied saloon / estate & GT cars of no more than 8 cylinders. Standard 8 cylinder Auto-gearbox cars with factory ECU & programming XJ40, X300 6-cylinder, X-Type petrol & turbo diesel, automatic X350 and S-Type turbo diesel / petrol 6-cylinder and XJS 6-cylinder. XJ8, XK8 Automatic
- Class : IDV: Invitation and Development Class. This class is to attract new Saloon, GT contenders and Aston Martin DB7 cars not quite meeting regulations. Awards, Trophies or Points will not be awarded for this class.

Classes A - D: Model hereafter shall mean the same bodyshell type, shape and size. XJ6 Series 1,2,3 & XJ Coupe cars will be deemed the same model. XJ40 & X300 & X308 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.

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. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

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. All cars must be presented for scrutineering in a clean and tidy condition. Race damage must be rectified at the earliest opportunity. Cars not meeting these criteria may be excluded at scrutineering or referred to the championship eligibility scrutineer for consideration.

6.1.1 The broad principle of the Jaguar class structure is that:

Class A: Primarily for manual 6 and 8 cylinder supercharged cars

Class B: Allows rather more modifications for 6, 8 and 12 cylinder cars. (v12 cars fitted with OEM inlet manifold for model can run in this class / 6 cylinder cars running multiple throttle bodies

Class C: Allows limited modification

Class D: Is based on factory production specification with very little modification permitted.

Class IDV: Invitation and Development Class. Cars will not score championship points but will be awarded its grid and results in position.

6.2 CHASSIS:

6.2.1 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 and mounting points although strengthening is allowed. The vehicle is to be robust and structurally corrosion free. Vehicles will be subject to inspection.

6.2.2 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.

6.3 BODYWORK: Modifications Permitted General:

6.3.1 **Class A, B and C:** 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. Undertrays & Rear Diffusers not permitted. Driver's seat crossmember may be modified to aid fitment of non-standard seat. Headlamp pods may be modified to aid cooling/airflow.

6.3.2 **Class D:** Inner wings and 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. Provided no loss to structural integrity Boot floor may be removed (Boot well only).

Bodywork – Interior:

6.3.3 All Classes: Interior trim, headlining and centre console may be removed. Passenger seat may be removed. All Classes may remove interior door panels and side trim.

6.3.4 **Class A:** Dashboard, dash top & surround may be replaced with fabricated equipment.

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

6.3.5 **Class D:** If interior door panels are removed, they must be replaced with an alloy or plastic panelling. Dashboard and dash top must remain as original but additional instruments are

permitted.

- 6.3.6 **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.
- 6.3.7 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.

Bodywork – Exterior

- 6.3.8 **Class A, B and C:**
- 6.3.9 Front Inner wings may be modified to accommodate mechanical changes.
- 6.3.10 Cars may replace rear, side windows & screen with alternate material in accordance with Motorsport UK NCR. Perspex is not permitted. Any bolt on panels may be manufactured from alternative materials (permitted in Motorsport UK NCR). NB: external profile must mirror production in plan and profile. Lightweight bonnet, front wings, Boot lid & Doors permitted.
- 6.3.11 **Class D:**
- 6.3.12 AJ engine saloons & GT cars all body panels must be steel or Alloy and to Jaguar specification. These may not be cut away, drilled or altered on outer section in any way except where specifically permitted. Cars may replace rear, side windows & screen with alternate material in accordance with Motorsport UK NCR. Perspex is not permitted. Bonnet & Boot inner frame may be removed but outer skin to remain unaltered.
- 6.3.13 **All Classes:**
- 6.3.14 Replacing the cars designed body, chassis or, monocoque with a space frame structure is prohibited. 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.
- 6.3.15 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.
- 6.3.16 Wheel trims, hub caps and detachable rear wheel spats must be removed.
- 6.3.17 A radiator grille must be fitted. Removal of alternate grille bars is allowed. Original radiator grille can be removed and a mesh grille replacement fitted with a Jaguar / Daimler badge visible and must keep original shape aperture.
- 6.3.18 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.
- 6.3.19 Class A, B and C: Bonnet and 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.
- 6.3.20 All Classes: Additional securing devices may be fitted.
- 6.3.21 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 A, B and C 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.

- 6.3.22 All Classes: Panel closures, gaps, lines and 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 and 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.
- 6.3.23 Removal of exterior decorative strips and bumper over-riders is permitted. All internal panel and sub-assemblies to remain as originally manufactured, with the exception of strengthening if required.

Bodywork Modifications Prohibited

6.3.24 General:

6.3.25 Class D: All AJ-engined saloon, GT cars & X & S Type:

6.3.26 Replacement of Panels with non-original material.

6.3.27 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.

6.3.28 Interior

6.3.29 Perspex is not permitted.

6.3.30 Exterior

6.3.31 Perspex is not permitted.

6.3.32 Flaring wheel arches is prohibited.

6.3.33 Unless original equipment, undertrays and rear diffusers prohibited.

6.4 ENGINE:

6.4.1 Permitted Modifications All Classes:

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

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

6.4.4 All Classes: May use any original production cylinder block for the particular series engine.

6.4.5 All Classes: Any original standard production cylinder head for that series of engine permitted.

6.4.6 Spark plugs must be original in number, size and position.

6.4.7 Cylinder Head gas flowing, and porting permitted.

6.4.8 Class D: Any standard production camshaft permitted to original specification.

6.4.9 Class A, B and C: Camshafts free.

6.4.10 Class A, B and C: Connecting rods and crankshafts free but original stroke and number of bearings to be retained.

Classes D: Pistons to standard production Jaguar specification. Classes A,B and C Pistons free.

6.4.11 Classes A, B and C: Valve sizes & springs free.

6.4.12 Camshaft cover breathers permitted.

6.4.13 Front wheel, rear wheel and 4 wheel drive Jaguar 'X' Types may install a 2.5 or 3 Litre V6 engine.

6.4.14 Permitted Modifications – Maximum capacity limits, pre-re-bore allowance:

Saloon 4 cylinder diesel and petrol turbocharged cars 2000cc

Saloon 4-cylinder diesel engine cars – 2179cc

Saloon XK engine 6 Cylinder cars – 4235cc

Saloon & GT AJ6/AJ16 engine cars 3980cc

Saloon & GT V8 engine cars – 4196cc

Saloon & GT V12 engine cars– 5997cc
Saloon V6 petrol engine cars - 2967cc
Saloon V6 diesel engine cars – 3000cc

Oil/Water Cooling

6.4.15 Location Classes A, B, C and D

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

6.4.17 Dry sump systems are prohibited.

6.4.18 Cooling systems free but radiator must remain in original position & be plumbed in. Anti-oil surge aids are permitted.

6.4.20 All Classes

6.4.21 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.

Induction Systems

6.4.22 Saloon and GT cars:

6.4.23 Class D: AJ engine cars must retain standard Jaguar production including XJR inlet manifold

6.4.24 Classes C and D: Fuel-injected cars are restricted to the same number of throttle bodies as production. With the exception of production petrol and diesel turbocharged cars, mechanical, turbocharged forced induction is prohibited.

6.4.25 Class C: XK engine fuel-injected cars – Inlet manifold free and may use enlarged throttle body.

6.4.26 Class C: XK engine cars may use up to 3 carburettors

6.4.27 Class C: XK engine fuel-injection cars - Inlet manifold free but restricted to 1 single throttle body. Classes C V8 cars: retain standard based production inlet manifold but may enlarge throttle body.

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

6.4.29 Class B: 6, 8 cylinder cars: Inlet manifolds & throttle bodies free. 12 cylinder cars to retain the OEM Inlet-Manifold

6.4.30 Class A: Inlet-Manifolds free.

6.4.31 Class A: Supercharged cars may use air to air charge cooling system

6.4.32 Class A: Supercharged cars total throttle body area must not exceed 78.5 sq cm, equates to a 10cm flap within the throttle body.

6.4.33 Any car fitted with a larger throttle body must reduce the throttle body inlet by means of a reducer prior to the inlet of the throttle body or fit a 10cm diameter tube sleeve to the air intake tube / pipework. Supercharging only permitted on 6-cylinder X300 models (XJR6) XK8 & XJ8 R & S'type R. Six-cylinder S/C cars may upgrade to a X152 type supercharger.

6.4.34 **All Classes:** Air filters may be removed or substituted.

Exhaust Systems

6.4.35 Class D: Original exhaust manifold must remain. The System must exit from the rear of the car.

6.4.36 Class A B and C: Exhaust manifold free. Side exhaust permitted but must exit to rearward of B pillar & centre of wheelbase.

Ignition Systems

- 6.4.37 Class D: 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.
- 6.4.38 Classes A, B and C: Free.

Fuel Delivery Systems

- 6.4.39 An LPG kit may be fitted. This will not affect the class for which the car is eligible.
- 6.4.40 Fuel pumps free.

Class D:

- 6.4.41 AJ6/AJ16 MUST use standard original injection system. Saloons must be fitted & use standard production air flow meter, original ECU & programming for that model.
- 6.4.42 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 and original ECU & programming.

Class C:

- 6.4.43 XK-engined car limited to 3 x SU or Weber carbs
- 6.4.44 XK & V8 engine fuel injected cars may use aftermarket injection system (ECU) but limited to a single throttle body. Airflow meter may be removed.
- 6.4.45 AJ6/AJ16 engine cars may use an aftermarket ECU
- 6.4.46 Jaguar X & S Types. Throttle bodies free. Aftermarket engine management systems permitted. Carburettor conversions permitted, subject to fitting within the body profile.
- 6.4.47 V8 & diesel engines cars. Aftermarket engine management systems permitted but must remain standard in aspects of airflow & fuel delivery.

Prohibited Modifications

- 6.4.48 Fly-by-wire throttle systems must remain standard in all functions. Torque-modelling is prohibited. Where fitted an aftermarket Fly-by-wire system there can be no variation between throttle pedal and throttle plate. For example, 5% throttle pedal equates to 5% open at the butterfly. The use of multiple throttle maps such as wet-mapping is deemed an electronic driver aid and 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. ECU logs can be requested at any time to verify this. Map-switching while driving is prohibited.

6.5 SUSPENSION:

Permitted Suspension Modifications

- 6.5.1 **All Classes:** All classes may raise the height of the mounting point on the rear shock absorbers to allow fitting of longer rear shock absorbers to reduce or eliminate rear wheel tramping.
- 6.5.2 **Classes C and D:** 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.
- 6.5.3 **Class D:** 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 uprated. Rear suspension anti-tramp bar permitted.

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

6.5.5 **Classes C and D:** Rose-joints only permitted on Anti-roll bars, Roll Bar Links & drop links.

6.5.6 Live Axle Cars: The fitting of 2 additional radius arms alongside the original rear springs are permitted. Wishbone bush material free.

6.5.7 Anti-roll bars free (Front & Rear).

6.5.8 **Classes A and B:** May strengthen front subframe. May discard rear subframe/cage original suspension pickup points must remain as per original design and location.

Prohibited Suspension Modifications

6.5.9 **Classes C and D:** Any additional suspension components are prohibited. Rose-Joints prohibited except on Anti-Roll Bar links.

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

6.6 TRANSMISSION:

Permitted Transmission Modifications

6.6.1 **All Classes:** Clutches are free.

6.6.2 **Class A-B C:** Flywheels free – Standard flywheel may be lightened

6.6.3 Any Jaguar production gearbox (with or without overdrive) permitted.

6.6.4 4-wheel drive permitted on X Type models, if originally fitted.

6.6.5 **Classes Class A and B:** Gearbox manufacturer free.

6.6.6 Automatic shift re-program kits permitted & quick shift kits permitted on all Automatic cars.

6.6.7 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 Transmission Modifications

6.6.8 Traction control systems prohibited unless factory fitted.

6.6.9 Sequential & electronic paddle manual gearboxes prohibited.

6.6.10 No electronic control unless factory production fitted.

6.7 ELECTRICS:

6.7.1 Wiring Looms Free

Exterior Lighting

6.7.2 In accordance with Motorsport UK NCR, including the following:

6.7.3 **Class D:** All lighting as required to MOT standards.

6.7.4 **Classes A, B and C:** Main beam, rear lights, & brake lights.

6.7.5 Rear fog light to be fitted in accordance with current Motorsport UK NCR

6.7.6 Batteries All classes - Battery relocation permitted.

6.7.7 Generators -Vehicle charging system must be operational.

6.8 BRAKES

Permitted Braking Modifications

All Classes

6.8.1 Servo systems free.

6.8.2 Pad material and brake fluid free.

6.8.3 Flexi brake hoses free.

- 6.8.4 Limiting valves may be fitted in rear brake lines.
- 6.8.5 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.
- 6.8.6 Class D:** 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.
- 6.8.7 **Classes A, B and C:** Vented discs may be fitted front & rear, inboard or outboard.
- 6.8.8 Discs may be drilled or grooved but MUST be steel. Brake balance & bias valves permitted.
- 6.8.9 Aftermarket brake callipers & steel discs may be fitted. i.e. AP, Willwood, Alcon, Tarox & Cooper craft.

Prohibited Braking Modifications All Classes

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

6.9 WHEELS/STEERING:

Permitted Wheel/Steering Modifications

All Classes

- 6.9.1 Steering systems must remain standard for the relevant model.
- 6.9.2 Power steering may be disconnected &/or removed.
- 6.9.3 Steering wheels and columns are free.
- 6.9.4 Steering lock or lock plunger MUST be removed. Steering lock must not be able to operate.
- 6.9.5 Standard steering rack. Power steering may be disconnected. Steering column may be modified. Rack mounting bushes free.
- 6.9.6 Wheels & Tyres must fit within standard wheel arches. Reshaping horizontal lip permitted.
- 6.9.7 Wheels must retain standard 5-stud fixing.

Prohibited Wheels/Steering Modifications

- 6.9.8 Wheels must remain within the bodywork.
- 6.9.9 **Wheel Dimensions**
All Classes: Wheel size up to 9" rim width & upto 18" wheel diameter

6.10 TYRES

TYRE TYPE

- 6.10.1 **All Classes:** Minimum aspect ratio 40%.
- 6.10.2 **All Classes:** Maximum width 245 mm.
- 6.10.3 Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.
- 6.10.4 No modification to tread pattern or tread depth by cutting is allowed.
- 6.10.5 Vehicles may only use tyres listed in Motorsport UK NCR Chapter 8 Appendix 4, Lists 1a, 1b & 1c.
- 6.10.6 Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.
- 6.10.7 The use of tyre heating/heat retention devices, tyre treatments & compounds is prohibited.

6.11 WEIGHTS

- 6.11.1 Stickers (in 40mm white lettering) stating the cars minimum weight are to be displayed on the rear quarter windows. The following minimum weights are in post- qualifying or race trim, with Driver:

Class D

- 6.11.2 **For standard cars running OEM ECU or Carburation**

- 6.11.3 Saloons 2.1 Litre – 3.0 Litre 1300Kg
- 6.11.4 Saloon 2.7/3.ltr Turbo Diesel 1400Kg
- 6.11.5 AJ Engine Saloons and GT 4.0 1400Kg
- 6.11.6 AJ Engine Saloons and GT 3.6 1380Kg
- 6.11.7 Saloon & GT 3.2 Litre 1380Kg
- 6.11.8 Saloon & GT 4.0 Litre 1400Kg

Class C

- 6.11.9 **For cars with aftermarket ECU but retaining OEM inlet manifold. Also catering for cars fitted with early type XK engines these cars may run a Weber-type conversion or single throttle body fuel-injection.**
- 6.11.10 XK Engine Saloons 1350Kg
- 6.11.11 AJ Engine Saloons and GT 4.0 1350Kg
- 6.11.12 AJ Engine Saloons and GT 3.6 1330Kg
- 6.11.13 V8 saloon and GT 4.0 1350Kg
- 6.11.14 V8 saloon and GT 4.2 1370Kg
- 6.11.15 Turbo Diesel Saloon 1350Kg
- 6.11.16 Modified V6 3.0 Litre engine X-type & S-type models 1200kg

Class B

Note, V12 cars in the class may only use OEM inlet model for the vehicle. This class also caters for six-cylinder cars fitted with multiple throttle bodies.

- 6.11.17 XK Engine Saloons on multiple throttle bodies 1300Kg
- 6.11.18 AJ Engine Saloons and GT 4.0 1300Kg
- 6.11.19 AJ Engine Saloons and GT 3.6 1300Kg
- 6.11.20 V8 saloon and GT 4.0 1300Kg
- 6.11.21 V8 saloon and GT 4.2 1325Kg
- 6.11.22 GTs (XJS), AJ Engines on GTs (XJS), AJ Engines on Carbs
- 6.11.23 V12 5.3 on standard inlet manifold for model 1300kg
- 6.11.24 V12 6.0 On standard inlet manifold for model 1425Kg

Class A

- 6.11.25 Supercharged cars.
- 6.11.26 XJR Super Charged 6 cylinder 4 Litre 1425Kg
- 6.11.27 Saloon & GT V8 SC 1425Kg

6.12 Ballast

- 6.12.1 Ballast required achieving the minimum weight or success ballast as a performance equalisation measure must only be added inside the car on the front and/or rear passenger foot-well.
- 6.12.2 It is the competitor's responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- 6.12.3 Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400sq. mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineer's wire seals. Alternatively, ballast can be fitted in a ballast box approved by the scrutineer.
- 6.12.4 The total weight of "minimum weight" or "success ballast" carried must be declared, in writing to the Championship Eligibility Scrutineer and/or his appointed representative and be in position, at all times during practice and racing.
- 6.12.5 The race winning car is required to be weighed at the end of all races and any other cars as the scrutineers requests

6.13 Success Ballast:

- 6.13.1 The overall race winning car from each race will be required to add 25 kg of success ballast at all championship races at the next race event that the car competes in. As an example, if two different cars win each race, at the first race event, then two cars will carry a weight penalty to their next race

event entered.

- 6.13.2 The success ballast handicap is carried in addition to weight that car was at post race & not the cars required minimum base weight.
- 6.13.3 Competitors will be informed by the championship co-ordinator or official scrutineer of the amount of weight they must carry.
- 6.13.4 If the same driver/s or car win again whilst they are still carrying success ballast, the weight increases by a further 25kg, until such time as they start a race but do not win overall. Each time they do not win overall at a race event, the penalty is reduced in the same increments as it was applied, until it is removed.
- 6.13.5 The maximum success ballast allocated shall not exceed 50kg.
- 6.13.6 Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.
- 6.13.7 Notice is given that from 2026, as well as success ballast on the first Jaguar to finish in each race, the organising club may look at success penalties on any class-winning cars.

6.14 FUEL TANK/FUEL:

6.14.1 Types

6.14.1.1 Fuel tanks are free.

6.14.2 Locations

6.14.2.1 Free within Motorsport UK Guidelines.

6.14.3 Fuel

6.14.3.1 Cars must use permitted Fuel as available to the general public & no additives (see NCR Chapter 8. Appendix 1.

7 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK/MSA.

8 RACE ORGANISING CLUBS & CONTACTS:

Championship Co-ordinator

Chris Robinson
Mobile: 07796 682096
Email: chris.r28a@gmail.com

Adams & Page (Yokohama Tyres)

Cressex Industrial Park
High Wycombe
Bucks
HP12 3RQ
Tel: 01494 445 389
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Driver Representative

Tim Marrant
Email: tim@hps-ltd.org.uk

Classic Sports Car Club

1 Masons Wharf
Corsham
Wiltshire
SN13 9FY
01225 810655
Email: info@classicsportscarclub.co.uk

Motorsport UK

Bicester Motion
OX27 8FY
Tel: 01753 765000
www.motorsportuk.org

Alpha Lexis Law Firm

Boundary House
Barnet Lane
Elstree
Hertfordshire WD6 3JP
T: 020 3355 3940
F: 020 3357 3094
www.alphalexislaw.co.uk

9 COMMERCIAL UNDERTAKINGS:

The Championship title and associated logo styles may only be used with the prior written approval of the Organisers.

Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

Entry into the Championship is conditional upon each Competitor:

Providing free of charge to the Organisers advertising places on their cars as specified in these regulations or subsequent bulletins:

Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series which may be used at the Championship Organisers' and Sponsors' discretion.

No tobacco (or associated products) related advertising is permitted in any form in this Championship. Additionally, any products that are not permitted to be advertised on European Union terrestrial television stations are also prohibited.

No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered unsuitable or offensive to the Organisers or their sponsors.

All Drivers required for Podium Presentations at the end of each race or event should attend without delay. Failure to do so may mean forfeiting any Championship Awards/points gained at that round.

Drivers must attend the end of season Awards Ceremony in order to formally claim their awards. Non-attendance may mean forfeiture of awards unless previously agreed with the Organisers.

Engine and gearbox replacements, rebuilds and ratings are subject to agreement with the Motorsport UK Eligibility Scrutineer. No Competitor may have more than one spare sealed engine and/or gearbox/transmission unit in his possession at any one time. All engines and gearboxes returned for rebuilds etc. must be returned with identification tags and all seals intact.

The Organisers will decline to accept entries from any competitor who is in dispute with any supplier associated with the Championship over the settlement of accounts for parts or services.

10 REGISTRATION FORM

The Championship Registration Form is available via the website
www.classicsportscarclub.co.uk/join-the-cscc



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
- Integrity
- Self-Control
- Fair Play
- Good Manners

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 safety through your 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.

Chris Robinson

Signed by:

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2/26/2026