

# 2024 CSCC Mike Hawthorn Jaguar Challenge Series Regulations



The CSCC Mike Hawthorn Jaguar Challenge series is for pre-1961 Jaguar Saloon cars and some pre-1961 Jaguar XK sports cars. Cars run to FIA Appendix K regulations, in some classes controlled modification is allowed, only if specifically listed.

- A 40 minute race with a mandatory pit stop and 30-minute qualifying session on the same day.
- Register the car for the 2024 season for £99 (each driver joins the club as a member for £49 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Mike Hawthorn Jaguar Challenge registration fee includes registration to any other CSCC series/championship that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is £50.
- Entries may be either single drivers or two drivers sharing a single car.
- Typically racing on a shared CSCC grid, with other suitable 1960s cars, as part of the CSCC's classic car racing events.

## Class structure:

Mike Hawthorn Jaguar Challenge

Class JA – Jaguar 2.4 Litre Saloons

Class JB – 3.4 Litre Jaguar MKI saloons

Class JC – 3.8 Litre Jaguar MK 2 Saloons

Class JD – Jaguar MKVII,VIII,IX & Mk IX Saloons

In Addition: Class JB or JC Saloons that have one of or all additional components as per this list will have to enter as below

Class JE Mk 1s Straight Port Head, Tubular Exhaust Manifold,

Class JF Mk 2s Straight Port Head, Tubular Exhaust Manifold, Triple SU Carbs

Class JI Jaguar saloons not in classes A, B, C or D. Invited cars.

## XK Sportscar Challenge

Class XA – XK120,140 & 150 producing & conforming to their current full FIA Identity Documents

Class XB – 3.4 Litre cars with modifications that remain within production Special Equipment (SE) specification

Class XC – 3.8 Litre cars with modifications up to production XK150 'S' specification

Class XI – Other Jaguar XK vehicles of unlimited modification competing by specific prior invitation of the CSCC. *Note that XK120C (C-Type), XKD (D Type) & XK-E (E Type) models are not permitted in this series.*

**Cars must be prepared to a high standard and unless specifically mentioned, to FIA Appendix K regulations, with these exceptions and additions:**

## General, for all X prefix classes

Wherever the term "XK" is used in these Technical Regulations to describe components etc. it shall mean only as fitted to the XK120/140/150 production sports cars, unless otherwise specified.

## Interior

All J prefix classes: Headlining, loose carpets, window winder mechanisms, door pockets & arm rests may be removed.

Door cards, original style trim, dashboard and rear seats must be retained but may be altered to facilitate the fitting of safety equipment and secure mounting. Inner panels may not be cut away for lightening.

Additional instruments may be fitted but must be of period appearance.

Classes XB & XC: Original interior trim must be retained, although loose carpets should be removed. Original dashboard must be retained.

Later instruments may be fitted, but must be of period appearance. Additional instruments and switches may be fitted but must be of period appearance. Perspex may be used to replace side windows although window frames must be retained as per production specification for the model concerned. Window winder mechanisms may be removed or substituted.

## Exterior

All J Prefix Classes: Discreet minor body modifications permitted for the fitting of safety switches/pulls, or secondary period safety devices such as pins or straps. Bonnet & Boot hinges may be removed but all other hinges to be retained. Inner panels may not be cut away for lightening.

Period type quick release filler caps may be fitted. Rear wheel arches may be blended a la Coombs style. Bonnet louvers permitted, but must be in period appearance and dimensions. All chrome must be retained. Fibreglass bumpers are permitted, but must be silver or chrome finish. Perspex/Lexan side & rear windows permitted but must conform to Motorsport UK Blue Book. Quarter lights must be retained.

Radiator grills must be of original appearance. Spot light grills may be used for ducting.

All X Prefix Classes:

Flared arches or other external body modifications prohibited. Discreet minor body modifications are permitted (contoured recesses) for the fitting of safety switches to prevent or minimise projection beyond the body-line. Fuel filler apertures may be modified & quick-release caps permitted. Such modifications must be of period appearance. Minor modification to line of bonnet & front wing permitted to accommodate the fitment of triple carburettors. Opening vents located on front wing to rear of front wheel may be replaced by louvred panel not exceeding 14" x 8". Apertures as originally located behind front bumpers not to exceed 12" x 3.5". Bonnet louvers are permitted.

Aero screens may be fitted to roadster models where originally available for the model, together with the associated cowling for central rear view mirror. Radiator Grills must be retained in all classes as original for the particular model.

Classes XB and XC: Alloy panels may replace steel. Bumpers may be removed.



## Engine

All J prefix Classes: Reboring up to .060" permitted. Camshafts & camshaft dampers free, pistons free, valve size free, connecting rods & crank are free but must retain original stroke. Flywheels and clutch free. Oil cooler, aluminium radiator, swirl pot and header tank may be fitted. Water pump make is free, but must be fitted in the original location, type and mode of operation. Wide-Angle heads, alloy cylinder blocks and dry sump systems are prohibited.

Classes JB & JC: B Type cylinder heads ONLY permitted, but may be gas-flowed. B12 cylinder heads prohibited.

Permitted Modifications, X prefix classes.

All X prefix classes: Reboring up to .060" allowed.

Class XB: Only Pre 1970 cast iron block 3.4 Litre Jaguar XK engines with either A-series, B-series or C-type cylinder heads

Class XC: Pre 1970 cast iron block 3.4 or 3.8 Litre XK engines with any Jaguar production head excluding wide-angle may be used.

Classes XB and XC: Camshafts and Crankshaft dampers are free.

Classes XB and XC: Aluminium radiators, later water pumps and oil coolers may be fitted. Dry sump systems are prohibited.

Engine Location

Classes XB and XC Original engine location must be retained, but the engine may be canted over for the purpose of allowing the carburetors to clear the steering column, but must remain within 10 degrees of vertical.

## Induction Systems

All classes: Air filters may be removed or replaced.

Classes JA & JD May use up to 3 x Weber carburetors

Class JB Mk 1 May use up to 3 x 2 inch SU carburetors

Class JC MK 2 2 x 2 inch SU carburetors max

Class JE & JF May use 3 x 2 inch SU carburetors

Class XB & XC Inlet manifolds must be as fitted to a production XK series engine.

Class XB Carburetors restricted to two 1¾" or 2" SU's

Classes XC Triple 2" SU's permitted.

## Exhaust Systems

Exhaust must exit from the rear of the car, side exhausts prohibited.

Class JB & JC: Original cast manifolds only

All other J prefix classes: Tubular manifolds must be a 3 into 2 type, as per FIA E-Type.

Class XB & XC: Original production cast exhaust manifolds as fitted to XK's to be retained. The 'swept back' cast manifolds as fitted to some XK-engined saloons are not allowed.

## Ignition, Electrical Systems and Fuel Tank

All classes: Alternators may replace dynamos. Starter motors free.

All J prefix classes: Electronic ignition permitted but must be distributor triggered, located in the original position and sole source of ignition.

Crank sensors prohibited. Battery may be relocated. An aluminum tank may replace the original tank and be fitted within the boot area.

All X prefix classes: A single distributor in its original position must be the sole method of ignition timing and distribution. Rev limiters permitted. Engine Management and/or mapping systems of any type are expressly forbidden.

An aluminum tank to the original pattern and shape may be substituted. The fuel tank must be retained in the original position

Class XB & XC: Electronic ignition aids, including triggering devices, are permitted.

## Suspension

All J prefix classes: Jaguar MKI may use MKII rear axle and use stronger Mk 2 suspension components.

Suspension mounting & bush material free but must retain original pick-up location.

Spring rates free. Antiroll bars free but must not be adjustable. Shock absorbers free but must operate & be mounted as original.

Top torsion bars on the rear axle may be adjustable

Rose joints are prohibited, as are spring over shocks (coilovers).

All X prefix classes: Spring over shocks (coilovers) are prohibited.

Original suspension configuration (i.e. double wishbone/ torsion bar front, semi-elliptic rear) must be retained and use production XK components. Spring rates, anti roll bars and shock absorbers may be updated.

The semi-elliptic rear springs must retain the XK type multiple leaves, which must not be fixed to each other in any manner whatsoever to give the effect of being solid through any part of their length.

Class XB and XC: Telescopic shock absorbers may be fitted to the rear of XK120's.

Class XC: A pair of single longitudinal radius arms may be fitted linking the point where the axle U-bolts attach to the spring to a mounting bracket below the chassis in the area of the forward spring location.



## Transmission

All J prefix classes: Any 4 speed Jaguar production gearbox permitted, close ratio & straight cut gears permitted  
2-piece prop shafts permitted. Powerlock, or limited slip differential permitted & operating pressure may be altered. Differential ratio free.  
Class XB and XC gearboxes can either be per production XK specification or a later, 4-speed all-synchro Jaguar box. Flywheels and clutches are free.

Class XB: must retain an unmodified, non-locking differential,

Class XC: Limited slip differentials may be fitted.

## Brakes

All J prefix classes: To enable the fitting of a dual circuit brake system, a Tilton type pedal box may be used provided the original pedal & pivot position is maintained. Brake servo system free. Brake bias valve permitted. Only solid, one-piece brake discs permitted. Air equip (braided) hoses permitted.

Brake pad material is free. Brake cooling ducting may be fitted but the area of collection must not protrude beyond a 45-degree angle drawn rearward from the lower edge of the bumper.

Front brake calipers may be 2 pot Dunlop or 3 pot Girling only. Rear brake calipers may be 2 pot Dunlop or 2 pot Girling only.

All X prefix classes: The use of ABS or a recirculating brake fluid system is prohibited.

Class XC: One-piece steel discs may replace drums. 1-piece vented discs up 285mm diameter permitted. Cars not fitted with wire wheels may fit 2-piece discs, the friction area of which must be steel. Grooved/drilled discs not permitted. Servos may be added. Competitors must satisfy themselves as to the suitability/safety of such modifications. Brake calipers must be of cast ferrous metal construction otherwise they are free.

Class XB and XC: The replacement of the original clutch/brake pedals with a hinged pedal box assembly is allowed subject to there being no facility for remote brake bias adjustment from the driving position.

## Wheels, Tyres and Steering

All J prefix classes: Wheels to be of period type (steel disc or wire) and period appearance. Tyres must be Dunlop L or M section tyres CR65 600 L15 or CR65 600 M15 max.

Class JD - maximum width 15" or 16" with a width of up to 6".

All other J prefix classes must of 15" with a width of 5.5" or 6" only

All X prefix classes: Wheels of entire alloy construction prohibited, only wire or steel wheels are to be used. Dunlop L or M section 204 compound CR6 tyres. A road legal tyre may be accepted, if the car is driven to and from the circuit and by prior agreement with Chris Robinson.

Class XB: The original steering box must be used on XK120's, although the original fixed column may be replaced with a collapsible one

Class XC: Rack and pinion steering may be fitted to XK120's.

Class XB and XC: Steering Wheel may be replaced by a smaller wheel of period appearance. Either 15" or 16" wheels may be used, with a maximum rim width of 6".

## Weights

All classes: Minimum vehicle weights with driver, this may be checked by an MSUK Scrutineer after any qualifying or race session.

If ballast weights are used, the securing bolts must be predrilled for the purpose of attaching scrutineers wire seals.

The minimum weight of J prefix Mk1 & 2 cars will be its dry weight as declared in FIA period papers less 5% and not including driver.

Or as per cars FIA Historic Technical Passport

Class JA (Mk1 2.4)	1360 kg
Class JB (MKI 3.4)	1387 kg
Class JC (MKII 3.8)	1369 kg
Class JD (MKVII,VIII,IX)	as HTP
Class JE (Mk 1 )	1387 kg
Class JF ( Mk 2 )	1369 kg
Class XA & XB	1295 kg
Class XC	1325 kg

## Numbers, Decals and Cameras

Onboard cameras are highly recommended. Drivers are responsible for supplying and fitting door and bonnet number roundels & race numbers, in positions as required by current Motorsport UK regulations.

Any personal sponsor logos must be of a discreet design and size and only fitted to the side of the car (not to the front, rear or glass) and preferably to the front wings behind the wheel aperture. Other graphics that are period and relevant to that particular car in period will be considered.

The CSCC will supply the following logos:

All classes: 3 CSCC logos, must be displayed in the area of the number roundels (for example above each number).

All J prefix classes: 2 Hawthorn Challenge Logos, 1 to be fitted either side of rear of front wing / front of front doors.

Sponsors logos one on either side of the car per sponsor supplied, Castrol & Dunlop.

All X prefix logos: A sponsors logo must be carried on each side of the car on the front wing, behind the wheel aperture. It must be uncluttered & clearly visible.



## Entries

Entries may be either single drivers or two drivers sharing a single car. the Classic Sports Car Club and all cars must be registered for the series.

Each driver must be a member of

## Overseas rounds

In order to race with the CSCC at an overseas round, drivers are required to race with us once beforehand this season. Overseas rounds are not subject to winners' penalties. Cars could be subject to additional safety requirements.

## Pit Stops and Starts

A mandatory, timed, 1 minute 30 second stop, from pit in to pit out, must be made during the race, unless indicated otherwise in supplementary regulations. Full regulations are explained here: <https://www.classicsportscarclub.co.uk/regulations> All cars must have a method of determining that they are travelling at 60 kph. Starts will be a mixture of standing and rolling, as set out within each meeting's supplementary regulations.

## Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2024 yearbook (Blue Book).

## Awards

Awards are given at each round: - Overall Winner, 1<sup>st</sup> in Class, 2<sup>nd</sup> in Class with 4 starters and 3<sup>rd</sup> in Class with 7 starters. Award winners receive a single award per entry, with an optional 2nd driver award available to purchase after each event, using the form on the CSCC website. Driver of the day awards may be presented, where available and as voted for by an independent observer. Cars in classes JI and XI are not eligible for awards.

## CSCC Series Infringements

Each CSCC penalty, issued by the MSUK 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 C2.1.1.

A driver disqualification or exclusion in the case of a 2 driver/2 car team, will result in the loss of that drivers laps only, with no award for the team. The purpose of these Series penalties is to help enforce safety and sporting fairness.

During qualifying, any of the below series infringements will result in a minimum of a loss of fastest lap.

### \*Minimum datum penalties during a race

Excess speed in pit lane	60 Seconds
Unsecured harness belts before coming to a stop	60 Seconds
Not switching off the engine for driver change (where relevant)	60 Seconds
Unsafe release or impeding a car during pit stop	30 Seconds
Incorrect/Short pit stop duration/Pitting outside pit window	30 Seconds + short stop duration
Not stopping for the mandatory pit stop	Disqualification from the race
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	30 Seconds
Excess speed under Code 60	20 Seconds + excess kph <sup>2</sup> as seconds.

### Other Infringements:

As per C2.1.6 and Q12.26. the Clerks may issue drive through and stop-go penalties, in addition to those within C2.1.1

### Technical Rights of the CSCC

The CSCC have the right to overrule any of the above rules, including moving a car between classes and/or treat any applicant individually as seen fit, in order to help promote and to enhance the series, and to protect and respect the position of all existing competitors. The CSCC also reserves the right to re-classify any car entered in a meeting, which does not comply with the series technical regulations or is not prepared to an acceptable standard. The Club reserves the right to amend these regulations at any time in the year.

