



The Jack Fairman Cup

for 50s Sports Cars

Series Regulations 2019

1. Sporting Regulations

1.1 Title and Jurisdiction

The Jack Fairman Cup events do not constitute any form of championship. There will be no end of season overall champion. It is the intention of the Organisers to create a friendly, gentlemanly and non-aggressive series of good-value events for high profile cars with competent drivers. Therefore, a high standard of both car presentation and driver behaviour both on and off the track is both expected and demanded.

Entrants should be aware that the Organising Club, whilst realising that race incidents can happen, will not accept nor tolerate poor, overtly aggressive or dangerous driving standards. Unsporting behaviour may result in withdrawal of future invitation to race. Any driver or car failing to meet the standard approved by the Organisers will receive a written "Yellow Card" warning. Any further infringements within a one-year period may result in an automatic exclusion from the series. The Organisers reserve the right to refuse the entry of any competitor on reasonable grounds, such as a car being of the wrong type or level of modification.

These Jack Fairman Cup Regulations should be read in conjunction with the current Motorsport UK Regulations. Competitors will be deemed to have full knowledge of these Regulations, and to have accepted them in full. In addition, the specific details and regulations for the JEC XK Challenge and Mike Hawthorn Challenge should be obtained from the Jaguar Enthusiasts Club Race Co-ordinator, Chris Robinson: chris.robinson@jecracing.org.uk

1.2 Officials

Series Co-ordinator: Lindsey Warren
Email: lindsey@amocracing.com

Licensed Eligibility Scrutineer:
Stephen Walker, 36 Terence Road, Liverpool, L16 8NW Tel; 07778 179361
Email; stephenwalker123@aol.com

Series Stewards: Michael Cartwright, Jim Keenan, Graham Battersby

1.3 Competitor Eligibility

All drivers must hold a valid MSA Competition National B Racing status Licence (or higher). For international events drivers must hold a current MSA International or National A Race Licence or European equivalent with FIA endorsed logo.

The Organisers reserve the right to add a time penalty to professional drivers who participate.

1.4 Registration

Registration form will be not required for this Series in 2019.

1.5 Calendar of Events 2019

22/04/19 Donington Park
08/06/19 Brands Hatch Indy
06/07/19 Oulton Park
31/08/19 Snetterton 300
05/10/19 Silverstone National

1.6 Classes

Class 1 - Production Sports, Saloons and GT Cars up to 1380cc
Class 2 - Production Sports, Saloons and GT Cars from 1381cc to 1850cc
Class 3 - Production Sports, Saloons and GT Cars from 1851cc to 2700cc
Class 4 - Production Sports, Saloons and GT Cars from 2701cc to 3500cc
Class 5 - Production Sports, Saloons and GT Cars over 3501cc
Class 6 - Sports Racing Cars up to 2000cc
Class 7 – Sports Racing Cars over 2001cc

The Organising Committee reserve the right to reclassify any car into a more appropriate class if, in their opinion, it is considered to be in keeping with the potential performance of the car. The Eligibility Scrutineer reserves the right to carry out eligibility checks on any cars at his discretion or at the request of the Organising Club after qualification or post-race. The Organisers reserve the right to combine the races with other grids as required.



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1.7 Awards

Awards for first three places overall and for classes 1-5 and classes 6 and 7 will be presented following the race. In addition, awards will be made to the other class winners (subject to number of entries) at the end of each race or meeting presentation ceremony. The Organising Club may, at their discretion, present additional awards at the end of the season. In the event of any provisional result being revised after presentation of an award, and the revision changes the entitlement to the award, the initial recipient must return the award to the Co-ordinator in good condition within 7 days. At the end of the season the Jack Fairman Cup will be awarded to the entrant who, in the view of the Organisers, has achieved the best combination of performance, condition and spirit through the season.

2. Sporting regulations / Judicial

In accordance with the Motorsport UK Regulations or International regulations in country of event.

3. Sporting regulations - Race procedure

In accordance with the Motorsport UK Regulations (Section Q) or International Regulations in country of event. Competitors should read all relevant parts of the 2019 Technical Regulations on the Motorsport UK website.

3.1 Entries

Entry Fees shall be in accordance with the published fee on the respective Entry Form for the event.

Competitors are responsible for submitting the correct and fully completed Entry Form with the appropriate entry fee prior to the event published closing date. Incorrect or incomplete entries will be held in abeyance until they are complete. Acceptance of entries will be in accordance with the Motorsport UK Regulations Section H30. In the event of over-subscription, a reserve list of up to 20% of the grid will be accepted in accordance with the chronological receipt of a completed entry form.

Any Withdrawal of Entry or Driver/Car changes made after the published closing date must be notified in writing to the Series Co-ordinator. If Driver/Vehicle changes are made after the publication of Entry List the competitor concerned must seek approval of acceptance by the Stewards of the Meeting BEFORE signing on.

3.2 Briefings

Drivers must attend all briefings. Times and locations of briefings will be provided in the published timetable or as a published notice at the Drivers and Entrants signing on.

3.3 Qualification

Drivers should complete a minimum of 3 laps practice in the car to be raced and in the designated session in order to qualify for selection and order of precedence as set out in the Motorsport UK Regulations (Section Q). The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory.

3.4 Races

The race duration shall be 30 minutes. Refer to the Motorsport UK Regulations (Section Q) for full race procedures.

3.5 Re-Scrutiny

Any vehicle involved in a reported contact incident/accident must be re-presented to the Scrutineers for further examination and approval.

3.6 Pits and Pit Lane Safety

All competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations and speed limits are complied with at all times.

3.7 Refuelling

There is to be no refuelling during qualifying or the races.

3.8 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with Motorsport UK Regulation Section Q, Appendix 2.

3.9 Timing Modules

Competitors are required to supply and fit an approved Electronic Self Identification Module (Transponder) to their car for the purpose of accurate timing. The modules must be in place and functioning correctly for all qualifying practice sessions and the races. Data logging will not be permitted.

3.10 No Clause



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3.11 Race Finishes

After taking the Chequered Flag drivers are required to progressively and safely slow down; remain behind any competitors ahead of them; to Parc Ferme if instructed; comply with any directions given by Marshals or Officials and keep their helmets on and harnesses done up while on the circuit or in the pit lane.

4. Race Penalties

In accordance with the MSA Year Book (Sections C & Q.12) or International Regulations in country of event.

5. TECHNICAL REGULATIONS

5.1 Introduction

Events are primarily intended for, but not limited to, cars which originate within Period 'E' Defined Vehicles, as per 2019 Motorsport UK Regulations running to a period specification: Production Sports, Saloons and GT Cars: 1st January 1947 to 31st December 1961. Two Seat Racing Cars: 1st January 1947 to 31st December 1960.

5.2 General principle

Jack Fairman Cup events are for fun only and all cars will be accepted or refused by the Organising Club on their own merit with particular consideration given to a high standard of presentation. FIA HTP papers will not be required for any **Jack Fairman Cup** events.

5.3 Safety Requirements

In accordance with the Motorsport UK Regulations (Section K) or International Regulations in country of event.

5.4 General Technical Requirements & Exceptions

All Sports Racing cars in classes 6 and 7 must comply with FIA Appendix K Regulations.

GT cars in class 1 to 5 must comply with the following regulations below (Sections 5.5 to 5.15):

5.5 Chassis & Bodywork

Chassis and Bodywork must remain as per original shape and material but may be lightened and/or strengthened.

Silhouette must remain standard. It is not permitted to lower the body.

Bumpers and body mouldings may be removed but radiator grilles must remain fitted.

Full width windscreens or aero-screens are permitted.

Local drilling or the cutting of holes in the front apron is permitted only to allow increased air flow to engine oil cooler.

Non-original holes in bodywork including those which may aid brake cooling are forbidden.

Strictly no flared wheel arches.

Any other modifications must be approved by the Organising Club.

A very high standard of presentation is expected and demanded.

5.6 Engine

Engines must be of the basic design for that make and model but an engine of a similar design from a later period may be fitted. Number of cylinders to remain the same. eg; Austin-Healey Sprite may fit a 1275cc engine. MGA may fit 1798cc MGB engine. Jaguar XK120 may fit a XK150 3.8 litre engine.

5.7 Induction System- Six and Eight cylinder cars

Carburation must be of the original production make and operating principles.

Carburettors must fit directly onto any inlet manifold from that model range within the period. ie: Jaguar XK120 may fit 3 x 2" SUs from a XK150S.

Choke size is free.



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5.8 Induction System- Four Cylinder cars

Four cylinder cars may replace original carburettors with single or twin Weber carburettors.

5.9 Exhaust System

Exhaust manifold and system is free but must be silenced accordingly to comply with Motorsport UK Regulations J5.17.1 to J5.17.8.

5.10 Electrics

Ignition systems must be either points and condenser, or in the interests of reliability an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.

Working headlights are not required.

5.11 Steering and Suspensions

Steering and suspensions must be of the basic design for that make and model using only the original pick up points.

5.12 Transmissions

Gearboxes must be of the basic design for that make and model, but a gearbox of a similar design and number of ratios from a later period may be fitted.

5.13 Brakes

Must be to a standard production specification from the manufacturer in period or from a later model range. eg: Austin-Healey Sprite may use later Sprite brakes. MGA may use MGB brakes. Jaguar XK120 may use Jaguar Mk9 brakes.

5.14 Wheels

Must be of either steel disc or wire spoke type.

All cars must use wheel rim diameter in compliance with each manufacturer's specification, except cars originally fitted with 16" diameter wheels may use 15" diameter wheels.

All cars in classes 1 and 2 must use wheels with a maximum rim width of 5.5J.

All cars in classes 3, 4 and 5 must use wheels with a maximum rim width of 6J.

5.15 Tyres

All Jack Fairman Cup cars must use Dunlop L section Historic CR65 tyres with a minimum tread depth of 1.6 mm (Motorsport UK Regulation J5.9.2).

If a car is found to have tyre depth below 1.6mm in the assembly area the competitor must change to compliant tyre(s) before proceeding to the grid.

Failure to comply with tyre regulations will result in an automatic exclusion from the Event.

END

As a condition of entry, all entrants accept that their name, that of the nominated driver(s), along with details of the entered car will be shared by the grid organiser with both the event organisers and the race organisers for the necessary management of the racing and for inclusion in event entry lists and results information made publicly available. For full details of AMOC Racing Ltd Privacy Policy please visit the website at www.amocracing.com