



1995 Manual of Motor Sport

with 1995 National Competition Rules
Confederation of Australian Motor Sport



Section 6

(Formerly Appendix C to the National Competition Rules)

GENERAL REQUIREMENTS FOR CARS AND DRIVERS

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Definitions – General

See also "Phaseology", Section 4, Paragraph II

BALLAST

It is permitted to complete the weight of the car by one or several ballasts on condition that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit, visible and sealed by the scrutineers.

BODY SHELL

The main coachwork structure of an automobile which, in the case of an automobile not having a separate chassis, constitutes the fundamental structure of the automobile. Components such as doors, bonnet, bootlid and mudguards which are readily demountable are not deemed to be part of the body shell.

BODYWORK/COACHWORK

- externally: all the entirely suspended part of the car licked by the airstream;
- internally: cockpit and boot.

CHASSIS

The structure of any automobile so constructed that the coachwork is a separate entity and not a primary load carrying element of the automobile. It foresees that the coachwork may contribute to the overall strength of the automobile, but the word "chassis" is applicable only to those automobiles in which removal of the coachwork does not affect the entity of the mechanical components of engine, transmission, suspension and unsprung part as an assembly.

CYLINDER BLOCK

The crankcase and the cylinders.

EVENT

An event shall include official practice, qualifying, warm-ups, the race or races, and all associated functions such as technical inspection and registration.

EXHAUST MANIFOLD

Part collecting together the gases from the cylinder head and extending to the first gasket separating it from the rest of the exhaust system.

FRICTION SURFACE OF THE BRAKES

Surface swept by the linings on the drum, or the pads on both sides of the disc, when the wheel achieves a complete revolution.

FUEL TANK

Any container holding fuel likely to flow by any means whatsoever towards the main tank or the engine.

IDENTICAL CARS

Cars belonging to the same production series and which have the same bodywork (outside and inside), same mechanical components and same chassis (even though this chassis may be an integral part of the bodywork in case of a monocoque construction).

INTAKE MANIFOLD

- *Carburettor System*: part collecting the air-fuel mixture from the carburettor/s, and extending to the entrance ports of the cylinder head.
- *Injection System*: part collecting the air from the air intake control device and extending to the ports of the cylinder head.
- *Diesel Engine*: part collecting the air at the air filter and extending to entrance ports of the cylinder head.

MAIN STRUCTURE

The fully sprung structure of the vehicle to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension on the chassis to the rearmost one at the rear and within the lateral protection structures.

MECHANICAL COMPONENTS

All those components necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

MECHANICALLY IDENTICAL

A component will be considered as being "mechanically identical" if it performs exclusively the original function/s foreseen by the manufacturer and it permits the attachment of any secondary components in the original manner and without modification of those components.

MINIMUM WEIGHT

The real minimum weight of the empty car (without persons or luggage aboard). All tanks containing liquids (lubrication, cooling, braking, and heating if necessary) must be filled to the level laid down by the manufac-

turer, with the exception of the windscreen washer container and that of the brake cooling system if the car is fitted with one; the exception is the fuel tank/s, which must be empty of fuel.

MONOCOQUE

A form of motor vehicle body construction in which all or most of the stresses are carried by the skin.

PARC FERME

Parc fermé is the place to which competitors are obliged to take their car as provided for in the Supplementary Regulations of the event. Inside *parc fermé*, only officials who are required to be there may enter. No operation, checking, tuning or repair is permitted unless authorised by the responsible official, and then only as provided for in the regulations for the event.

In most competitions in which scrutineering is provided for, provision for *parc fermé* is compulsory. Supplementary Regulations shall specify where the *parc fermé* will be established. It must be in close proximity to the finish line in the case of races, or the finish area in the case of rallies. The area between the finish line and the *parc fermé* shall be placed under the same regulations as for *parc fermé*.

Parc fermé shall be of adequate dimensions and well secured so as to ensure that no unauthorised persons may gain access whilst cars are in the enclosure. Surveillance should be carried out by officials appointed by the promoters. These officials are responsible for the operation of the *parc fermé* and only they are authorised to give orders to competitors.

The control areas of rallies are considered *parcs fermé*. No repairs or assistance may take place within the control areas.

PERIMETER OF THE CAR SEEN FROM ABOVE

The car as presented on the starting grid for the event in question.

PRODUCTION CARS

Cars of which the production of a certain number of identical (see definition of "identical cars") examples within a specified period of time has been verified at the request of the manufacturer, and which are destined for normal sale to the public.

RACING WEIGHT

The weight of the car at the end of a race or practice, including the driver wearing all normal racing apparel including helmet. No fuel may be added after the conclusion of any race or practice before the car is weighed. (See also "Ballast".)

ROCKER PANELS

The external body panel extending horizontally from front to rear mudguard panels, and from sill to the lower extremity of the coachwork, when the automobile is viewed in side elevation.

SEAT

The two surfaces making up the seat cushion and seatback or backrest.

- *Seatback and Backrest*: Surface measured upwards from the bottom of a normally seated person's spine.
- *Seat Cushion*: Surface measured from the bottom of the same person's spine towards the front.

SILLS

Those components of the body shell, generally in a horizontal plane, which constitute the lower extent of the door openings.

SPOILER

An attachment to one surface for the purpose of interrupting or "spoiling" the airflow across the surface and thus affecting the lift (or downforce) otherwise achieved.

TRACK

To determine the track of any vehicle, the following procedure is to be followed:

- the vehicle should be in "ready to race" condition, but without the driver aboard;
- determine the centre of the tread of each tyre, at the same height above the road, and mark that place with a spot of paint;
- the centre should be determined using the full width of the tyre, ie, the extremities of the bag;
- the vehicle should be rolled forward so that it leaves two marks on the road;
- measure the distance between the centres of the marks to determine the track.

WHEELS

"Wheel" means flange and rim; "complete wheel" means flange, rim and tyre. *Measuring wheel width*: the complete wheel width is to be measured with the wheel mounted on the car on the ground, the vehicle in race condition, driver aboard, at any point along the circumference of the tyre, except in the area in contact with the ground.

WING

A wing/aerofoil functions on what is termed the "velocity effect" and essentially involves airflow over both upper and lower surfaces of the section. Essentially, the function of a wing/aerofoil is to produce lift (or downforce in the configurations used in motor sport applications).

Classification

For the purpose of attempting records, vehicles shall be classified according to their total cylinder capacity as follows:

VEHICLES WITH POSITIVE DISPLACEMENT RECIPROCATING ENGINES

Over 8000cc	FIA Class A	11
5001-8000cc	FIA Class B	10
3001-5000cc	FIA Class C	9
2001-3000cc	FIA Class D	8
1501-2000cc	FIA Class E	7
1101-1500cc	FIA Class F	6
751-1100cc	FIA Class G	5
501-750cc	FIA Class H	4
351-500cc	FIA Class I	3
251-350cc	FIA Class J	2
Below 250cc	FIA Class K	1

(See "Supercharging", below)

VEHICLES WITH ROTARY COMBUSTION (WANKEL-TYPE) ENGINES

According to the above classes, as calculated by the following FIA formula: 1.8 times the volume determined by subtracting the minimum capacity of the working chamber/s from its/their maximum capacity gives the piston displacement equivalence (and hence the relevant class). (See "Supercharging", below.)

VEHICLES WITH ELECTRONIC, TURBINE, OR STEAM ENGINES

Such vehicles are allotted to classes on a basis of unladen weight:

Up to 500kg	Class 1
501-1000kg	Class 2
Over 1000kg	Class 3

SUPERCHARGING

If the engine of a car includes a separate device for supercharging it, the nominal cylinder capacity will be multiplied by a factor of 1.7, and the car will be classified corresponding to the nominal volume thus obtained.

A supercharger is deemed to be:

- a device designed to produce and capable of producing positive (above atmospheric) pressure in the induction system of an engine throughout its operating range;
- any device which effects a measurable increase in the BMEP.

NOTE: a dynamic air inlet for ducting air from the atmosphere into the engine intake shall not be considered as a supercharging device.

In competitions other than attempts on records, automobiles shall be classified as follows:

1st Category: Racing Cars

Australian Formula 2
Formula Brabham
Formula Ford
Formula Vee
Formula Libre (in races) up to 1300, 1301-2000, 2001-3000, 3001-5000cc
(In other speed events) as for Record classes, or as for races.

2nd Category: Sports Cars

Up to 1300cc
1301-1600cc
Clubman - up to 1300cc only.
1601-3000cc
3001-5000cc

: Others

Up to 1300cc
1301-2000cc
2001-3000cc
3001-4000cc
4001-6000cc

3rd Category: Production Cars

Up to 1300cc
1301-1600cc
1601-2000cc
2001-3000cc
3001-6000cc

4th Category (Other Automobiles)

As may be specified in Regulations.

5th Category (Historic Cars)

As may be specified in Regulations.

NOTES: Organisers are permitted to amalgamate any adjoining classes, but not to use any other class limits than those stated for the relevant category or group.

In all International and National Open Competitions events shall be conducted only in accordance with the above categories, unless specific written authority is granted by CAMS to classify otherwise.

General Requirements of Automobiles

Schedule A

ALL AUTOMOBILES SHALL, OF NECESSITY, IN ALL COMPETITIONS:

- Comply with the definition of an automobile.
- Be fitted with some form of protection between engine and driver's compartment suitable and sufficient in the case of fire for preventing the passage of flame.
- Be so constructed that the driver is protected from the entry of foreign matter into the driving compartment from the road or road wheels.
- Be equipped with a transmission system so arranged that:
The propeller shaft and universal or carden joints, if passing through or beneath the passenger compartment, shall be under the floorboards, or fitted in tubes or casings; such floorboards, tubes or casings shall not be of a temporary nature, but shall be joined together and firmly fixed to the coachwork or chassis.
Any chains used in the transmission of power or driving any auxiliary component shall be effectively guarded.
- Be equipped so that all fuel tanks are vented externally to the bodywork.
- If not registered for use on public roads, have any steering column locking device removed.
- If required to be fitted with roll-over protection by the provision of these rules, be equipped with such protection only in accordance with the provisions of Schedule J.
- Unless specifically otherwise approved, use only commercial fuel, as defined (Schedule G).
- Be fitted with windows (including wind-screens) which if of other than glass, are clear, transparent and free of colouring; glass windows must not be coloured or tinted after production.
- Have displayed on the dashboard a valid CAMS registration label for the relevant competition (Races, Open Rallies and Off Road Events).
- Be fitted with safety harness or seat belts as prescribed in Schedule I.
- (Other than Closed Speed Events) be fitted with a roll bar or roll cage and safety harness complying with such specifications as are determined by CAMS from time to time (see Schedules J and I).
(NOTE: structurally unmodified fixed roof closed cars may compete in events other than National Open Race Meetings without roll-over protection.)
- Be fitted with a fire extinguisher or fire extinguishing system in working order and of a type and capacity as specified in Schedule H as is appropriate.
- Be so constructed that, in the event of any breakage, the tailshaft, its components or mountings shall be effectively prevented from striking the ground.
- Be fitted with wheels which meet the requirement of specifications determined by CAMS from time to time (see Schedule E).
- Be so constructed that any aerodynamic device fitted shall be in accordance with specifications determined by CAMS from time to time (see Schedule F).
- Comply with any Supplementary Regulations for a specific event which require the fitment of locking or wiring devices adequate for the prevention of any loosening of any oil drain plug.
- Be fitted with a scatter shield if required under the provisions of Schedule M.
- On each throttle, whether butterfly, slide or other type, be fitted with a return spring which in the event of the throttle linkage becoming detached, will in all cases return each throttle to the closed position.
- Be fitted with a double circuit braking system so arranged that the pedal normally operates on the four road wheels, and in the event of leakage at any point in the braking system, the pedal shall still control two wheels on the same axle. Provided that in "straight-line" sprint events, and in events exclusively for historic or vintage cars, braking systems operating on two wheels of the same axle shall be acceptable.
- Be fitted with an operable reverse gear.
- Be fitted with an exhaust system, the outlet pipe/s of which shall be directed either rearwards or sideways. If rearwards their orifices shall be between 100mm and 450mm above the ground and they shall not protrude by more than 150mm beyond the rearmost portion of the car. If they are directed sideways, their orifices must be located aft of a vertical plane passing through the midpoint of the wheelbase. They may neither project in any way beyond the maximum width of coach-

SCHEDULE B

ALL AUTOMOBILES SHALL, OF NECESSITY, IN ALL SPEED EVENTS:

- (if fitted with rear hinged bonnets and/or panels) be fitted with at least two independent fastening systems, of adequate strength and limited extensibility, which simultaneously hold the bonnets or panels closed.
- (if fitted with crankcase breather/s discharging to atmosphere) have fitted to such breather/s an oil-trap container (which must be empty at the start of the competition) of at least two litres (for cars of under 2000cc) or three litres (for cars of over 2000cc) except in Autocross,

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- Be so constructed that the driver is protected from the entry of foreign matter into the driving compartment from the road or road wheels.
- Be equipped with a transmission system so arranged that:
The propeller shaft and universal or carden joints, if passing through or beneath the passenger compartment, shall be under the floorboards, or fitted in tubes or casings; such floorboards, tubes or casings shall not be of a temporary nature, but shall be joined together and firmly fixed to the coachwork or chassis. Any chains used in the transmission of power or driving any auxiliary component shall be effectively guarded.
- Be equipped so that all fuel tanks are vented externally to the bodywork.
- If not registered for use on public roads, have any steering column locking device removed.
- If required to be fitted with roll-over protection by the provision of these rules, be equipped with such protection only in accordance with the provisions of Schedule J.
- Unless specifically otherwise approved, use only commercial fuel, as defined (Schedule G).
- Be fitted with windows (including wind-screens) which if of other than glass, are clear, transparent and free of colouring; glass windows must not be coloured or tinted after production.
- Have displayed on the dashboard a valid CAMS registration label for the relevant competition (Races, Open Rallies and Off Road Events).
- Be fitted with safety harness or seat belts as prescribed in Schedule I.
- Be fitted with an operable reverse gear.
- Be fitted with an exhaust system, the outlet pipe/s of which shall be directed either rearwards or sideways. If rearwards their orifices shall be between 100mm and 450mm above the ground and they shall not protrude by more than 150mm beyond the rearmost portion of the car. If they are directed sideways, their orifices must be located aft of a vertical plane passing through the midpoint of the wheelbase. They may neither project in any way beyond the maximum width of coach-

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- (if fitted with crankcase breather/s discharging to atmosphere) have fitted to such breather/s an oil-trap container (which must be empty at the start of the competition) of at least two litres (for cars of under 2000cc) or three litres (for cars of over 2000cc) except in Autocross,

SCHEDULE B

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work nor terminate at a point more than 50mm within the projected plan of the coachwork. Adequate protection shall be provided to prevent heated exhaust pipes from causing burns (not 1st category cars).

14. Have, on the external coachwork, a blue triangle of sides of 150mm, which indicates the location of the battery or the isolation switch.
15. Be fitted with a flame- and liquid-proof bulk-

head, which may be of transparent material, which effectively separates the compartment occupied by the driver/crew from any compartment of the fuel tank or refuelling system.

Notwithstanding the above requirements, cars registered for road use shall not, when competing in one-car-at-a-time speed events, be required to comply with the provisions of subsections 2, 3, 5, 8 and 9 of this Schedule.

Schedule C

ALL AUTOMOBILES IN CIRCUIT RACES SHALL, OF NECESSITY, IN ADDITION TO THE PROVISIONS OF PRECEDING SCHEDULES A & B:

1. Be fitted only with laminated glass in any glass windscreen.
2. Be fitted with tyres which have not been re-treaded, recapped, repaired or in any way are re-conditioned; if tubeless racing tyres, shall have been fitted only to suitable rims; if tubeless touring tyres, may be fitted only to rims classified as optimum sizes for the covers concerned (fitting of such tyres to so-called "permissible" or oversize rims is specifically prohibited); in all cases, shall be required to carry a manufacturer's speed rating appropriate to the type of automobile and competition concerned (see Schedule E).
3. Be fitted with bodywork which generally encloses (when viewed from above and each side) the chassis frame and basic mechanical elements, from the front of the automobile rearwards to the vertical plane immediately to the rear of the driver's seat. Provided that, in the case of a vehicle driven by a provisional licence holder, such further panel/s must be fitted as may be necessary to comply with the requirements of Schedule K, Article 2.
4. Be fitted with at least two rear vision mirrors of which each must have a reflecting surface of at least 50cm², and provide an unobstructed view to the rear of the car, save that, in automobiles with closed body-work (whether of sports or touring types), one such mirror shall be fitted internally and one externally.
5. Be fitted with a fuel tank as specified in Schedule N as is appropriate.
6. Be fitted with readily accessible towing eyes having an internal diameter of at least 40mm; one each forward of the front axle and rearwards of the rear axle.
7. Be fitted with fuel lines only of metal, braided Neoprene, or other CAMS approved material.
8. In closed cars first registered with CAMS after 1 January, 1980, and in which the relevant regulations permit the replacement of the driver's seat, be fitted only with such replacement seat which:
 - incorporates a head restraint;
 - has no provision for mechanical adjustment of the rake of the squab.
9. Where a seat is a separate entity to the structure of a vehicle and it is not supported by the structure, and where the standard seat mountings are not retained or the vehicle does not comply with the Australian Design Rules for seat mountings, the seat shall be mounted by not less than four 8mm (5/16") bolts. Where they are affixed to the unreinforced section of the floor pan, these attachment points shall be reinforced by the use of plates of not less than 75mm x 50mm x 3mm (1/8" thick).
10. Be configured so that, when measured in competition conditions at 30m from the track edge, the sound emission from the vehicle does not exceed 95dB(A).
11. Be fitted with an effective and efficient muffler, which diminishes the sound of the engine's exhaust.

Schedule D

Apparel

Races, Speed Events & Off Road Events

1. HEADGEAR

It is compulsory, in all races and other speed events and in other events where helmets are required, that drivers wear helmets of a standard design, construction and fitting approved by CAMS.

Helmets not marked as complying with the approved standard may be approved by CAMS under certain conditions.

All helmets must bear a CAMS-approved label affixed by an authorised official.

It is advised that painting or use of solvents on helmets could be hazardous.

"Balaclavas" are recommended (though not mandatory except for international races) for drivers, especially those with long hair and/or beards, as are face masks.

In kart races, it is compulsory for drivers to wear a full face helmet.

Helmets bearing any of the following marks are approved for use in racing, speed events, special stage rallies and other events where helmets are required:

AS1698

Australian standard.

Not valid outside

Australia or for international events.

Snell 1980,1985,1990

American standard

1980 not valid for international competition.

SIS 88.24.11 (2)

DS 2124.1

FS 3653

ONS/OMK

(Sweden)

(Denmark)

(Finland)

(West Germany) -

black on white, or black on blue labels only.

BSI BS2495-1977

plus amendments

(Britain)

BS6658-85 Type A

NF S 72 305

E22

European Economic Commission with (02, 03 or 04 Series or later amendments).

NOTES:

- 1: All the above standards except AS1698 and Snell 1980 are approved for International events.
- 2: The FIA Safety Commission has confirmed that communication systems in helmets must have been tested with that model of helmet for standard assessment. Any subsequent additions or modifications to facilitate communication or breathing devices invalidate helmet certification.
- 3: Decoration of helmets is potentially dan-

gerous, and members are warned of the hazard of using paint on approved helmets.

- 4: Drivers are cautioned against using helmets which have been damaged or involved in accidents.

2. GOGGLES

Goggles or visors must be worn by drivers of open cars. Those with glass lenses of any kind are not acceptable. Lenses shall be of a plastic material, with high-impact resistance, satisfactory optical qualities and complying with Australian Standard Specification AS 1609-1974, and bearing either the SAA mark or the CAMS-approval label.

Races

3. CLOTHING

In all circuit races and practice therefor, all drivers shall be required to wear approved clothing as follows:

- (i) one-piece overalls of an approved flame resistant material, extending from wrists to neck to ankles, together with
- (ii) heat-resistant underwear, extending from wrists to neck to ankles, and of a woollen or such other material as may be specifically approved by CAMS, and
- (iii) socks of undyed wool or other flame retardant material, worn under flame resistant boots or shoes which completely enclose the feet (driving without such footwear is forbidden).
- (iv) gloves of recognised flame retardant material.

No apparel of flammable material (eg, nylon or similar synthetics) may be worn in any race. Neither two-piece overalls nor Proban-treated material is approved.

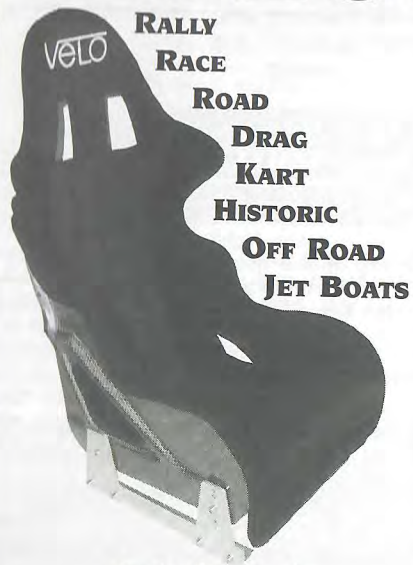
Superkart Races and Practice

In all Superkart races and practice, drivers must wear a one-piece abrasive resistant race suit (or two-piece suit securely fastened at the waist), which is securely fastened at the wrists and ankles. In the 250cc classes, the suit must be of leather. For all other classes, the material may be leather, cordura, or cordulon.

Sprintkart Races and Practice

In all Sprintkart races and practice, drivers must wear a one-piece suit, which is securely fastened at the wrists and ankles (a two-piece suit of leather, securely fastened at the waist is permitted). All suits must be of CAMS/CIK approved material and construction. Notwithstanding the foregoing, in races on oil sealed or clay surfaces, it will be acceptable for

VELO SEATS



Australian-made

- VELO competition seats are constructed to give you excellent support and comfort by using the highest grade and quality materials, fittings, fabrics, and foams, combined with continual development to give maximum safety and style.
- Construction in G.R.P. Glassfibre, Kevlar Composite, Carbonfibre Kevlar mix.
- VELO seats are manufactured to exceed Australian Design Rules, A.D.R. and F.I.S.A. (FIA).
- All seats are available in a wide range of sizes and heights or made to order.
- Personal embroidery available, e.g. name, team, sponsor, etc.

For your nearest supplier
telephone: (08) 369 0488

9/26 Jacobsen Crescent, Holden Hill
Adelaide. South Australia. 5088



as chosen by Glenn Seton Racing

drivers to wear a single-piece outer suit of heavy cotton drill, denim, or similar material, over a second layer of clothing; both layers to cover from ankle to wrist to neck.

All Kart (Superkart and Sprintkart) Races and Practice

In all kart races and practice therefor, drivers must wear:

- footwear, securely fastened which covers and protects the ankles;
- abrasive resistant gloves that cover and protect the hands and wrists (including the fingers).

Kart drivers may wear appropriate wet weather clothing in addition to that specified, subject to the approval of the stewards.

It is recommended that acoustic ear plugs be worn.

4. Pit Crew

All persons working on cars must wear shoes and socks, neck to ankle covering, and at least a short sleeved shirt. On race day, pit crew must be neatly attired. Promoters are authorised to refuse entry to the pit area of people unsuitably dressed.

In races where refuelling operations are permitted, any persons involved in such operations must be attired to the same minimum standards as that appropriate for drivers in races (see 3 (i), (ii), (iii) and (iv) above). In addition, balaclavas must be worn and any resultant exposed areas (eg, eyes) must be covered and enclosed by flame-resistant material. The wearing of full-face helmets is recommended in addition to the above.

5. Speed Events

In speed events, clothing for drivers and crew members must be from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

Rallies

6. No person may compete in any rally of Australian Championship, International or Special Stage status unless wearing, in other than "transport" stages, a properly fastened helmet of a model listed above.
7. No person may compete in any open rally or any rally timed to intervals of less than one minute unless wearing shoes and socks, a shirt with at least short sleeves, and clothing from neck to ankle.
8. It is strongly recommended that no apparel of flammable material (eg, nylon or similar synthetics) be worn.

All Events

9. No driver shall participate in any competition unless wearing suitable and appropriate footwear. Prohibited are, for example, thongs, Roman sandals and high-heeled shoes. Drivers shall continue to comply with the requirement of Rule 141 until such time as they leave their automobiles.

Schedule E Wheels and Tyres

The following requirements and parameters apply to all competitions.

1. RIM WIDTH

1st Category: Racing Cars

2nd Category: Sports Cars and cars complying with Clubman Sports 1300 Formula.

Where a steel centre is employed, the width of any rim attached thereto shall not exceed the following:

- cars up to 2000cc capacity and Clubman: 8.5"
- cars over 2000cc capacity: 10"
- otherwise: unrestricted.

2nd Category: Other Cars

3rd Category: Touring Cars

- (i) where a steel wheel centre supplied by a vehicle manufacturer as original vehicle equipment is employed, any rim attached to such centre shall not be more than 2" wider than the rim originally fitted to such centre.
- (ii) wheels and steel centres other than those supplied by a vehicle manufacturer as original vehicle equipment may not be widened.
- (iii) the absolute maximum rim width, regardless of wheel construction, shall be 10" for Sports Sedans, and as determined by vehicle class for Touring Cars.

2. TYRES

- 2.1 Tyres fitted to all rims shall be in accordance with the Tyre and Rim Association recommendations.
- 2.2 Tyres not listed in the Tyre and Rim Association Manual are to be subject to certification by the manufacturer as being suitable for the rim width concerned.
- 2.3 The tread wear indicators as provided by the relevant tyre manufacturer will be the definitive method of determining minimum tread depth. At no time prior to any official practice or racing may the tread wear indicators be exposed or, in those cases where the tread wear indicator is a dimple in the tyre, worn below such indicator. This does not apply to the shoulder of the tyre where excessive wear may occur due to steering and cornering.

Tyres may be checked by an official in the marshalling area prior to the start of any practice session or race. Any vehicles found not to comply with these regulations may not be permitted on to the circuit.

3. WET WEATHER TYRES

- 3.1 Clerks of Course may, after consultation with the stewards and at an appropriate time announce that "untreaded tyres are not to be used until further notice".
- 3.2 As most untreaded racing tyres are not suited for other than dry tracks, scrutineers must ensure that (for circuit races and tarmac rally stages):

- (i) on wet days only suitable tyres are used; this will exclude specialised dry tyres, unless they have been suitably modified.
- (ii) tyres used are suitable for the weather and track conditions relative to the car's potential.
- (iii) that all tyres used or likely to be used are scrutinised (competitors, too, must ensure that this is done).
- (iv) by checking, in the marshalling area, that late changes have not been made which render the cars unsuitable for use.

3.3 Championship and long distance races will be subject to special decisions. If a specific order is to be made, it will be that the race will commence on treaded tyres.

Competitors would thereafter be free to change. This order will be made in respect of those races if:

- (i) it is raining at the start, and the track is wet, or
- (ii) it is not raining at the start but the track is "running" with water over the greater part of its length.

3.4 In Formulae where a specific dry weather tyre and/or wet weather tyre are specified, the wet weather tyre may be used only under conditions (i) and (ii) in paragraph 3.3 above.

4. CONTROL TYRES

Where specific tyres, otherwise known as control tyres, form part of a formula, those tyres are as much a part of the formula as is everything else which describes the car.

Specified control tyres may not be modified, other than by reduction of tread depth.

In all competition in which the car is entered under a specific formula, those control tyres must be used.

If the car is not competing in a particular formula, but only as a "racing car", then the race must be assumed to be for cars of Formula Libre, and control tyres are then not required.

(Maximum permissible rim widths
Continued at bottom of page 12)

SCHEDULE F

Aerofoils and Coachwork

The following are the CAMS (and FIA) parameters regarding the fitting of aerofoils and other aerodynamic devices to cars.

1. For all vehicles (1st, 2nd, 3rd, 4th and 5th Categories) coachwork shall be deemed to include all external parts of the car which extend above the highest point of either the front or rear complete wheels (with tyres) with the exception of units definitely associated with the functioning of the engine or transmission and the roll bar.
Any specific part of the car which has an aerodynamic influence on the stability of the vehicle must be mounted on the entirely sprung part of the car and shall be firmly fixed whilst the car is in motion.
Neither the roll bar nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating vertical thrust.
All external projections swinging in a horizontal plane shall have a minimum radius of 15mm. The leading edge of any aerofoil fixed to the front of the car shall not be sharp.
Switches for battery isolation and fire fighting equipment may project beyond the coachwork without infringing regulations.
2. **2nd Category** vehicles shall comply with the following requirements (except for cars which comply with Sports Sedan Regulation 3.5 (iv)): the highest point of any forward facing gap in the coachwork shall not be situated above a horizontal plane 800mm above the lowest point of the entirely sprung structure of the car. The maximum width of coachwork shall not exceed by more than 200mm the maximum width between the two vertical planes tangent to the outer faces of the front/rear wheels.
3. **1st Category** vehicles shall comply with the following requirements:
 - 3.1 No element of coachwork may exceed in height a horizontal plane situated at 900mm above the ground. Neither the roll bar nor any of the units associated with the functioning of the engine shall be included. Measurements are to be taken with the driver on board.
 - 3.2 Cars of a type registered at 1 January, 1975, but constructed after 1 July, 1975; and cars of a type not registered at 1 January, 1975, but constructed after 1 January 1976; and cars registered at 1 January, 1975, but which have subsequently been substantially varied; must all comply with the following requirements:

	F/Brabham	F2	FF
Maximum width ahead of front wheels	1500mm	1500mm	950mm
Maximum width ahead of front wheels, above height of wheels rims	1100mm	1100mm	950mm
Maximum width between front and rear wheels + deformable	1300mm	1100mm +200mm	950mm
Maximum width behind rear wheels	1100mm	1100mm	1100mm
Front overhang, max.		1000mm	
Rear overhang (from centre of wheel/axle), max	800mm	1000mm	

- 3.4 Wheels shall be external to the coachwork.
- 3.5 The coachwork opening giving access to the cockpit must be at least 600mm long; and 450mm wide, maintained over 300mm from the rearward point of the seat backrest towards the front. It must be able to be entered or left without it being necessary to open a door or remove a panel. Sitting at his steering wheel the driver must be facing forwards. Moreover, the cockpit must be so conceived that the maximum time necessary for the driver to get out does not exceed five seconds.

continued from bottom of page 11

Maximum Permissible Rim Widths

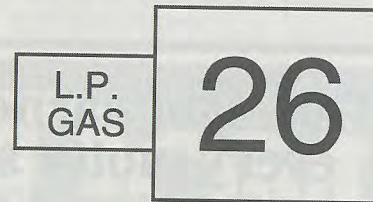
Category	Vehicle	Maximum Widening Permitted		Max. Rim Width for Steel Wheels	Maximum Rim Width other than Steel Wheels
		Prod. Steel Wheels	Non-Prod Steel Wheels		
1	Racing F/Brabham	Unrestricted	None	8.5" up to 2 000; 10" over 2000	Unrestricted 16" max. complete wheel
2	Sport Car	Unrestricted	None	"	"
Clubman	-	Unrestricted	None	8.5"	Unrestricted
2	Other cars	50mm (2 in)	"	8.5" up to 2 000; 10" over 2000	10"
3	Touring Cars	50mm (2 in)	"	as determined by vehicle regulations	

Schedule G

Fuel

"Commercial fuel" is defined by CAMS in Articles 1, 2 and 3 below, and unless specifically permitted otherwise in the specific regulations for a vehicle, or specifically approved by CAMS, is the only fuel to be used in competition.

1. **For All Spark-ignition Engines (Reciprocating and Rotary)**
A "motor" fuel produced by an oil company and currently distributed at roadside refuelling stations throughout the territory of CAMS. This shall include the normal "unleaded", "premium unleaded" and "leaded" motor fuels. Additionally, a gasoline complying with the recognised specifications for 100/130 AVGAS, produced by an oil company and currently distributed for commercial aviation use throughout the territory of CAMS.
 - (i) In all events in which the use of commercial fuel is mandatory, such fuel must contain a maximum of two percent oxygen and one percent nitrogen by weight; the remainder of the fuel consisting exclusively of hydrocarbons and not containing any alcohols, nitro compounds or other power-boosting additives. Only air may be mixed with the fuel as an oxidant.
 - (ii) Suppliers of fuel to entrants in any competition shall be required to send to CAMS samples of such fuel at such times and in such quantities as CAMS may decide, together with a declaration that such fuel complies with these Rules.
 - (iii) Nothing in the foregoing shall be deemed to prohibit the addition of water or a lubricant which does not increase the octane rating or specific heat content of the fuel.
 - (iv) Liquefied petroleum gas (LPG) is acceptable as a commercial fuel. Where a vehicle utilises liquid petroleum gas a sign, on a red reflective background of size 150mm x 150mm, must be placed immediately to the left and centralised vertically to all competition numbers. The sign must have white lettering with the words "LP Gas" in letters at least 40mm in height, as shown below.
2. **For Compression-ignition Engines (Reciprocating or Rotary)**
A hydrocarbon product derived from petroleum, and conforming with British Standard 2869:1970 Class A1, with the exception of cloud point. The only permissible additive treatments shall be for oxidation or corrosion control or lubricity. Additives to improve the ignition quality of the fuel are not permitted.
3. **For Turbine Engines**
Kerosene used by commercial aviation companies for turbo-propeller or jet engines.
4. **Alcohol Fuels**
Specific regulations for some groups of Historic cars may permit the use of alcohol fuels. In these cases, it is recommended that cars using alcohol fuels also carry a symbol in the form of the letter "A" in white on a red circle of approximately 115mm diameter. This symbol should be placed adjacent to the competition number on each side of the car, and at the filling cap of the fuel tank.
5. **Nitrous Oxide**
Nitrous oxide is not permitted to be used in any competition under any circumstances.
6. **Formula Libre**
Fuel regulations for Formula Libre cars are contained in the Specific Regulations.
7. **Exemptions**
 - (i) For Touring Cars, only "premium unleaded" fuel is permitted.
 - (ii) For Series Production Cars, only "unleaded" and "premium unleaded" fuel, as defined in paragraph 1 (above), is permitted.
 - (iii) A "control fuel" may be specified for a particular series or competition. Where such control fuel is specified, such fuel must either meet the requirements of paragraph 1 (above) or be specifically approved by CAMS. It is prohibited to alter the composition of the fuel in any manner, save for the addition of a lubricant in engines not of an Otto cycle design.



NOTE: Any other gasoline or petrol (eg, AVGAS 115/145) of higher rating than that specified is NOT permitted when "commercial fuel" is specified.

Schedule H Fire Extinguishers

(not applicable to Karts)

- All racing cars of Formula Brabham and Formula 2 when competing in circuit races only shall be required to be fitted with a fire-extinguishing system of at least 5kg extinguishant capacity, at least half of which must be placed forward of the engine, but to the rear of the foremost pick-up points of the front suspension.

The system must include a manual triggering device, operable by the driver on board or by a helper outside the vehicle, the location of which must be indicated by a letter "E" in a red circle. The direction of the outlet/s of the extinguishant is free.

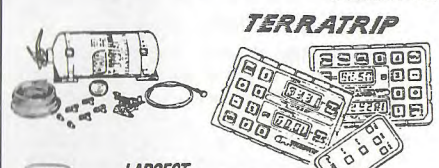
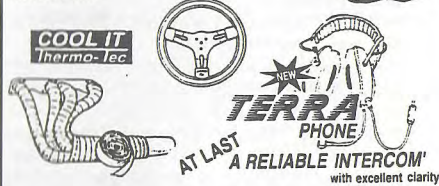
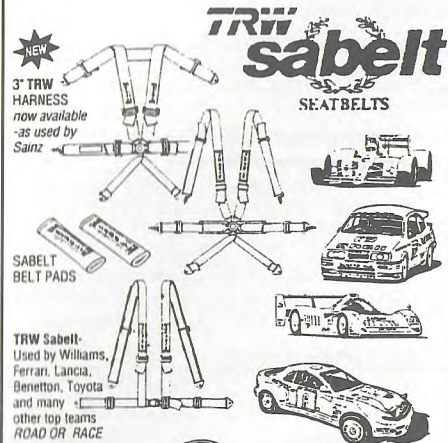
The operating system must be designed so that even if the battery of the car is inoperative, the extinguisher will still function.

- In other than circuit races, all cars mentioned in 1 (above), and in all competitions, all other Category 1 vehicles must be equipped with at least a fire extinguisher as required in 3 (below).

- All vehicles of the 2nd, 3rd, 4th and 5th Categories in all speed events must be equipped with a fire extinguisher which complies with the following conditions and is properly fitted at a suitable location:

- it must comply with either of the Australian Standards 1841, 1846 or 1848;
- it must be of at least 900g capacity.

The fitment of a CAMS-approved "on-board" extinguishing system shall be acceptable as an alternative to the fitment of a separate extinguisher.



MELBOURNE SYDNEY BRISBANE CANBERRA
ADELAIDE GOLD COAST NEWCASTLE PERTH

Schedule I Safety Harnesses

(not applicable to Karts)

- Safety harness shall comply at least with the requirements of AS 2596 (AS E35) or FIA Standard 8853 or 8854 and must be fitted and worn as required by vehicle and event regulations.

NOTE: For events entered on the FIA International Calendar, only harnesses complying with FIA Standard 8853 or 8854 are permitted.

- In all vehicles in which a roll bar/cage is required to be fitted, there shall be fitted a full harness, consisting of at least a lap strap and two-strap shoulder harness, fitted with a single buckle and of which each component complies at least with the requirements of AS 2596 (AS E35) or FIA Standard 8853 or 8854. The harness must be securely mounted on at least three points. The shoulder straps mounted behind the driver must be above a line drawn downward from the shoulder at an angle of 40° to the horizontal. If the two shoulder straps join prior to a common mounting point then that junction shall be at least 150mm behind the driver's neck.
- In closed cars which are not required to be fitted with a roll bar or cage, a seat belt of the full harness type (as described in 2 above) or a

lap-sash type must be fitted and worn by the driver. Each component must comply at least with AS 2596 (AS E35) or FIA Standard 8853 or 8854.

- In all cases of mounting the following must be observed:
 - Floor mounting points must be reinforced with a plate of at least 75mm x 50mm on the underside of the body.
 - Full harness rear mounting points must be to a substantial part of the vehicle's structure, reinforced as may be appropriate.
 - On production cars, the original mounting points may be satisfactory.
- In races all cars of 1st Category and Sports Cars (Group 2A) must be fitted with a six-strap harness which incorporates a crutch restraint. It is recommended that all cars derived from Series Production Touring cars be fitted with such six-strap harness.
- Seat belts of cars involved in any accident must be inspected by a scrutineer at the relevant meeting. If appropriate, the vehicle log book will be endorsed with a requirement that the belts be replaced. The scrutineer at the car's next meeting must satisfy himself that the replacement has been made.

Schedule J Roll Over Protection

NOTE: Roll over protection built to these regulations is not acceptable for international championship events. FIA regulations which apply to such events are available on request from CAMS National Office.

1. ROLL OVER PROTECTION IS REQUIRED AS FOLLOWS:

- Races: all cars except:
 - bodily unmodified, fixed-roof closed cars in races other than International and National Open; and
 - those in competitions exclusively for 5th Category (Historic) Cars other than Group N.
- Truck Races: as specified in Appendix A to the Truck Formula.

- Open Speed Events: all cars, except Touring Cars, cars of the 5th Category, or cars which are road-registered.
- Closed Speed Events: not required.
- Off Road Events: as specified in vehicle regulations for Group 4F.
- Rallies: all cars in International, Australian Championship and Special Stage events.
- Other Events: as specified in the relevant Supplementary Regulations.
- Karts: not required.

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2. CONFIGURATION

- 2.1 The general design and form of the protection shall be as shown in Section 3 below.
- 2.2 The main hoop shall be placed behind and above the driver's head from one side of the car to the other and, with the driver seated in the normal position, the hoop shall:
- be not less than 50mm above the driver's helmet;
 - in conjunction with the vehicle's structure, not leave unprotected any part of the driver's profile, including shoulders, when viewed from the front or rear;
 - not overhang, but be within, 150mm of the driver's helmet;
 - in closed cars, be placed as near as possible to the roof in order to limit crushing; and
 - in 1st Category (Racing) Cars, be constructed so that the driver's helmet is prevented from passing between the hoop bars to the extent that the helmet is visible at the rear of the hoop when viewed from the side.
- 2.3
- Braces shall be straight; save that in closed cars where the diameter of a brace is not less than 45mm it may be bent to conform to an adjacent coachwork profile, eg, the roof line.
 - Any transverse diagonal brace shall ideally be attached to the hoop from the bottom of one side to the top of the other side. See Section 3 for acceptable alternatives.
 - Longitudinal brace/s shall be attached to the upper portion of the hoop on each side of the car where applicable, and shall extend towards the rear of

the car as far as practicable.

- On 1st Category (Racing) Cars and open Sports Cars, it may be more appropriate for longitudinal braces to be forward of the main hoop rather than rearward. Such configurations may be specifically approved by CAMS, on application; subject to accessibility of the driver not being impaired.

- 2.4 Front seat access must not suffer interference by the fitting of roll over protection, and no encroachment is permitted upon the space reserved for the driver and any front seat passenger.
- 2.5 Rear passenger space may be encroached upon by the elements of roll over protection, and elements may pass through rear seat upholstery.

3. FORMS OF ACCEPTABLE ROLL OVER PROTECTION

Refer to chart at bottom of page

4. MATERIAL

- 4.1 Mild Steel: All hoops and braces shall be round in section; of minimum sizes set out below; and of steel tube conforming to Australian Standard 1450 - 1983 "Steel Tubes for Mechanical Purposes". The material shall have a minimum yield strength of 250 MPa.

- 4.2 Alternative Materials: Acceptable aluminium alloys are:

B6351 T5 B6061 T6

Roll over protection using such alternative material may be fabricated only by authorised firms or persons. All protection manufactured from approved aluminium alloy must be permanently embossed with the name and licence number of the authorised manufacturer.

3. FORMS OF ACCEPTABLE ROLL OVER PROTECTION

Type	Description	Vehicle Application	Remarks
Type 1	Solo roll bar	1st Category Cars Open sports cars only for other than speed events	Two 25mm dia. x 1.5mm gauge longitudinal braces or one brace of identical size to the hoop
Type 2	Full width roll bar	Light weight (700kg) closed cars and open sports cars	Acceptable only for other than speed events and races
Type 3	Full width braced roll bar	Minimum acceptable in speed events for closed cars under 1150kg and open sports cars	
Type 4	Half cage	Recommended for closed cars under 1150kg. Minimum requirement for closed cars over 1150kg. Recommended for open sports cars. Minimum acceptable for all open cars in off road events.	Strut MS may be RN, RQ or SP
Type 5	Full cage	Recommended for closed cars over 1150kg	Strut MS may be RN, RQ or SP

4.3 Acceptable alternative material sections corresponding to prescribed steel sections are:

Mild Steel	Aluminium Alloy Alternative
25 x 1.5mm	30 x 2.0mm
30 x 1.5mm	38 x 2.5mm
38 x 2.5mm	
45 x 2.5mm	45 x 3.0mm
50 x 2.5mm	50 x 3.0mm

4.4 Bolts shall be, at least:

- Grade 5 (55 ton/in²) hexagon head high tensile bolts to AS2465; or
- Class 8.8 (830 MPa) hexagon head high tensile bolts to AS1110; or
- 90 ton/in² cap screws to BS2470; or
- 1250 MPa cap screws to AS1420.

The use of self-locking nuts is recommended.

4.5 Pins for removable connections (see Figure 4) shall be of the same specification as bolts.

5. FABRICATION

- 5.1 Continuous lengths of tubing shall be used for main hoops and for braces. All bends shall be smooth and without evidence of crimping, wall failure or significant weakening. Any reduction in dimensions of the section at a bend shall not exceed 10 percent of the original dimension.
- 5.2 All welding should be of the highest quality possible with full penetration, preferably arc and in particular heliarc.
- 5.3 For welding of aluminium alloy roll over protection, filler rod with five percent magnesium content must be used.
- 5.4 Any hole drilled in the main hoop shall conform with Figure 3 (page 6-21). The wall thickness of the inserted tube shall be at least that of the drilled tube.
- 5.5 Any hole drilled in a brace of less than 3mm wall thickness shall conform with Figure 3 (page 6-21). The wall thickness of any inserted tube shall be at least that of the drilled tube.

6. REMOVABLE CONNECTIONS

In cases where removable connections are used in roll over protection they must comply with the following:

- 6.1 twin lug connection with pin/s working under double shear (see Figure 4);
- 6.2 tapered connection (see Figure 5);
- 6.3 tee clamp connection (see Figure 6); or
- 6.4 muff connection (see Figure 7).

7. MOUNTINGS

7.1 **Mounting Plates:** where the mountings are not part of the car's structure, mounting plates of at least the following dimensions, affixed to a structural portion of the car, are required:

Thickness:	Steel	4.7mm
	Aluminium	6.0mm
Area: Lower:		100 x 45mm

Upper:

Where the car's weight is	
less than 700kg:	100 x 65mm
between 700-1150kg:	100 x 75mm
greater than 1150kg:	100 x 100mm

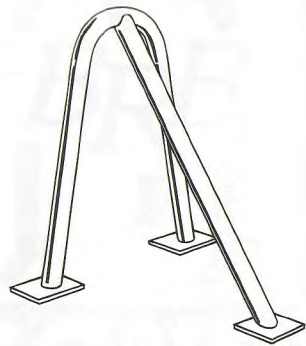
- 7.2 **Bolts:** at least two of 10mm diameter or three of 8mm diameter, or the approved equivalent, in each plate.
- 7.3 **Chassis Reinforcement:** where the roll bar rests on a boxed section the latter must be locally reinforced. A recommended method is shown in Figure 2.
- 7.4 **Road Registered Closed Production Vehicles:**

- (i) The main hoop may be attached using at least four safety belt mounting points provided by the vehicle manufacturer, provided that:
- (a) the mounting points are within 75mm of the centre line of the hoop tube, and
- (b) the intermediate mounting plates comply with Item 7.1 (above) for upper plates.
- (ii) The braces may use the rear safety belt mounting points provided by the vehicle manufacturer.

8. DIMENSIONS

8.1 For the main hoop the minimum sectional dimensions are:

Application	Tube Section (Steel)
Main hoop less than 610mm x 380mm	30 x 1.5mm
Off Road Vehicles of up to 700kg gross mass	38 x 2.5mm
All other applications	45 x 2.5mm



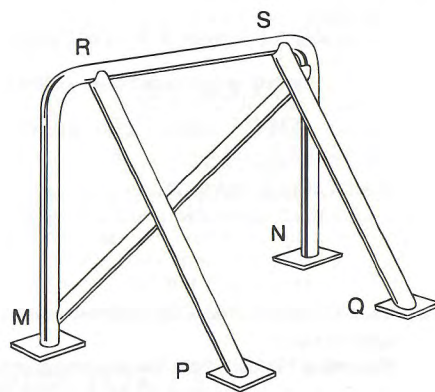
Type 1 Solo Roll Bar



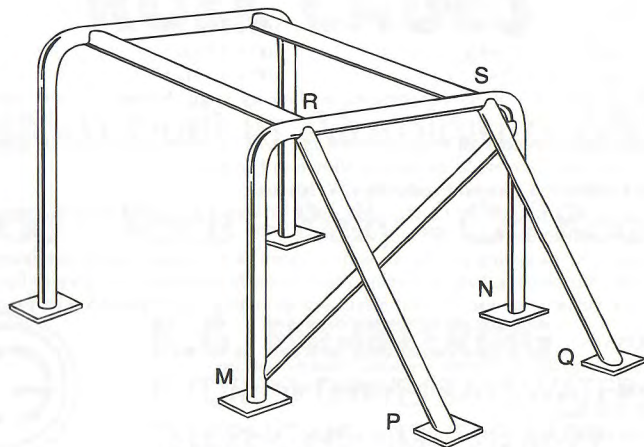
Type 2 Full Width Roll Bar



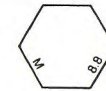
Type 3 Full Width Braced Roll Bar



Type 4 Half Cage



Type 5 Full Cage



UNIFIED
Grade 5 Head Marking
UTS 55 ton/in²
Bolt to AS 2465

METRIC
Class 8.8 Head Marking
UTS 830 MPa
Bolt to AS 1110

Fig 1 Bolt Identification

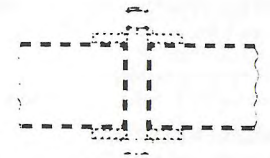


Fig 2 Reinforcing a Box Section

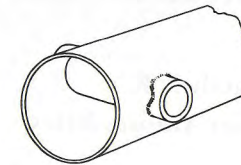
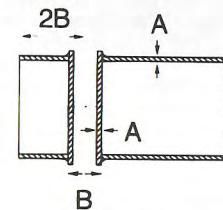


Fig 3 Sleeving a Hoop or Brace

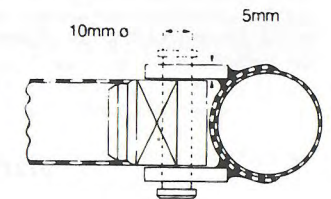


Fig 4 Twin Lug Connection

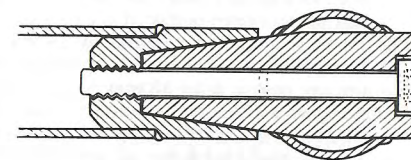


Fig 5 Tapered Connection

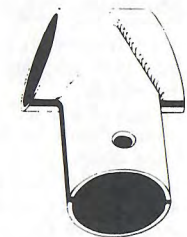


Fig 6 Tee Clamp Connection

Material & Wall Thickness
Mild Steel: 3.0mm Min
Aluminium: 4.2mm Min

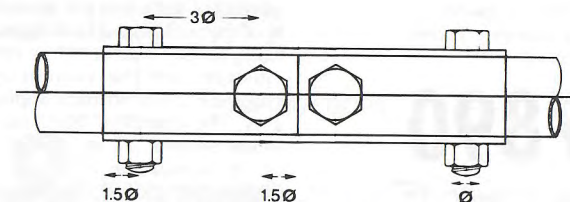


Fig 7 Muff Connection

Minimum Bolt Diameter
Tube <40mm OD: ø = 12mm
Tube 40-50mm OD: ø = 14mm
Tube >50mm OD: ø = 16mm

8.2 For secondary hoops and braces the minimum sectional dimensions are:

Roll Bar Type	Tube Section (Steel)
Types 1 and 2	25 x 1.5mm
Types 3, 4 and 5	30 x 1.5mm
In cars up to 1150kg:	38 x 2.5mm or 45 x 1.5mm
In cars over 1150kg:	

9. IMPLEMENTATION

These revised regulations are effective from 1 January, 1993, and apply to all cars first registered with CAMS after that date.

Existing cars registered with CAMS prior to 31 December, 1992, may continue in competition provided they remain in conformity with the regulations which were in force up to that date.

10. VARIATIONS

These regulations serve to specify a minimum standard only. Alternative configurations will be considered by CAMS on individual application and may be specifically approved, subject to the completion of a Roll Over Protection Certificate form, available from CAMS National Office.

11. NON-COMPLYING ROLL OVER PROTECTION

Roll bars which do not comply with these regulations or are not otherwise specifically approved by CAMS are prohibited in all levels of competition, unless approval is granted by the Stewards of the Meeting.

Schedule K Markings on Automobiles

1. NUMBERS

1.1 Competition numbers carried on automobiles in accordance with Rule 147 in speed competitions shall comply with the following requirements:

- (i) the number shall be carried in such manner that in the opinion of the Chief Timekeeper it is clearly visible from both sides and the front of the automobile;
- (ii) on cars of 2nd and 3rd Category, the number must be displayed on the front doors. On 1st Category cars, the number must be displayed alongside the cockpit or if physically possible, on the end plates of the rear wing;
- (iii) the number shall be either white on a black background or black on a white background. The background for the number must be either a disc or rectangle in a colour contrasting with the colour of the coachwork.

1.2 Numbers must be of the typestyle known as "Tempo heavy condensed":

1234567890

- (i) on 1st Category and Sports Cars, the minimum height of the figure shall be 230mm and the minimum width of the line in each figure at least 40mm. The background shall be at least 450mm wide by 310mm high (see figure 8);
- (ii) on all other cars, each figure must

be at least 280mm in height, and the width of the line in each figure must be at least 50mm (see Figure 8).

1.3 No part of any numeral shall be closer than 40mm to any part of the adjoining numeral, or to any part of the edge of the background; and no part of the competition number shall be closer than 160mm to any part of other signs permitted hereunder.

1.4 Above or below the background, a surface having the same width as the background (in any case at least 450mm wide on 1st Category and Sports Cars and 500mm on other cars), and of a height of at least 120mm, shall be left free of advertising to be used at the discretion of CAMS, which may use it for advertising purposes, or which may delegate to the organisers authority to use that space. On cars on which such an area is not available due to coachwork limitations the competitors shall keep free of any advertising an equivalent surface in the immediate vicinity of the background (see Figure 8).

1.5 Competition number "1" is reserved exclusively for the current Australian champion driver in each applicable category. The champion driver may elect not to use number "1", and in such eventuality it would be withheld for the appropriate period. In Australian Rally Championship events of less than C15 status, the current Australian Rally Champion driver may use a yellow background where the relevant Regulations stipulate a white background. The exclusive use of the number "1" by the current champion will not apply to rallies.

1.6 "Zero" alone is not permitted to be used as a number.

2. PROVISIONAL LICENCE HOLDERS

In any race (other than those for Karts) automobiles driven by the holders of Provisional Licences for Drivers shall carry, mounted so that they are clearly visible from the rear of the automobile at a distance of 100m in daylight, a plate carrying the capital "P", in red on a white background, basically similar in size and design to those approved by Australian authorities for civil probationary or provisional drivers.

3. OTHER SIGNS

3.1 Signs or advertisements displayed upon automobiles in accordance with Rule 155 shall comply with the following requirements:

(i) No sign or advertisement shall be permitted on any windscreen, side or rear window.

Notwithstanding the provisions of this sub-paragraph, it shall be permitted to display signs

- on the top of the windscreen on a background free as to colour and depth, subject to the lettering and devices being placed within the upper 200mm of the windscreen surface; and
- on the rear window of closed cars on a background strip located within the upper 85mm of the top of the glass, provided that it does not interfere with the visibility of the driver.

(ii) No sign or advertisement shall be permitted within 100mm of the background area of a competition number, or within 160mm of the number itself (see figure 8).

3.2 No sign shall be permitted to contain any Arabic numerals, unless such sign comprises the name of a club affiliated with CAMS; or forms part of a registered trade mark; or being a telephone number is displayed on a rearward facing coachwork panel. In the case of cars competing in

road events, Arabic numerals may be displayed subject to them being not greater than 100mm in height, not located on either front door of the car, and otherwise complying with the requirements of this Schedule.

3.3 No sign or advertisement shall be permitted to be indecent or in breach of good taste; the Clerk of Course at any meeting shall be authorised to refer to the stewards any sign which he deems to be contrary to the requirements of this paragraph and the stewards' decision thereon shall be final in respect of that meeting.

3.4 Registration labels and official number plates shall not be deemed to be advertising with regard to this Schedule.

3.5 In International competitions, there shall be displayed on both front mudguards a facsimile of the national flag of the driver/s, as well as the names of the driver/s. The minimum height of each flag and name shall be 40mm.

3.6 In each of the Sports Sedan, Production Car, GT Production and Touring Car Championships, the surname of each driver must be displayed on the lower edge of each rear-most side window, in letters of uniform style, 100mm height, white in colour, and without background, using a capital for the first letter of the name, and lower case for all other letters.

The typestyle must be Helvetica Bold.

In non-championship races for closed cars, such display is optional, but if used, must comply with this Regulation.

3.7 On vehicles which conform to the Truck Formula, including Utility Trucks, the area of the turret/door frame immediately above the side glass line may be used for the entrant's and/or driver's name subject to the following maximum dimensions:

Utility Trucks:	50 x 600mm
All other trucks:	50 x 600mm

4. LETTERING

The lettering of all numerals and letters in all signs referred to in this Schedule and these

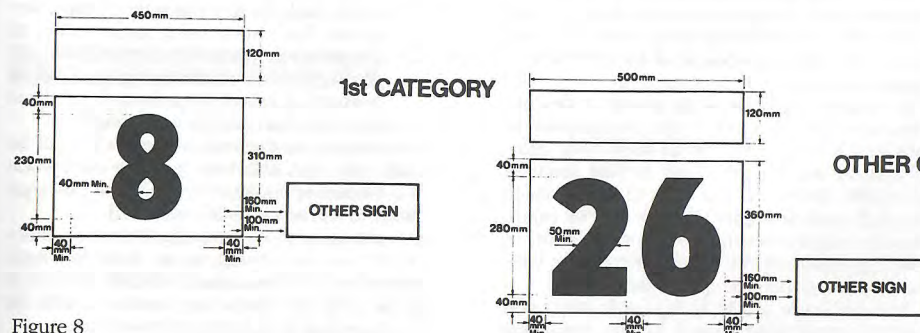


Figure 8

Rules shall be carried out in a neat, regular and professional manner. Scrutineers may order the relettering of any sign or part of a sign etc, which in their opinion fails to comply with the requirements of this paragraph.

5. TRADE MARKS

5.1 Arabic numerals where they form part of a registered trade mark may be used subject to the foregoing, and the following additional requirements:

- (i) on the sides of the car no part of the numeral shall come within 120mm of a competition number;
- (ii) shall be no larger than and of a colour contrasting with the competition number.

5.2 The above notwithstanding, the Chief Timekeeper may direct the removal of such numbers from the side of the car presented to the timing box, if in his opinion the presence of the numerals could prejudice the operation of the timing and lap scoring.

6. SPONSOR REQUIREMENT

6.1 In the absence of the written approval of the NCC or the Executive, no sponsor and/or promoter may make any requirement or prohibition regarding signs on vehicles in races which is binding on entrants.

6.2 In National Championship rallies, an area 500mm wide x 520mm high, unencumbered and white in colour, must be reserved on each front door for the organisers' signs.

6.3 Organisers may make no other requirements as to signs on the sides of cars.

7. VARIATION

Notwithstanding the requirements of this part of Appendix C, the Chief Executive Officer of CAMS shall have discretion in approving any sign not in conformity therewith, provided it is deemed to be a public service and/or beneficial to the sport; and in respect of numbers, on condition that artwork of the proposal is submitted, and if permitted, that a fee of \$500 be paid annually. All such variations must be noted in the subject vehicle's log book.

Schedule L

Vehicle Log Books

1. The production of a properly entered vehicle log book issued by CAMS is required by Rule 150. Failure to present such vehicle log book when the relevant vehicle is presented for scrutineering may involve exclusion of the vehicle concerned from the relevant competition. The Chief Steward may however, permit the vehicle to practice upon lodgement of a bond of \$60, \$30 of which will be refunded upon production of the relevant log book prior to the competition. Should the relevant log book not be produced prior to the competition for whatever reason the bond will be forfeited in full and the vehicle will not be permitted to compete save upon the authority of the stewards, and subject to whatever conditions they may impose.

It shall be required that if a vehicle competes at a meeting in respect of which the possession of a log book is not required, and such vehicle nevertheless is the subject of a log book, then the log book shall be presented at such a meeting.

2. The vehicle log book shall contain a description and specification of the automobile to which it refers, together with such other information as may be from time to time required by CAMS. Only one log book shall be issued for each vehicle (other than by way of extension or replacement), and the possession of two log books for any vehicle at one time shall be deemed an offence against these Rules.

3. CAMS will issue a vehicle log book only upon written application signed by the *bona fide*

owner of the relevant automobile, and upon payment by such owner of a fee as stated in Appendix R to these Rules.

4. Notwithstanding the issue by CAMS of such vehicle log book the said log book shall be deemed invalid if:

- (i) the specification therein, or any of them, are found upon examination by a scrutineer to differ from the specifications laid down in the relevant vehicle's homologation or Recognition Certificate, or (in the event that such certificate is not available for whatever reason) from the specifications laid down for the make and model concerned by the relevant manufacturer (3rd Category vehicles only); or
- (ii) the automobile is found, upon examination by a scrutineer, to differ from the specifications stated in the vehicle log book; and the presentation of the automobile for scrutineering under either of the contingencies foreseen in subparagraphs (i) or (ii) of this paragraph shall be deemed a *prima facie* breach of these Rules, and punishable accordingly.

5. Amendments to the vehicle log book shall be made only by CAMS and upon the completion of a written application by the *bona fide* legal owner of the automobile concerned.

6. Any alteration to the specifications of an automobile, or any change in its *bona fide* legal ownership, shall necessarily involve the return of the relevant vehicle log book to CAMS for the recording of each alteration or change.

7. Entries in log books may be made only by the Chief Scrutineer or his deputy, a steward of the meeting, a person specifically appointed by CAMS to the task of scrutineering for eligibility, or a permanent employee of CAMS. Such endorsements may be cancelled or noted as having been complied with, only by any of the above persons.

8. Any person or body competing, or offering or attempting to compete, in any competition for which a valid vehicle log book is required while not in possession of a relevant and valid vehicle log book shall be liable to penalties under these Rules; or having so competed shall be excluded from the results of such competition without prejudice to the infliction upon him of further penalties under these Rules.

9. Any official of a meeting who, under any pretext, permits the competition of any automobile known by him to be ineligible, or reported to him by the relevant officials as being ineligible, shall be liable to serious penalties under these Rules, without prejudice to the infliction of further penalties upon the entrant and/or driver of such automobiles (see Rules 169 (x), 172 (iv), 177, 183 (ii), 183 (iv)).

10. Measurements taken by scrutineers approved

by CAMS shall be deemed to be accurate, and no protest shall lie in respect of the methods employed by such scrutineers in taking such measurements, scrutineers being Judges of Fact in this context (see Rule 181 (i) (c)).

EXPLANATORY NOTE: The log book serves as an identification for the car, and a means of communication from one competition to the next. It also records the vehicle's ownership. The log book is *prima facie* evidence of the car's eligibility for a particular category or group. It is not a certificate of compliance. Any vehicle may compete in any category or group for which it is eligible. Thus a car which is the subject of a Touring Car log book, perhaps referred to as Group 3A, is *prima facie* eligible for a Sports Sedan competition, as is for example, a Production Car (commonly called Group 3E).

Similarly, each of these cars referred to is eligible for a Sports Car race. Generally speaking, cars which by their log book appear to be acceptable in a more restrictive group or formula are eligible for a less restrictive group or formula. One exception is that a Production Car may not be eligible for a Touring Car competition.

Schedule M

Scatter Shields

1. APPLICATION

A scatter shield complying with the specification below must be fitted to:

- (i) Front-engined Sports Sedans which have undergone an engine change, or which are fitted with a transverse engine transmission assembly.
- (ii) Front-engined Sports Cars and front-engined Category 1 cars, in which a derangement of the clutch-flywheel assembly could pose a hazard to the driver.

Excepted from the above requirements (i) and (ii) are those cars upon which the entire clutch-flywheel housing is, in plan view, forward of all parts of the driver's body when he is seated normally in the car.

- (iii) Any rear- or mid-engined Category 1 or 2 car:
 - in which derangement of the clutch-flywheel assembly could present a hazard to the driver; or
 - which is fitted with a transverse engine transmission assembly; or
 - on which the clutch-flywheel assembly extends to within 250mm of the rear of the driver's seat, when such seat is at the rearmost extremity of adjustment.

NOTE: Historic cars when competing in events exclusively for such cars are exempted from this requirement.

2. SPECIFICATION

2.1 The shield must be so fitted as to minimise the risk of injury in case of flywheel and/or clutch failure. It must be of safe construction.

2.2 The shield must be fitted under the floor or, in appropriate cases, in the engine compartment. It must not rely on floor or toeboard for strength and it must be securely mounted.

2.3 The shield must be of sufficient width and length to protect the occupant of the driver's seat and should encompass at least 140° above the horizontal.

2.4 The shield must be of a thickness of:

- 6mm if mild steel plate;
- 3mm if TIA steel plate;
- 6mm if Alcoa aluminium alloy A5083H321.

Specifications of alternative materials may be submitted to CAMS for evaluation before installation or manufacture.

3. ALTERNATIVES

A scatter shield may be dispensed with on vehicles where the construction of the flywheel/clutch housing is such that it meets or exceeds the requirements herein, eg, a housing fabricated from mild steel plate of 6mm thickness.

Schedule N

Fuel Tanks

(Open Race Meetings Only)

1. 1ST CATEGORY CARS

- 1.1 It is compulsory for all cars of Formula Brabham, in championship races all cars of Formula 2, and all cars with a fuel capacity in excess of 50 litres, to be equipped with fuel tanks either fitted with a CAMS-approved foam by a CAMS-approved fitter, or fitted with a safety-type fuel tank as approved by the FIA.
- 1.2 Tank fillers and caps must not protrude beyond the coachwork. The caps must be designed in such a way as to ensure an efficient locking action which reduces the risk of an external opening following a crash impact or incomplete locking after refuelling. Fillers must be placed away from points which are vulnerable in case of a crash. The air vents must be located at least 250mm to the rear of the cockpit.
- 1.3 From a date to be advised, it will be compulsory for all cars of Formula 2 and all cars with a fuel capacity in excess of 50 litres to be fitted with a safety-type fuel tank, of a type as will be specified by FIA and CAMS.
- 1.4 From a date to be advised, it will be required that that part of the structure surrounding the fuel tank which is in direct contact with the air stream must include an aluminium sheet of a to-be-determined thickness, tensile strength and elongation.
- 1.5 All Formula 2 cars first registered with CAMS after 1 January, 1977, and all those in which the fuel tank is within 100mm of the outside surface of the car, shall be fitted with a crushable structure.
- 1.6 It is recommended that car owners adopt as a guide the following specifications for the fuel tank surround, and incorporate this in their cars:

Thickness	1.5mm
Material	Aluminium magnesium alloy
Tensile strength	215 MPa
Minimum elongation	5%

2. CARS OF THE 2ND, 3RD AND 4TH CATEGORIES

- 2.1 Cars of the 2nd Category must be fitted with fuel tanks of capacity no greater than specified in 2.6 below. The fuel tanks must be fitted with antispray foam in conformity with CAMS Standard or the tanks must be of a safety type approved by CAMS and/or FIA. In races of less than 30 minutes' duration, road-registered cars need not comply with this requirement.
- 2.2 All vehicles not previously registered with

CAMS or of a model for which a log book has not previously been issued, must be fitted with fuel tanks of capacity no greater than specified in 2.6 below.

- 2.3 In 3rd Category vehicles it is permitted to replace original fuel tanks with FIA bladder tanks or such tanks as CAMS may approve provided the fuel capacity does not exceed that specified in 2.6 below.
- 2.4 Should "dry-break" fuel couplings be fitted then a FIA- or CAMS-approved tank is required (see 2.5 below for exception). The fuel filling port must then be relocated and in such relocation:
 - (i) the original fuel port/s shall be rendered inoperative;
 - (ii) the valve receiver mounting must be installed in the appropriate external panel in such a way as to prevent entry of fuel into the boot compartment in the event of spillage;
 - (iii) a flexible connection between the valve receiver mounting and the top of the fuel tank is permitted.
- 2.5 If dry-break refuelling components are fitted to Series Production Cars equipped with standard fuel tanks as supplied by the manufacturer and the tank remains unmodified in all other respects (including baffling, foam filling and modifications to the filler neck or venting stem), any consequential increase in fuel capacity will be acceptable. However, the fitment of the refuelling and vent bottle orifices must be as close as practical to the fuel tank; the size of the refuelling pipe from the rear of the dry-break coupling to the original filler neck of the fuel tank must be no greater than that of the OD of the exit of the dry-break bulb; and the route of the filler and vent pipes from the dry-break bulbs to the fuel tank must be as short as practical.
- 2.6 The maximum capacity of fuel tanks fitted to cars of the 2nd, 3rd and 4th Categories, except provided above, shall be:

Up to 700cc	60 litres
700-1000cc	70 litres
1001-1300cc	80 litres
1301-1600cc	90 litres
1601-2000cc	100 litres
2001-2500cc	110 litres
Over 2500cc	120 litres

(1 gallon = 4.55 litres,
120 litres = 26.3 gallons)
- 2.7 (i) Cars of the 3rd and 4th Categories competing in races scheduled to extend more than 30 minutes and not fitted with a "safety tank" must have

fitted to their fuel tank (by an approved fitter) such anti-spray foam as specified by CAMS.

- (ii) Car owners are reminded that, at some future date, such foam may be required in all cars.
- (iii) The foam to be used is that produced for this purpose and marketed as Meracel ME 015 to ME 030.

3. GENERAL

- 3.1 The requirements of this Schedule N do not apply to closed race meetings, nor to cars participating in races exclusively for Production Cars.
- 3.2 Cars first registered with CAMS after 1 January, 1977, are not permitted to have fuel tanks forming part of the stressed structure of the car.
- 3.3 In all open races, refuelling in pit lane may be undertaken only if the subject car is fitted with CAMS-approved dry-break refuelling valves, and specified chums or overhead rigs and vent bottles or other specifically approved system are used.

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5th Category – Historic Cars

Group J	-	Vintage Cars	(pre-1931)
Group K	-	Post Vintage Thoroughbred Cars	(1931-1940)
Group L	-	Historic Racing & Sports Cars	(1941-1960)
Group M	-	Historic Racing & Sports Racing Cars	(1961-1965)
Group N	-	Saloon Cars	(pre-1965)
Group O	-	Historic Racing & Sports Racing Cars	(1966-1969)
Group P	-	Formula 5000 Racing Cars	(pre-1978)
Group Q	-	Historic Racing & Sports Racing Cars	(1970-1977)
Group S	-	Production Sports Cars	(1941-1969)

1. PREAMBLE

1.1 The following definitions and general requirements governing Historic Cars are recorded to facilitate the organisation of competitions and meetings in which such cars are involved.

1.2 Events for vehicles within the 5th Category may be programmed to cater for:

- (i) group racing: specific individual groups within the category, or
- (ii) combined group racing: a combination of several specific individual groups, or
- (iii) divisional racing: a combination of vehicles from any of the individual groups with eligible vehicles selected on the basis of their perceived compatibility in performance potential. Any number of events of this type may be programmed at any one meeting to divide the overall entry into compatible performance divisions.

Engine capacity classes may be incorporated in any of these types of events or an overall engine capacity limitation placed on any event. It would generally be preferred that engine capacity limitations selected be consistent with those commonly in use during the relevant period.

No specific limitations are imposed on vehicle combinations which will be permitted in combined group or divisional events but fields should consist of vehicles which are generally compatible in performance potential.

CAMS will hold the absolute discretion to disallow any proposed vehicle combinations which it considers might create safety hazards arising from speed differentials or visibility problems. It would for example not generally be appropriate to combine events for Groups P and Q with those for earlier vehicles because of the speed differential involved or to combine events for Group N with other groups because of potential visibility problems.

Within any group or combined group event, it will be permissible to include by invitation individual vehicles from other groups where such action is

considered desirable to achieve the most performance-compatible field. Where such action is taken notation in the program should be made to record the subject vehicles' correct group classification and the event should be described in the program as including vehicles from other groups by invitation.

When programming combined group or divisional racing events, consultation with the State member of the Historic Car Committee is encouraged to assist determination of the most compatible mix of vehicles.

1.3 The express purpose of these regulations is to ensure that cars in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed. "Updating" in whatever form is not condoned. CAMS reserves the right to reject any vehicle which it considers not within the spirit of these regulations. Cars must conform with the appropriate group date specification in concept and in detail. Where any doubt exists between Historic regulations and the original period specification, the latter will take precedence.

1.4 CAMS in its absolute discretion reserves the right to accept or reject any car for Historic classification. The issue of all log books must be firstly authorised by CAMS Head Office. A central register of Historic cars in all groups is maintained.

Before commencing construction work, or before acquiring a car, owners must consult the Historic Eligibility Officer regarding eligibility of the said vehicle.

1.5 CAMS reserves the right to classify, withdraw classification, or re-classify a car to a group which in its absolute discretion CAMS believes it conceptually belongs.

1.6 CAMS may approve re-creation of significant cars which have been destroyed under the following conditions:

- (i) there may be only one re-creation;
- (ii) approval by CAMS in principle must be sought prior to commencement of the project. It should be noted that this does not in itself guarantee the registration of the vehicle which shall always be the subject of inspection and approval when completed;

- (iii) there must be justification for the project, ie, it must be a significant car;
- (iv) only a faithful re-creation will be considered.

1.7 Three-wheeled cars participating in events exclusively for Historic cars are exempted from NCR 12.

1.8 The original style of paintwork and livery is encouraged.

The name of the driver may be shown on the car, appearing once on either side in a position below the window line, in a size not larger than 40mm by 300mm.

A club badge, of an acceptable motoring club, can appear on the car. Each badge must be not larger than 150mm by 100mm and must be placed below the window line. Only two such badges are permitted.

The territory of origin may be shown on the car. Each sign must be not larger than 100mm by 150mm and must be placed below the window line. Only two such signs are permitted.

No advertising matter is permitted unless evident in the applicable group period (see also Regulation 6 of Group N).

1.9 Additional information and advice is provided in the Historic Racing Guide which is available from CAMS Offices.

2. GENERAL

2.1 Safety:

Cars in all Historic groups - while competing in events specifically limited to such cars - are exempted from CAMS requirements in respect of fire extinguishing systems (but not fire extinguishers), scatter shields, roll bars (except Group N), safety-harness, minimum coachwork, towing eyes, firewalls (although the fitment of these devices is in some cases desirable), starter motors, reverse gears and safety fuel tanks. These exemptions will not be applicable to any vehicle which was originally equipped with any of the above mentioned equipment or design features.

Concerning roll bars, Historic cars (except Group N) are subject to the following possibilities:

- (i) no roll bar (unless the car was originally equipped with one); or
- (ii) a roll bar to the group period specifications; or
- (iii) a roll bar complying with Schedule J; or
- (iv) a roll bar specifically approved by CAMS.

2.2 Fuel:

The specific requirements for each group will be found in the relevant Regulations. It is recommended that cars using alcohol fuels (where permitted) also carry a sym-

bol in the form of the letter "A" in white on a red circle of approximately 115mm diameter (with a white border). This symbol should be placed adjacent to the racing number on each side of the car, and at the fuel filler cap.

2.3 Terminology:

The term "style", where used in relation to wheels, refers to Sankey, wire, cast steel centre etc.

By "original" is meant a component which is in all respects identically similar to that originally fitted, is produced by the manufacturer who produced the original component/s, and is indistinguishable from it in all respects.

By "period" is meant the applicable group period of the vehicle in question.

2.4 Supercharging:

Cars in this category fitted with superchargers are not subject to the 1.7 factor as to displacement.

2.5 Competition Numbers:

Groups J, K, L(b) & L(c) are exempted from the requirements as to background specified in Schedule K. Applications for exemption may be made in individual cases for other cars where the specified car competed in such visual form during the group period.

2.6 Motor Cycle Tyres:

A selected list of motorcycle tyres is permitted for use on Groups J, K and L cars provided they are fitted to the correct width and profile rims, and are operated within their specified Speed and Load Index ratings.

The tyre section profile shall be as per configuration (a) of the Tyre and Rim Association of Australia. Aspect ratios shall comply with individual group requirements.

Tyre hardness shall generally not be lower than 68 Durometer cold (measured prior to use and not lower than 15° (ambient)).

Short life or low profile tyres will not be acceptable.

Historic period design tyres made with modern "sticky" compounds are unacceptable. Tread patterns shall be of a period historic style.

Additional tyres to those shown in the approved tyre list will be considered on application if they meet the above criteria. The approved tyres are:

Make	Mode	Size	Speed Rating MPH	Load lb	Rim
15"					
Dunlop	Qualifier	140/90-15	H 130	740	MT 2.7 - 3.5
	K827				
16"					
Avon	SM MKII	5.10 S16	S 113	716	MT 3.0 - 3.5
Avon	Roadrunner	130/90 H16	H 130	760	MT 2.5 - 3.5
	R2				
Chen Shin	C199	510 H16	H 130	720	MT 3.0 - 3.5
Metzler	Block K	325-16	H 130	425	MT 1.85- MT 2.5
17"					
Avon	Roadrunner	130 190 H17	H 130	695	MT 2.5 - 3.5
	Universal				
Bridgestone	RS-10	250-17	S 113	290	1.35-1.6, WM1
Bridgestone	RS-10	325-17	S 113	440	MT 1.85 - 2.5
Chen Shin	C119	4.50/85-H17	H 130	645	2.5 - 3.00
	C180	300-17	S 113	385	1.6 - 2.15
	C180	325-17	S 113	440	MT 1.85 - 2.5
	C180	350-17	S 113	493	1.85 - 2.50
18"					
Avon	SM MKII	4.00 S18	S 113	617	2.15 - MT 3.00
Bridgestone	RS10	250-18	S 113	250	1.35 - 1.6
Bridgestone	RS10	325-18	S 113	440	MT1.85 - MT2.5
Chen Shin	C199	3.50/3.75 H18	H 130	493	1.85 - 2.50
	C199	4.10/4.25 H18	H 130	551	2.15 - 3.00
	C199	4.25/4.60 H18	H 130	617	2.50 - 3.00
	C199	4.50/4.85 H18	H 130	645	2.50 - 3.00
	C180	300-18	S 113	385	1.60 - 2.15
	C180	350-18	S 113	493	1.85 - 2.50
	C180	400-18	S 113	617	2.15 - MT3.00
	C180	450-18	S 113	661	2.50 - 3.00
Dunlop	K70	300-18	S 113	360	1.60 - 2.15
	K70	350-18	S 113	450	1.85 - 2.50
	K70	400-18	S 113	570	2.15 - MT3.00
	K81 TT100	360-18	H 130	460	1.60 - 2.50
	K81 TT100	410-18	H 130	575	2.15 - 3.00
	K81 TT100	425-18	H 130	595	2.50 - 3.00
	K181	100-900 V18	V 130+	493	2.15 - 2.75
Metzler	Block K	400-18	P 33	620	2.15 - MT3.00
Michelin	M38	300-18	S 113	360	1.60 - 2.15
	M38	350-18	S 113	490	1.85 - 2.50
	M38	400-18	S 113	623	2.15 - MT3.00

Group J – Vintage Cars (Pre-1931)

1. ELIGIBILITY

The classification of vehicles within the group will be at the absolute discretion of CAMS.

The group is intended to depict early racing car design and development to include the important period of significant excellence in design and workmanship defined as the “vintage” period. Vehicles eligible will be racing and sports cars with a competition history established prior to 31 December, 1930.

Consideration may also be given to the classification within this group of:

- one-off “special” type vehicles constructed at any time using major components (ie, engine, transmission, chassis, axles and suspension) manufactured prior to 31 December, 1930. Such cars may or may not have established a competition history but must be similar in detailed specification and appearance to cars which actually appeared in competition prior to 31 December, 1930;
- sports cars without an established competition history manufactured prior to 31 December, 1930. Such vehicles will generally be limited to those of a type which actually appeared in competition prior to 31 December, 1930.

Only cars in this group shall be eligible for any prize or trophy to be awarded to a Vintage car.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be manufactured from materials and utilise construction methods evident in the period. Glass fibre and other similar materials are not permitted.

2.2 Cockpit:

The cockpit configuration and materials must be compatible with the group period, particularly instruments, steering wheel and seats. The use of electronic instruments is not permitted.

2.3 Engine:

- (i) Internal components of the engine are free, but cylinder block, crankcase and cylinder head/s must be original.
- (ii) Cylinder head/s, crankcase and cylinder block must be as used together in the period. Interchange between makes or models is not permitted unless it can be demonstrated as common practice within the group period.
- (iii) Dry sump lubrication is not permitted unless fitted as original equipment by the manufacturer.
- (iv) Toothed belt drives are not permitted.
- (v) Any increase in swept volume shall be in keeping with the practice of

the period on that particular type of car and engine. The crankshaft stroke must be to the original specifications.

- (vi) The exhaust system is free, but must be of a style evident in the group period.
- (vii) The induction system must be of a type compatible with the car within the group period. Post-1930 carburettors are not permitted except in the case of SU instruments, in which case later units up to and including “H” type are accepted.

Multi-choke carburettors and/or superchargers are not permitted unless they were used on that type of engine in the period, and they are of a period type. Fuel injection and/or turbo charging is not permitted.

2.4 Gearbox:

Gearbox casings must be original and contain the original number of forward ratios. Internal components are otherwise free. Austin 7 Specials may use a “Works Type” four-speed conversion within a Group J period three-speed case.

2.5 Final Drive:

All external components of the final drive assembly must be of the period, with the exception of the “nose piece” which is free. All internal components are free.

2.6 Brakes:

The braking system must be of a type fitted to the car within the period save that:

- (i) mechanical actuation may be converted to hydraulic operation;
- (ii) dual/tandem master cylinders may be fitted. (Disc brakes and/or non period brake boosters are not permitted.)

2.7 Suspension:

The suspension system must remain unchanged from a specification evident during the group period and applicable to the subject car.

Fore and aft axle location may be varied, but transverse location may not.

Hydraulic shock absorbers are not permitted unless fitted as original equipment or used on the subject car within the group period.

Spherical or “Rose” type joints are not permitted.

2.8 Wheels:

Wheels of the original style, diameter and rim width must be used.

In the case of new specials, the minimum rim diameter is 18” and the maximum rim width is 3 1/2”.

2.9 Tyres:

Tyres must have a minimum aspect ratio

of 70 percent as determined by the Tyre and Rim Association and, within the limitations of availability and practicality, must be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

A selected list of motor cycle tyres (see “GENERAL 2.6”) is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating.

2.10 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provid-

ed it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels may be permitted subject to prior approval of the Historic Car Committee. Such approval must be verified in the vehicle log book.

2.11 Electrical equipment:

Alternators, electric fans, and any form of electronic ignition devices are not permitted. Electric starter motors may be fitted. Sports cars must be fitted with operable lighting and generating equipment compatible with the period.

Group K – Post-Vintage Thoroughbred Cars (1931/1940)

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for cars from the pre-war period and the early post-World War 2 period including classically engineered factory constructed cars, local specials constructed on a "one-off" basis using production car components from the pre-war period and some factory constructed cars which were modified during the group period, and fitted with engines from pre-war production cars.

Vehicles eligible will be racing and sports cars with a competition history established in the period between 1 January, 1931 and 31 December, 1949, but constructed using major components (ie, engine, transmission, chassis, axles and suspension) manufactured prior to 31 December, 1945. Consideration may also be given to the classification within this Group of:

- One-off "special" type vehicles constructed at any time using major components (ie, using engine, transmission, chassis, axles and suspension) manufactured prior to December, 1945. Such cars may or may not have an established competition history but must be similar in detailed specification and appearance to cars which actually competed in competition between 1st January, 1931 and 31 December, 1940.
- Sports cars without an established competition history manufactured between 1 January, 1931 and 31 December, 1940. Such vehicles will generally be limited to those of a type which actually appeared in competition prior to 31 December, 1940.

Cars in this group only shall be eligible for any prize or trophy to be awarded to a PVT car.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be manufactured from materials and utilise construction methods evident in the period. Glass fibre and other similar materials are not permitted.

2.2 Cockpit:

The cockpit configuration and materials must be compatible with the group period, particularly instruments, steering wheel and seats. The use of electronic instruments is not permitted.

2.3 Engine:

- (i) Internal components of the engine are free, but cylinder block, crankcase and cylinder head/s must be original.

- (ii) Cylinder head/s, crankcase and cylinder block must be as used together in the period. Interchange between makes or models is not permitted unless it can be demonstrated as common practice within the group period.

- (iii) Dry sump lubrication is not permitted unless fitted as original equipment by the manufacturer.

- (iv) Toothed belt drives are not permitted.

- (v) Any increase in swept volume shall be in keeping with the practice of the period on that particular type of car and engine. The crankshaft stroke must be original.

- (vi) The exhaust system is free but must be of a style evident in the group period.

- (viii) The induction system must be of a type compatible with the car within the group period.

Post-1940 carburettors are not permitted except in the case of SU instruments, in which case later units up to and including "H" type are acceptable.

Multi-choke carburettors and/or superchargers are not permitted unless they were used on that type of engine in the period and they are of a period type.

Fuel injection and/or turbo-charging is not permitted.

2.4 Gearbox:

Gearbox casings must be original and contain the original number of forward ratios. Internal components are otherwise free.

2.5 Final Drive:

All external components of the final drive assembly must be of the period, with the exception of the "nose piece" which is free. All internal components are free.

2.6 Brakes:

The braking system must be of a type fitted to the car within the group period save that:

- (i) mechanical actuation may be converted to hydraulic operation;
- (ii) dual/tandem master cylinders may be fitted.

2.7 Suspension:

The suspension system must remain unchanged from a specification evident during the group period and applicable to the subject car.

Fore and aft axle location may be varied, but transverse location may not.

Hydraulic shock absorbers are not permitted unless fitted as original equipment or used on the subject car within the group period.

Spherical or "Rose" type joints are not permitted.

2.8 Wheels:

Wheels of the original style, diameter and rim width must be used.

In the case of new specials, the minimum rim diameter is 16" and the maximum rim width is 4".

2.9 Tyres:

Tyres must have a minimum aspect ratio of 70 percent as determined by the Tyre and Rim Association and, within the limitations of availability and practicality must be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

A selected list of motor cycle tyres (see "GENERAL 2.6") is permitted for use

in this group provided they are fitted on the correct width rims and are operated within their specified load rating. Short life and low profile tyres will not be permitted.

2.10 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.11 Electrical Equipment:

Alternators, electric fans, and any form of electronic ignition devices are not permitted. Electric starter motors may be fitted. Sports cars must be fitted with operable lighting and generating equipment compatible with the period.

Group L – Historic Racing & Sports Cars (1941/1960)

1. PREAMBLE

The sub-classifications Lb and Lc refer to the eligibility of cars and not necessarily to the composition of race fields. It would be expected to be normal practice for Lb and Lc cars to race together in events titled group L.

Sub-Group Lb

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

Vehicles classified in this group will reflect the post-World War 2 period of technology changes extending from the first of the post-war designs through an evolution culminating with the first of the rear engined cars from the late 1950s.

Eligibility will be open to racing and sports cars with a competition history established in the period between 1 January, 1941 and 31 December, 1960, but excluding vehicles constructed from pre-1946 components which are eligible for classification in Group K. The group will include all vehicles constructed specifically to the post-war 500cc Formula 3 even if such vehicles are constructed from pre-1946 components.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January, 1941 and 31 December, 1960 but with a competition history established subsequent to 31 December, 1960 or, in some circumstances, without a racing history provided the specification of the vehicle is consistent with the general standard of technology evident in vehicles raced during the group period and the car is compatible in appearance with such vehicles.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars are to run with all coachwork intact unless it was customary for the particular car to do otherwise within the group period (eg, some rear engined cars customarily ran without an engine cover).

2.2 Cockpit:

The cockpit configuration, particularly seat/s, steering wheel and instruments must be as fitted to the particular car within the group period. Electronic instruments are not permitted.

2.3 Engine:

(i) the internal components of the engine are free save that the original cylinder block and cylinder head/s must be used. Crankshaft stroke must remain unaltered from the peri-

od specification on the subject car.
(ii) the bore may be increased to a maximum of 1.5mm beyond the dimension evident on the subject car within the group period.

(iii) toothed belt drives and dry sump lubrication systems may be used only if fitted to the subject car within the group period.

(iv) the exhaust system is free, but must be a period type. Any car which was fitted with a distinctive or characteristic exhaust system in the group period is encouraged to retain it.

(v) the inlet manifold is free, but carburettors must be of the make, model and number fitted to the car in the group period. The choke size may be altered. Superchargers, fuel injection and multi-choke carburettors are permitted only if fitted to the subject car within the group period, and must be to unaltered specification.

(vi) motor cycle engined cars originally fitted with Amal carburettors may use Amal Concentric Mk 1 carburettors.

2.4 Gearbox:

Gearbox casings, transaxles, the number of forward ratios and gear change mechanisms must be unaltered from period specifications on the subject car. Components are otherwise free.

2.5 Final Drive:

External components of the final drive assembly must be unaltered from period specifications. Internal components are free.

2.6 Brakes:

The braking system must be of the same type fitted to the car within the group period. Drum brake systems may not be replaced by disc brake systems.

Brake discs and callipers must be of the make, style and size fitted within the group period.

Drum brakes may be replaced by others of period type. Cooling fins, scoops and ventilating holes may be added.

Dual/Tandem master cylinders may be fitted.

Mechanical actuation may be converted to hydraulic operation.

2.7 Suspension:

The suspension must be unaltered from the period specification on the subject car, save that:

- spring rates, ride height and damper settings are free. Fore and aft axle location on beam axle cars may be varied.
- transverse location may not be

altered from period specifications on the subject car.

- externally adjustable shock absorbers and spherical or "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.8 Wheels:

Wheels must be unaltered from period specification on the subject car in diameter and style. Rim width may not exceed 5" unless rims in excess of this dimension were fitted to the subject car within the group period.

2.9 Tyres:

Tyres must have a minimum aspect ratio of 70 percent as determined by the Tyre and Rim Association and within the limitations of availability and practicality must be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

A selected list of motor cycle tyres (see "GENERAL 2.6") is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating.

Short life and low profile tyres will not be permitted. Historic period design tyres made with modern "sticky" compounds are not acceptable. Tread patterns must be of period historic style.

2.10 Fuel:

Commercial Fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.11 Electrical Equipment:

All electrical equipment must be unaltered from period specifications on the subject car and remain fully operative. Alternators, electric fans and any form of electronic ignition devices are not permitted. An electric starter motor may be fitted.

Sub-Group Lc

1. ELIGIBILITY

Production sports cars recognised by CAMS manufactured after 1 January, 1941, but prior to 31 December, 1960.

Cars which are of such construction as to readily permit the removal of mudguards and windscreen - where these do not form an integral part of the body - may qualify for Group Lc. Where it can be demonstrated that a car of the subject type competed in this form in the

group period, these cars may compete in stripped form as racing cars or, with said equipment refitted, they may also compete as sports cars.

Cars may vary from original specifications only in a manner which is consistent with retaining the nature of a road registered and road used vehicle. In particular, no change to track, wheelbase, engine position or suspension medium may be made.

Engine and transmission must be of the type normally fitted to the model in question.

Cars in this group are not required to have a racing history.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

All elements of the coachwork - including external fuel tank if original equipment on the subject vehicle - must be original, save that cycle type mudguards may be used.

Cycle-type mudguards, if fitted, must provide coverage of at least one third of the circumference of the tyres, over at least the full width of the wheel and tyre, as it is viewed both vertically and horizontally. A steel bonnet may be replaced by a bonnet of alloy construction. Louvres may be added to or omitted from the bonnet. In the case of cars with multiple piece folding bonnets, the sides may be removed. Original body bulkheads and fire walls must be intact and all doors must be operable.

When competing as a racing car the removal of mudguards, lamps, spare wheel, running boards and mounting brackets is permitted.

2.2 Cockpit:

The configuration and materials of the cockpit, in particular the steering wheel, instruments and seats, must be compatible with the group period. Electronic instruments are not permitted.

The cockpit must be of a stripped rather than a specially constructed nature.

The passenger seat may be removed when the car is competing as a racing car.

2.3 Engine:

(i) The internal components of the engine are free save that the original cylinder block and cylinder head/s must be used. The crankshaft stroke must remain unaltered from the period specification on the subject car.

(ii) The cylinder head/s may be modified provided such modification is effected only by the removal of metal.

(iii) The cylinder bore may be increased by a maximum of 1.5mm beyond original manufacturer's dimensions.

(iv) Toothed belt drives are not permitted.

(v) Dry sump lubrication is not

- (vi) permitted unless original equipment. The exhaust system is free but should be of a type compatible with the period.
- (vii) Inlet manifolds are free but carburetors must be of the original make, model and number on the car. The choke size is free. Superchargers, multi-choke carburetors or fuel injection are permitted only if part of the original specification for that make and model, and remain unchanged from that original specification.
- 2.4 **Gearbox:**
Gearbox casings, gearbox selection mechanisms and the number of forward ratios must be to the original manufacturer's design specifications. Internal components are otherwise free.
- 2.5 **Final Drive:**
The external components of the final drive assembly must be unaltered from period specifications. Internal components are free.
- 2.6 **Brakes:**
In the case of disc brake systems, the brake disc and callipers must be original. Drum brakes may be modified or replaced with others of a period type. Drums and/or backing plates may be ventilated and/or fitted with cooling fins.
Dual/tandem master cylinders may be fitted.
Mechanical actuation may be converted to hydraulic operation.
Drum brakes may not be replaced by disc brakes.

- 2.7 **Suspension:**
The suspension must be unaltered from the original specifications save that spring rates, ride height and damper settings may be altered.
Adjustable shock absorbers are not permitted.
Fore and aft axle location may be varied but transverse location may not be altered.
Spherical or "Rose" type joints are not permitted.
- 2.8 **Wheels:**
Wheels must be unaltered from the original specifications and style.
Wheel sizes are to be as commonly used on cars of this type in the period, eg, MG TC: 16" diameter by 4" rim width.
In no circumstances may wheel diameter be less than 15" nor rim width greater than 5".
- 2.9 **Electrical Equipment:**
All electrical equipment must be unaltered from the original specifications and be fully operative.
Dynamo/generator may not be replaced by an alternator.
Electric fans and any form of electronic ignition devices are not permitted.
The generator and/or lighting equipment may be removed whilst cars are participating as racing cars.
- 2.10 **Optional Equipment:**
Optional equipment is permitted in this group only if detailed in either:
 - (i) an original manufacturer's workshop manual or
 - (ii) a spare parts catalogue and is specifically accepted by CAMS.

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for racing, sports racing and Clubman sports cars with a competition history established in the period between 1 January, 1961 and 31 December, 1965. Such vehicles will reflect the development of more advanced design features such as complex space frame and monocoque structures, sophisticated adjustable suspension systems and the commencement of wide racing tyre development.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January, 1961 and 31 December, 1965 but with a competition history established subsequent to 31 December, 1965 or, in some circumstances, without a racing history, provided the specification of the vehicle is consistent with the general standard of technology evident in vehicles raced during the group period, and the car is compatible in appearance with such vehicles.

Formula Vee cars are specifically excluded from this Group.

2. SPECIFIC REQUIREMENTS

2.1 **Coachwork:**

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars should run with all bodywork intact unless it was customary for the particular car to do otherwise (eg, some rear-engined cars customarily ran without the engine cover).

2.2 **Cockpit:**

The cockpit configuration, including seat/s, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 **Engine:**

- (i) Internal components of the engine are free save that the original cylinder block and cylinder head/s must be used. The crankshaft stroke must remain unaltered from the period specification on the subject car.
- (ii) The bore may be increased to a maximum of 1.5mm beyond the dimension evident on the subject car in the group period.
- (iii) Toothed belt drives and dry sump lubrication systems may be used only if fitted to the subject car within the group period.
- (iv) The exhaust system is free, but should be of a period type. Any car which was fitted with a distinctive or characteristic exhaust system in the group period is encouraged to retain it.

- (v) Inlet manifolds are free. Carburetors must be of the period make, model and number fitted to the car in the group period and must be to unaltered specification. Turbo charging is not permitted.

2.4 **Gearbox:**

Gearbox casings, transaxles, the number of forward ratios and gear change mechanisms must be unaltered from period specifications on the subject car. Internal components are otherwise free. Cars which were fitted with VW based transmissions in the group period may not use Holinger or Hewland quick change units or features unless so equipped originally.

2.5 **Final Drive:**

External components of the final drive assembly must be unaltered from period specifications on the subject car. Internal components are free.

2.6 **Brakes:**

The braking system must be of the same type fitted to the subject car within the group period.

Drum brakes may be replaced by others of period type.

Cooling fins, scoops and ventilating holes may be added.

Mechanical actuation may be converted to hydraulic operation.

Brake discs and callipers must be of the make, style and size fitted to the subject car within the group period.

Drum brake systems may not be replaced by disc brake systems.

Dual/Tandem master cylinders may be fitted.

2.7 **Suspension:**

The suspension must be unaltered from the period specifications on the subject car.

Spring rates, ride height and damper settings are free. Fore and aft axle location on beam axle cars may be varied. Transverse location may not be altered from group period specification.

Externally adjustable shock absorbers and "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.8 **Wheels:**

Wheels must be unaltered from period specifications of the subject car in diameter, width and style. Cast alloy wheels may be replaced by wheels cast in a different material and provided the replacement remains identical as to dimensions and appearance.

2.9 **Tyres:**

Tyres must have a minimum aspect ratio of 60 percent as determined by the Tyre

and Rim Association and, within the limitations of availability and practicality, must be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

The use of motorcycle tyres or slick treaded tyres is prohibited.

2.10 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject car used other than commercial fuel during the group period, alternative fuels

may be permitted subject to the prior approval of the Historic Car Eligibility Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.11 Electrical Equipment:

The electrical equipment must be unaltered from period specification on the subject car and remain fully operative. Alternators, electric fans and any form of electronic ignition devices are not permitted. An electric starter motor may be fitted.

Group N – Saloon Cars (Pre-1965)

1. ELIGIBILITY

- 1.1 The automobile must be a series production type saloon, manufactured prior to 31 December, 1964 of which 100 of the particular model must have been produced.
- 1.2 Cars shall compete in the following engine capacity classes:

Class A1 -	Over 4500cc.
Class A2 -	3001 to 4500cc.
Class B -	2601 to 3000cc.
Class C -	2001 to 2600cc.
Class D -	1601 to 2000cc.
Class E -	1301 to 1600cc.
Class F -	1001 to 1300cc.
Class G -	Up to 1000cc.

(Classes may be amalgamated.)

2. BODY

- 2.1 The body must be of a saloon (ie, "hard-top") form, and must provide adequate normal seating accommodation for four adult persons or more.
- 2.2 Cars in the above-mentioned Classes A, B, C, D, and E must have four doors unless they have been homologated by the FIA (or are otherwise specifically approved by CAMS) in a two-door version. Cars in Classes F and G must have at least two doors.
- 2.3 The bodywork, body fittings and interior trim in its entirety must be as supplied by the manufacturer except only that wheel naveplates may be removed, additional instruments fitted and the steering wheel replaced: provided that the replacement wheel is not less than 330mm in diameter (unless the original wheel was of a lesser diameter, in which case a replacement of at least equal diameter to the original is acceptable).
- 2.4 The use of undertrays, fairings etc, designed to improve the aerodynamic form of the automobile shall not be permissible unless supplied as standard equipment.
- 2.5 The original rear seats must be retained in all respects, including location.

On cars fitted with separate front seats, the driver's seat may be replaced by a CAMS approved seat, but the original passenger seat must remain in place – see Schedule C of Section 6. Such seats must be trimmed in the same, matching, or complementary colours as other trim on the car.

On cars fitted with a bench front seat as original equipment, the whole seat may be removed. The driver's seat may be replaced by a CAMS approved seat (see Schedule C), and the passenger seat must be a bucket seat from eg, a comparable Falcon Futura, Holden Premier. If the original equipment bench seat is re-

tained, modification of the driver's portion of that seat is free so long as the origin of the seat may be determined.

- 2.6 Restoration of original trim is permitted, but should be as near as practicable to original specifications. Floor coverings may be removed. Insulating material may be added.

3. PERMITTED MODIFICATIONS

Mechanical modifications may be made, provided that the following restrictions are observed:

- 3.1 The original type of cylinder block and crankcase must be employed. The bore may be varied and/or the stroke reduced provided that the swept volume of the engine remains within the same cubic capacity class as that within which the engine came as supplied by the manufacturer (eg, EH Holden under 3000cc, Cooper "S" under 1300cc).
- 3.2 The original type of cylinder-head casting must be employed. The cylinder-head may be modified provided that such modification is effected only by the removal of metal.
- 3.3 Forced induction or fuel injection is not permitted, unless such induction method was employed as standard on the make and model of car by the manufacturer concerned.

Later models of carburettors which were available in the period are acceptable, even with different throat sizes, provided that the outward appearance is the same.
- 3.4 The original type of gearbox and final drive assemblies including housings as supplied by the manufacturer for the make and model concerned shall be employed. The final drive assembly is otherwise free, save that the original housing must be retained (although it may be subject to any machining operations provided always that its origin is able to be established).

The number of ratios may not be changed.

- 3.5 The original form and type of suspension only shall be employed (eg, a semi-elliptic leaf-spring suspended live rear-axle may not be replaced by a coil-spring suspended De Dion type, and so on).
- 3.6 The original form and type of suspension system shall be employed (eg, drum brakes may not be replaced by disc brakes). The major brake dimensions (ie, internal drum diameter and width) shall be identical with the dimensions of these

components as supplied as original equipment by the manufacturer concerned; provided that overall variation in the diameter of such drums of not more than 3mm shall be permissible. Modifications to disc brakes are limited to the freedom to fit alternative callipers of a type available pre-1965. Dual circuit braking systems are permitted, as is installation of power brake assistance. Brake lining material and hoses are free.

- 3.7 The wheels shall be either as supplied by the manufacturer or of a type approved by CAMS and which is in harmony with wheels used prior to 31 December, 1964. At all times the original wheel diameter shall be maintained, and the width of the rim may be increased by not more than 1" over the original, subject to an absolute maximum width of 6". Aluminium alloy type wheels may be fitted, but only of a design and style available prior to 31 December, 1964. Mudguard flares or extensions are not permitted unless they were fitted as original equipment by the manufacturer.

Tyres may not protrude outside the coach work, but otherwise track is free.

- 3.8 At all times, the original form of steering and suspension joints will be employed, and in particular, may not be replaced by spherical or "Rose" type joints.
- 3.9 Dry sumping is not permitted unless original equipment on the make and model concerned.
- 3.10 Tyres must be an approved type of radial or cross ply construction with a minimum aspect ratio of 60 percent. Racing tyres are not permitted.

CAMS will maintain a list of the only tyres approved for Group N, which list is available upon application to any CAMS office.

- 3.11 The radiator cooling fan may be removed; electrically powered fans are not permitted.

4. SAFETY REQUIREMENTS

- 4.1 Vehicles shall comply with all relevant requirements of Schedules A, B and C.
- 4.2 A laminated windscreen is required in all vehicles. However, in the event that a laminated screen is unavailable, approval may be given on individual application to CAMS for the fitment of a Lexan or Perspex windscreen.
- 4.3 A roll bar or cage compliant with Schedule J (Type 4 or 5) is required to be fitted in all cars. Side intrusion bars are permitted to be fitted. The roll bar or cage must not be used as a means of increasing the structural strength of the car.
- 4.4 Foam filling of fuel tanks is permitted. The fuel tank may not be moved from its original location.

5. GENERAL

- 5.1 The automobile shall be required to comply with such requirements of Schedules A, B and C as are applicable and not in conflict with this Group.
- 5.2 Electrical equipment in conformity with the requirements of Group 2A is required to be fitted.
- 5.3 A high standard of presentation will be insisted upon at all times. Any vehicle considered to be of inappropriate standard will be summarily rejected.
- 5.4 At all times, the onus of proof of eligibility of the automobile and/or components whether options or not, will be the responsibility of the owner, by way of homologation papers, parts manuals, workshop manuals etc.

In marginal cases, proof may be required to be produced to the effect that a vehicle of the same model was raced prior to December, 1964.

6. ADVERTISEMENTS & SIGNS ON AUTOMOBILES

No advertisement or sign will be distributed from or carried on any automobile in this category; provided that this Rule shall not apply to the manufacturer's usual name plate, transfer or other device normally attached to, engraved or stamped on cars sold by them to the public. CAMS reserves the right to permit also the display, in neat, unobtrusive lettering, of the name of the entrant and/or the driver on the scuttle or side of the car. No such sign shall in its entirety exceed 75mm in height and 600mm in length.

A club badge, of an acceptable motoring club, can appear on the car. Each badge must be not larger than 150mm by 100mm and must be placed below the window line. Only two such badges are permitted.

The territory of origin may be shown on the car. Each sign must be not larger than 100mm by 150mm and must be placed below the window line. Only two such signs are permitted.

No other signs may be displayed.

7. SPIRIT OF REGULATIONS

It is emphasised that the purpose of this category of racing is to emulate, as far as is practicable, racing of saloon cars under Appendix "J" regulations which were current until 31 December, 1964. Over-restoration of vehicles, the use of technology, parts or equipment not available within the period in question is not within the spirit of these regulations; these regulations and any eligibility matters relating thereto shall be interpreted and applied in accordance with that spirit.

Group Na – Production Sedan Cars (Pre-1968)

Group Na is designed to provide a forum for competitors to race early post-war production sedan cars and pre-war production sedan cars in a form similar to club racing of the period.

To this extent, the modifications permitted are those that are not intended to radically alter the individual car's character or appearance and will be of an improved performance road car nature, as opposed to making the vehicle totally dedicated to outright competition; the concept being that the cars could be driven comfortably to and from the race meeting.

People wishing to race cars of a more highly-modified nature should look to other categories.

An important consideration in forming these Regulations was the need to provide eligibility rules which will require a minimum of administration, particularly at race meetings.

1. ELIGIBILITY

- 1.1 Production sedan cars as recognised by CAMS, commercially available in Australia prior to 31 December, 1957, with the inclusion of certain run-on models. The vehicles must be of a saloon form providing adequate normal seating for four or more adult persons. Cars classified in this group will not necessarily have a racing history. Factory-built competition variants of standard production cars or GT-type cars are not eligible for this Group.

Limited modifications may be made. These should be of a period nature and not out of character with the vehicle or group period.

- 1.2 Eligible Cars: A list of cars eligible for this group will be published from time to time.
- 1.3 Specifications: Individual specifications will be produced for each type of vehicle, determining its specifications and allowable modifications.

2. SPECIFIC REQUIREMENTS

- 2.1 **Chassis:** Chassis or chassis-body unit must be original and unmodified.
- 2.2 **Bodywork:** The bodywork, body fittings and interior trim in its entirety must be supplied by the manufacturer save that hubcaps must be removed. Bumper bars must be retained.
- 2.3 **Cockpit:**
- (i) The cockpit must be original save that floor coverings may be removed. The steering wheel may be replaced by another of the period style but the rear seat must be retained in all respects including location.
 - (ii) Cars must be fitted with original-type seats. Some extra padding is allowed. Seats must be trimmed in the same, matching or complementary colours as other trim on the car.
 - (iii) Original instruments must be intact. Additional instruments of a period type may be fitted. Electronic tachometers may be substituted for mechanically-driven units, provided

they are compatible in face, style and size with the other instruments.

2.4 Engine:

- (i) Cylinder **block** and head must be original, or a CAMS-approved alternative.
- (ii) Internal components of the engine are free save that the crankshaft stroke must be original.
- (iii) The **cylinder bore** may be increased by a maximum of 1.5mm beyond original dimension.
- (iv) Cylinder **head/s** may be modified provided such modification is effected only by the removal of metal.
- (v) Toothed **belt drives** are not permitted.
- (vi) Dry **sump** lubrication is not permitted.
- (vii) The **exhaust** system is free but should be of a type compatible with the period.
- (viii) **Carburettors** or fuel injection systems must be of the make and model originally available in the period. Bore size is free. Superchargers are not permitted unless part of the original specification. Multiple carburettors may be fitted in the ratio of one choke per two cylinders.
- (ix) **Inlet manifolds** are free except they must be of a type compatible with the period.
- (x) The **cooling system** must remain as standard, save that the radiator core is free as to thickness. Electric fans may be added.

- 2.5 **Gearbox:** Gearbox casing, gear selection mechanism and the number of forward ratios must be original. Internal components are otherwise free.

- 2.6 **Final Drive:** External components of the final drive assembly must be unmodified from the original specification. Internal components are free. Limited slip or locked differential are not allowed unless part of original specification.

- 2.7 **Brakes:** The original form and type of braking system shall be employed. The major brake dimensions (ie, internal drum

diameter and width) shall be as supplied as original equipment with a tolerance of 3mm permitted on drum diameter. Backing plates may be ventilated and/or fitted with cooling fans.

Mechanical operation may be converted to hydraulic operation.

In the case of disc brake systems, the brake discs and callipers must be original.

Drum brakes may not be replaced by disc brakes.

Dual or tandem master cylinders may be fitted.

The installation of power brake assistance is permitted.

- 2.8 **Suspension:** The suspension must be unmodified from original specifications, save that spring rates, ride height and damper settings may be altered.

Suspension pickup points may not be modified.

Eccentric or modified suspension components that alter the dimensions or geometry from original specifications are not permitted.

Externally adjustable shock absorbers are not permitted.

Fore and aft axle location may be improved but transverse location may not be altered.

Spherical or "Rose" type joints are not permitted.

- 2.9 **Wheels:** Wheels are required to be original in diameter and style (ie, steel wheels

may not be modified or replaced by alloy wheels). Rim width may not exceed 5" unless originally specified by the manufacturer.

- 2.10 **Tyres:** Tyres must have an aspect ratio of at least 65 percent as determined by the Tyre and Rim Association Manual.

- 2.11 **Electrical Equipment:** All electrical equipment must be unmodified from the original specifications and fully operative. The dynamo/generator may not be replaced by an alternator. Electronic ignition devices are not permitted.

- 2.12 **Safety Equipment:** CAMS-approved rollover protection and seat belts are compulsory. Only roll bars of Type 3 or Type 4 are acceptable. Roll cages are not allowed. A side intrusion bar on the driver's side only is permitted. Foam-filled flexible fuel tanks are strongly recommended. Roll bar assemblies must not be installed so as to become a "de facto chassis" used to improve the torsional or beam strength of the original chassis. Head rests are strongly recommended but must be supported by the same structure that supports the driver's seat.

CLASSES

Up to 1100cc
1101 - 1500cc
1501 - 3000cc
3001cc and over

Group Nc – Touring Cars (Pre-1973)

1. ELIGIBILITY

- 1.1 The automobile must be of a make and model which competed in Australia between January 1965 and December 1972 in either the Australian Touring Car Championship or in races specifically for 3rd Category Group C Improved Touring Cars.

- 1.2 Cars shall compete in the following capacity classes:

Class A Over 5001cc
Class B 3501cc - 5000cc
Class C 2001cc - 3500cc
Class D 1501cc - 2000cc
Class E Up to 1500cc

- 1.3 Owners of recognised cars with a competition history during the period are encouraged to present the vehicle in its original format from a given point in its history. Historic precedence will prevail over the following Regulations with regard to these vehicles. Proof of this precedence falls to the owner and acceptance of it is at the absolute discretion of CAMS.

- 1.4 For a car to be constructed, approval must be given by CAMS. The applicant must provide proof that the particular make and model competed in races for improved touring cars during that period.

- 1.5 A comprehensive detailed specification of each make and model and the permitted modifications for that vehicle will be provided upon approval for construction being granted by CAMS.

2. BODY

- 2.1 The bodywork, fittings and interior trim in its entirety must be as supplied by the manufacturer.

2.2 Permitted Body Modifications:

- (i) The inner lip of the **wheel opening** may be folded back for tyre clearance.
- (ii) **Mudguard** extensions may be used if homologated.
- (iii) The driver's **seat** may be replaced with a CAMS-approved racing seat.
- (iv) The **steering wheel** may be replaced with a sports steering wheel of 330mm minimum diameter.
- (v) **Floor coverings** may be removed.
- (vi) The use of under trays, fairings etc designed to improve the aerodynamic form of the automobile are not permitted unless supplied as standard equipment for the make and model.
- (vii) Additional **instruments** may be added providing all original instruments and switches remain intact and that additional equipment is fitted to a separate panel.

3. ENGINE/GEARBOX/FINAL DRIVE

- 3.1 Mechanical modifications are permitted subject to the following restrictions:

- (i) The original type and design of **cylinder block** and **crank case** must be employed. The bore may be increased to a maximum of 0.060 inch, the stroke must remain standard as specified for the make and model.

- (ii) The original type and design of **cylinder head casting** must be employed; it may be modified provided that such modification is achieved only by the removal of metal.

- (iii) **Electronic ignition** devices are not permitted unless fitted as original equipment.

- (iv) **Fuel injection** is not permitted unless fitted as original equipment.

- (v) **Induction** is limited to the fitment of carburetors only. Carburetors of a make and model not available during the period are not permitted.

- (vi) The original type and design of **transmission** and drive train assemblies including the number of forward and reverse ratios, assembled and operating as originally supplied by the manufacturer shall be retained. The use of alternate ratios is permitted. Any form of locking differential is permitted. Fully floating hubs are permitted. The gear level may be modified but the original shaft pattern must be retained.

- (vii) Dry **sump** systems are not permitted unless fitted as original equipment. Lubrication may be modified and additional cooling provided.

4. SUSPENSION AND BRAKES

- 4.1 The original configuration of suspension whether by leaf spring, coil spring, torsion bar, air, rubber etc for the make and model must be retained. The following modifications are permitted:

- (i) Modifications to ride height are free; shock absorbers are free.

- (ii) Additional control arms and equipment may be added but must not override the original component function.

- (iii) Spherical joints may not be used to replace existing components.

- (iv) The original wheelbase dimensions must be retained. The track may not be increased by more than 50mm.

- (v) The original form and type of braking system must be employed, eg, disc/drum.

- (vi) Components may be replaced with those from another model from the same vehicle manufacturer produced before 31 December, 1972.
- (vii) Dual/tandem master cylinders may be used.
- (viii) Brake bias must not be adjustable from the driver's compartment.

5. WHEELS AND TYRES

- 5.1 All road wheels must be identically similar to and interchangeable with each other.
- Wheels may be replaced with period style alloy wheels.
- Increase in rim width is subject to the following:
- | | |
|---------------|------------------|
| Class A and B | maximum 8 inches |
| Class C and D | maximum 7 inches |
| Class E | maximum 6 inches |
- Diameter must be that used on the model during the period.
- Only tyres on the CAMS-approved tyre list shall be used.

6. COOLING AND FUEL TANK

- 6.1 The radiator may be replaced but must retain its original location and support panel opening.
- The radiator cooling fan may be removed.
- An electric fan may be fitted.
- The fuel tank may be foam-filled or

replaced with a tank of the same dimensions and capacity to the same location.

7. SAFETY

- 7.1 All cars must comply with the safety regulations and relevant requirements of Schedules A, B and C.
- 7.2 A laminated windscreen is required.
- 7.3 A roll cage compliant with Schedule J must be fitted.
- 7.4 All other safety requirements as per CAMS Manual.

8. ADVERTISING

No advertising material or sign will be distributed from or carried on any automobile in this category provided that this rule shall not apply to the manufacturer's usual name plate. CAMS reserves the right to permit also the display – in neat, unobtrusive lettering – of the name of the entrant and/or the driver and/or the State of his residence on the scuttle or the side of the car. No such sign shall exceed 75mm in height and 600mm in length.

9. SPIRIT OF REGULATIONS

The purpose of the category is to emulate the racing of touring cars in the period from January, 1965 to December, 1972. Over-restoration or the use of modifications and/or technology outside the period are not acceptable and will render the vehicle ineligible.

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for racing, sports racing and Clubman sports cars with a competition history established in the period between 1 January, 1966 and 31 December, 1969, excluding cars fitted with aerodynamic devices as defined under "specific requirements" below. Formula Vee, Formula Ford and Formula 5000 cars are also specifically excluded from this group which is intended to reflect the development of wide treaded racing tyre technology and its effect on suspension and chassis design but stopping short of the period when external aerodynamic devices became a major design feature with a significant impact on cornering performance.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January, 1966 and 31 December, 1969 but with a competition history established subsequent to 31 December, 1969, provided that the specification of the vehicle is consistent with the general standard of technology evident in vehicles raced during the group period and the car is compatible in appearance with such vehicles.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars should run with all bodywork intact unless it was customary for the particular car to do otherwise (eg, some rear engined cars customarily ran without the engine cover).

2.2 Cockpit:

Cockpit configuration, particularly seat/s, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 Engine:

Internal components of the engine are free save that the original cylinder block and cylinder head/s must be used. The crankshaft stroke must remain unaltered from the period specification on the subject car.

The bore may be increased to a maximum of 1.5mm beyond the dimension evident on the subject car within the group period. Toothed belt drives and dry sump lubrication systems may only be used if fitted to the subject car within the group period.

2.4 Exhaust Systems:

The exhaust system is free, but should be of a period type. Any car which historically had a distinctive or characteristic

exhaust system is encouraged to retain it.

2.5 Induction Systems:

Manifolds are free, but carburettors must be of the period make, type and number fitted to the car. The size may be altered. Superchargers, fuel injection and multi-choke carburettors are permitted only if fitted to the subject car within the group period and must remain unchanged.

Turbo-charging is not permitted.

2.6 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject vehicle used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.7 Gearbox:

Gearbox housings, transaxles, the number of forward ratios and gear change mechanisms must be unaltered from period specifications on the subject car.

Internal components are otherwise free.

2.8 Final Drive:

The external components of the final drive assembly must be unaltered from period specifications. Internal components are free.

2.9 Brakes:

The braking system must be of the same type fitted to the car within the group period. Drum brakes may be replaced by others of period type. Cooling fins, scoops and ventilating holes may be added.

Mechanical actuation may be converted to hydraulic operation. Drum brake systems may not be replaced by disc brake systems.

Brake discs and callipers must be of the make, style and size fitted within the group period.

Dual/Tandem master cylinders may be fitted.

2.10 Suspension:

The suspension must be unaltered from the period specifications on the subject car.

Spring rates, ride height and damper settings are free. Fore and aft axle location on beam axle cars may be varied. Transverse location may not be altered from group period specification.

Externally adjustable shock absorbers and "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.11 **Wheels:**

Wheels must be unaltered from period specifications on the subject car in diameter, width and style. Cast alloy wheels may be replaced by wheels cast in a different material provided that the replacement remains identical in dimensions and appearance.

2.12 **Tyres:**

Tyres must have a minimum aspect ratio of 60 percent as determined by the Tyre and Rim Association unless it can be demonstrated that the vehicle was fitted with tyres of less than 60 percent in the group period. Within the limitations of availability and practicality the tyres fitted must be of the same tread width and diameter and be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

The use of motorcycle type tyres or "slick" treaded tyres will normally be prohibited but the use of grooved slicks may be permitted on individual cars subject to the prior approval of the Historic Car Committee. The tread pattern of each grooved slick must be to period specifications and approval for the use of such

tyres must be verified by appropriate endorsement in the vehicle log book.

2.13 **Electrical Equipment:**

Electrical equipment must be unaltered from period specifications and be fully operable.

Electronic ignition devices are permitted if used on the car in the group period but must be to historic specifications.

An electric starter motor may be fitted.

2.14 **Aerodynamic Aids:**

Aerodynamic aids in the form of "flaps", "tabs" or "spoilers" integral with the vehicle coachwork are permitted provided they are identical to those fitted to the car during the group period. The use of aerodynamic aids in the form of "wings" not comprising an integrated component of the coachwork is not permitted even if such devices were fixed to the car during the group period. Aerodynamic devices of a type which were banned during the group period are not permitted.

2.16 **Safety Equipment:**

Roll over protection and harness must be at least to the specifications evident during the group period.

Group P – Formula 5000 Racing Cars (Pre-1978)

1. **ELIGIBILITY**

Factory built Formula 5000 racing cars, specifically designed to F5000 regulations and constructed before 31 December, 1977; or

Australian built specials, constructed specifically for F5000 and raced in F5000 events before 31 December, 1977.

A clear line of history is required for any subject car. Cars cannot be constructed from spares or damaged/cast-off components (a tub or chassis does not necessarily constitute a car).

Owners must present cars in their "most significant" historical format.

Only modifications compatible with the group period and to that particular car will be accepted.

Cars in this group only shall be eligible for any prize or trophy awarded to a F5000 car.

2. **REQUIREMENTS**

2.1 **Coachwork:**

Coachwork must be unmodified in design and materials from that fitted to the particular car within the group period. Cars shall run with all bodywork intact (particularly induction air boxes and engine covers) unless it was customary for the particular car to do otherwise within the group period.

2.2 **Cockpit:**

Cockpit configuration particularly seat, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 **Engine:**

- (i) Engine must be of the same make and type as fitted to the particular car within the group period.
- (ii) Cylinder blocks and heads must be of pre-1978 manufacture (CAMS may consider a model run-on in certain circumstances).
- (iii) The bore and stroke must be as used on the subject car in the group period.
- (iv) Other limitations on engine components in force for F5000 at 31 December, 1977 apply. Otherwise internal engine components are free.
- (v) The exhaust system must be as fitted to the subject car within the group period.
- (vi) Induction systems must be as fitted to the subject car within the group period.

Carburettors may not be replaced by fuel injection. Turbo-charging or supercharging is not permitted.

1977 F5000 engine regulations are reproduced hereunder:

Unsupercharged engines of V8 overhead valve

pushrod configuration, the cylinder block of which derives from a CAMS-recognised touring car, of up to 5000cc capacity. The following restrictions apply:

- (i) displacement may be obtained by alteration of the bore and/or stroke;
- (ii) the location and/or number of camshafts may not be changed;
- (iii) the number of main bearings may not be changed;

2.4 **Gear Box/Final Drive:**

The gear box/final drive housing or transaxle, the number of forward ratios and gear change mechanism must be unaltered from period specifications on the particular car.

Internal components are free.

2.5 **Brakes:**

The braking system must be of the same type fitted to the particular car within the group period. Brake discs and callipers must be of the make, style, size and material fitted to the particular car within the group period.

Dual circuit systems are mandatory.

2.6 **Suspension:**

The suspension must be unaltered from the period specifications on the particular car.

Spring rates, ride heights, damper settings and normally adjustable geometry settings (camber, caster, toe-in) are free.

2.7 **Wheels:**

Wheels must be unaltered from period specifications in size (both diameter and width) and style on the particular car.

2.8 **Tyres:**

Aspect ratios and tread widths must be in accordance with tyres used on F5000 cars within the group period

2.9 **Electrical Equipment:**

Electrical equipment must be unaltered from period specification. Ignition systems must be as used on the particular car within the group period.

Engine management systems are not permitted.

2.10 **Aerodynamic Aids:**

Aerodynamic aids are permitted only if fitted to the particular car within the group period.

Such devices must be unaltered from period specifications in design, materials and mountings.

Modern wing sections and aerodynamic technology are not permitted (including ground effects).

2.11 **Safety Equipment:**

Roll over/crash protection and harness must be at least to the specifications evident at the close of the group period (see specific and general requirements for 1977).

"On board" fire extinguisher and life support systems are recommended.

A tail lamp as required in the group period must be operative.

2.12 Weight:

The minimum weight of the car including coolant and lubricants, but not including fuel and driver, shall be 1350lb (612kg).

2.13 Advertising:

Advertising is not permitted, save that a particular vehicle may compete in the same livery as was evident on that car, at one point of time within the group period.

Group Q – Historic Racing & Sports Racing Cars (1970-1977)

1. ELIGIBILITY

The classification of vehicles within this group will be at the absolute discretion of CAMS.

The group is intended to cater for racing, sports racing and Clubman sports cars with a competition history established in the period between 1 January, 1970 and 31 December, 1977, and for vehicles excluded from classification within other groups of the 5th category because of the nature of aerodynamic devices with which they are fitted. Formula Vee and Formula 5000 cars are specifically excluded from this group which is intended to reflect the development of aerodynamic technology as an aid to cornering performance but without extending to the period when such technology extended to the use of the vehicle underbody as an aerodynamic aid, ie, the wing car era.

Formula Ford vehicles classified in this group will generally be restricted to those equipped with "outboard" rather than "inboard" mounted springs and shock absorbers. Consideration will, however be given to classification of Formula Ford vehicles equipped with "inboard" mounted springs and shock absorbers where the general design standard of the vehicle is consistent with Group Q period.

Consideration may also be given to the classification within this group of vehicles constructed between 1 January, 1970 and 31 December, 1977, but with a competition history established subsequent to 31 December, 1977, provided the specification of the vehicle is consistent with the general standard of technology evident in vehicles racing during the group period and the car is compatible in appearance with such vehicles.

2. SPECIFIC REQUIREMENTS

2.1 Coachwork:

Coachwork must be unmodified from that fitted to the particular car within the group period.

Cars should run with all bodywork intact unless it was customary for the particular car to do otherwise (eg, some rear engined cars customarily ran without the engine cover).

2.2 Cockpit:

Cockpit configuration, particularly seat/s, steering wheel and instruments must be as fitted to the particular car within the group period.

2.3 Engine:

Internal components of the engine are free save that the cylinder block, cylinder head/s and crankshaft stroke must remain unaltered from the period specification on the subject car.

The bore may be increased to a maximum of 1.5mm beyond the dimension evident on the subject car within the

group period.

Toothed belt drives and dry sump lubrication systems may be used only if fitted to the subject car within the group period.

Formula Ford vehicles must use whichever of either the Cortina 1600 GT engine (original engine) or the Ford Capri XL 1600 crossflow engine (updated engine) with which the vehicle was equipped during the group period. Original engines must comply in full detail with the specifications set out for such engines in the 1970/71 CAMS Manual; updated engines must comply in full detail with current Formula Ford engine regulations. Variations in original specification allowed to other vehicles classified in this group in respect of internal engine components and induction systems are not permitted on Formula Ford vehicles.

2.4 Exhaust Systems:

The exhaust system is free, but should be of a period type. Any car which historically had a distinctive or characteristic exhaust system is encouraged to retain it.

2.5 Induction Systems:

Manifolds are free, but carburettors must be of the period make, type and number fitted to the car. The size may be altered. Superchargers, fuel injection and multi-choke carburettors are permitted only if fitted to the subject car within the group period and must remain unchanged.

Turbo-charging is not permitted.

2.6 Fuel:

Commercial fuel as defined by CAMS must normally be used. However, provided it can be demonstrated that the subject vehicle used other than commercial fuel during the group period, alternative fuels may be permitted subject to the prior approval of the Historic Car Committee. Such approval must be verified by appropriate endorsement in the vehicle log book.

2.7 Gearbox:

Gearbox housings, transaxles, the number of forward ratios and gear change mechanism must be unaltered from period specifications on the subject car. Internal components are otherwise free.

2.8 Final Drive:

The external components of the final drive assembly must be unaltered from period specifications. Internal components are free. Torque biasing, limited slip and locked differentials are not permitted in Formula Ford cars.

2.9 Brakes:

The braking system must be of the same type fitted to the car within the group

period. Drum brakes may be replaced by others of period type. Cooling fins, scoops and ventilating holes may be added.

Mechanical actuation may be converted to hydraulic operation.

Drum brake systems may not be replaced by disc brake systems.

Brake discs and callipers must be of the make, style and size fitted within the group period.

Dual/Tandem master cylinders may be fitted.

2.10 Suspension:

The suspension must be unaltered from the period specifications on the subject car.

Spring rates, ride height and damper settings are free. Fore and aft axle location on beam axle cars may be varied. Transverse location may not be altered from group period specification.

External adjustable shock absorbers and "Rose" type joints are permitted only if fitted to the subject car in the group period.

2.11 Wheels:

Wheels must be unaltered from period specifications on the subject car in diameter, width and style. Cast alloy wheels may be replaced with wheels cast in a different material provided that the replacement remains identical in dimensions and appearance.

2.12 Tyres:

Within the limitations of availability and traditionality the tyres fitted must be of the same tread width and diameter and be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

The use of slick tyres will be permitted on cars which originally used such tyres during the group period.

The make, type, specification and dimensions of tyres for use on Formula Ford cars will be advised from time to time. For 1994, the specified tyre is the Bridgestone RA 6A YCT.

2.13 Electrical Equipment:

Electrical equipment must be unaltered from period specifications and be fully operable.

Electronic ignition devices are permitted if used on the car in the group period but must be to historic specifications.

An electric starter motor may be fitted.

2.14 Aerodynamic Aids:

Aerodynamic aids are permitted only if fitted to the subject car during the period. Such devices must be unaltered from period specifications in both design and mounting. Modern wing sections and aerodynamic technology are not permitted.

2.15 Safety Equipment:

Roll over protection and harness must be at least to the specifications evident during the group period.

Group S – Production Sports Cars

Groups Sa and Sb are designed to provide a forum for competitors to race production sports cars from the '50s and '60s (sometimes known as "Classic Sports Cars"), in a form similar to period club racing.

To this extent, the modifications permitted are not intended to radically alter the individual car's character or appearance and will be of an improved performance road car nature, as opposed to making the vehicle totally dedicated to outright competition.

People wishing to race cars of a more highly modified nature should consider competing in the Marque Sports Car group.

An important consideration in forming these Regulations will be the need to provide eligibility rules which will require the minimum of administration, particularly at race meetings.

Group Sa 1941/1960

1. ELIGIBILITY

1.1 Production Sports Cars, as recognised by CAMS, manufactured after 1 January, 1941 but prior to 31 December, 1960 with the inclusion of certain model run-ons (eg, Mk 1 Austin Healey Sprite). Cars classified in this group will not have a racing history. Factory built, competition variants of standard production cars are not eligible for this group, but could be eligible for Group Lb subject to specific application.

Limited modifications, as detailed in the following regulations, are allowed to these vehicles. Where performance improving modifications are made, these should be of period nature and not out of character with the vehicle or group period.

1.2 Eligible Cars:

A list of cars eligible for this sub group will be published from time to time.

2. SPECIFIC REQUIREMENTS

2.1 Chassis:

Chassis or chassis-body unit must be original and unmodified.

2.2 Bodywork:

Bodywork must be original save that bumper bars and/or windscreens may be removed. Single seater type and/or wrap-around windscreens are not permitted, but other replacement screens are. Rigid removable tonneau covers are permitted.

2.3 Cockpit:

The cockpit must be original save that floor coverings may be removed. The seats and the steering wheel may be replaced by others of a period style. Original instruments must be intact. Additional instruments of a period type may be fitted. Electronic tachometers may be substituted for mechanically driven units, provided they are compatible in face, style and size with the other instruments.

2.4 Engine:

- (i) Cylinder **block** and **head** must be original, or a CAMS-approved alternative.
- (ii) Internal components of the engine are free save that the crankshaft stroke must be original.

(iii) The **cylinder bore** may be increased by a maximum of 1.5mm beyond original dimensions.

(iv) **Cylinder head/s** may be modified provided such modification is effected only by the removal of metal.

(v) Toothed **belt drives** are not permitted.

(vi) Dry **sump** lubrication is not permitted.

(vii) The **exhaust system** is free but should be of a type compatible with the period.

(viii) **Carburettors** or fuel injection systems must be of the make, type and number originally fitted to the vehicle. Bore size is free. Superchargers are not permitted unless part of the original specification.

(ix) **Inlet manifolds** are free except that they must be of a type compatible with the period.

2.5 Gearbox:

Gearbox casing, gear selection mechanism and the number of forward ratios must be original. Internal components are otherwise free.

2.6 Final Drive:

External components of the final drive assembly must be unmodified from original specification. Internal components are free.

2.7 Brakes:

Drum brakes may be modified or replaced with others of period type. Drums and/or backing plates may be ventilated and/or fitted with cooling fins. Drum brakes may not be replaced by disc brakes.

In the case of disc brake systems, the brake discs and callipers must be original.

Modification or removal of dust shields on disc brake systems is permitted.

Mechanical actuation may be converted to hydraulic operation.

Dual or tandem master cylinders may be fitted.

2.8 Suspension:

The suspension must be unmodified from original specification, save that spring rates, ride height and damper settings may be altered. Suspension pickup points may not be modified.

Externally adjustable shock absorbers are not permitted.

Fore and aft axle location may be improved but transverse location may not be altered.

Spherical or "Rose" type joints are not permitted.

2.9 Wheels:

Wheels are required to be original in diameter and style (ie, steel wheels may not be replaced by alloy wheels).

Rim width may not exceed 5" unless originally specified by the manufacturer.

2.10 Tyres:

Tyres must have an aspect ratio of at least 60 percent as determined by the Tyre and Rim Association Manual. In all cases the fitment of the tyre to the rim must also meet the requirements of that manual.

The maximum tyre section permitted in each eligible model will be determined and published by CAMS.

Tyres permitted for this group shall be subject to approval by CAMS which will maintain and publish an approved tyre list. Application for the inclusion of additional tyres to the list may be made at any time. In the submission of candidate tyres, the following criteria should be borne in mind:

- the tread pattern should be distinctive and preferably of a contemporary style;
- grooved slicks are not acceptable;
- tread patterns consisting substantially of very fine and shallow sipes, which quickly disappear in use, are not acceptable.
- asymmetric patterns are acceptable subject to conformity with the above criteria.
- tyres designed to offer high levels of adhesion (featuring modern 'sticky' compounds) are not acceptable.

2.11 Electrical Equipment:

All electrical equipment must be unmodified from the original specifications, and fully operative.

The dynamo/generator may not be replaced by an alternator.

Electric fans and any form of electronic ignition devices are not permitted, unless included in the original specification.

2.12 Optional Equipment:

Optional equipment is permitted in this group only if it is detailed in the relevant vehicle's Certificate of Description.

2.13 Safety Equipment:

CAMS-approved roll bars and seat harnesses are recommended.

Roll bar assemblies must not be installed so as to become a "de-facto chassis" used to improve the torsional or beam strength of the original vehicle.

It is foreshadowed that roll bars and harnesses will become mandatory for these cars at some time in the future.

Foam filled, flexible fuel tanks are strongly recommended.

Group Sb 1961/1969

1. ELIGIBILITY

A specific group of Production Sports Cars generally manufactured between 1 January, 1961 and 31 December, 1969, with the inclusion of model run-ons (eg, Triumph Spitfire Mk3), as detailed in the following list. Cars classified in this group will not have a racing history. Factory built, competition variants of standard production vehicles are not eligible for this group, but could be eligible for Groups M or O, subject to specific application.

Limited modifications as detailed in the following regulations are allowed to these vehicles. Where performance improving modifications are made, these should be of a contemporary nature and not out of character with the vehicle or group period.

1.1 Eligible Cars:

A.C.	Cobra 289, Cobra 427, 2.6
Abarth	1000 OTR Coupe
Alfa Romeo	Giulietta Spider, Giulietta, Spider, Veloce, GTV, 105 DB5, DB6, DBS (not DBS V8)
Aston Martin	3000 Mk II, Mk III, Sprite, Mk II, III, IV
Austin Healey	All models to end 1969
Chevrolet Corvette	1600, 2000
Datsun Sports	Mk 3, Mk 4
Elva Courier	250 GT, 275 GTB, 275 GTS, 330, 320 GTS, 365 GTB/4, 206
Ferrari	Dino, 246 Dino
Fiat	124 Spyder, Dino Spyder
Ginetta	G4 (Mk 3 only)
Honda	\$600, \$800
ISO Rivolta	IRS 300, IRS 340
Jaguar	"E" type Series One, 11/2, Two, 3.8, 4.2
Lancia	Flavia and Fulvia coupes
Lotus	Elan S1, S2, S3, S4, Plus 2, Europa (Renault engine)
Marcos	All models to end 1969
Maserati	3500 GT, Sebring, Mistral, 5000 GT, Mexico, Ghibli
Mercedes-Benz	230 SL, 250 SL, 280 SL
MG	MGB 1800 and MGB GT 1800 Mk 1 and Mk 2, MGC, Midget 948, 1098, 1275cc
Morgan	4/4 Series III, IV, V, 1600, Plus 4, Plus 8
Porsche	912, 911 E and T (1991cc)
Shelby American	GT350
Sunbeam	Alpine Series 4 and 5, Tiger
Triumph	TR4, TR4A, TR5, TR6, Spitfire Mk 1, 2, 3, GT6 Mk 1, 2, 3
Turner	1500
TVR	All models to end 1969
Volvo	P1800, P1800S, P1800E

2. SPECIFIC REQUIREMENTS

2.1 Chassis:

Chassis or chassis body unit must be original and unmodified.

2.2 Bodywork:

Bodywork must be original save that bumper bars and/or windscreens may be removed. Single-seater type and/or wrap-around windscreens are not permitted.

2.3 Cockpit:

The cockpit must be original save that floor coverings may be removed. Seats and steering wheel may be replaced by others of a period style. Original instruments must be intact. Additional instruments of a period type may be fitted.

Electronic tachometers may be substituted for mechanically driven units, provided they are compatible in face, style and size with the other instruments.

2.4 Engine:

(i) the cylinder block and head must be original, or a CAMS approved alternative.

(ii) internal components of the engine are free save that the crankshaft stroke must be original.

(iii) the cylinder bore may be increased by a maximum of 1.5mm beyond original dimensions.

(iv) toothed belt drives are not permitted, unless included in the original specification.

(v) cylinder head/s may be modified provided such modification is effected only by the removal of metal.

(vi) dry sump lubrication is not permitted, unless included in the original specification.

(vii) the exhaust system is free but should be of a type compatible with the period.

(viii) carburetors or fuel injection systems must be of the make, type, and number originally fitted to the vehicle. Bore size is free.

Supercharging is not permitted unless part of the original specification.

(ix) inlet manifolds are free except that they must be of a type compatible with the period.

(x) the cooling system must remain as standard, save that the radiator core is free as to thickness. Electric fans may be added.

2.5 Gearbox:

Gearbox casing, gear selection mechanism and the number of forward ratios must be original. Internal components are free.

2.6 Final Drive:

External components of the final drive assembly must be unmodified from original specification. Internal components are free.

2.7 Brakes:

Disc or drum brake systems must be of the make, model, size and type as originally fitted to the vehicle. Drums and/or backing plates may be ventilated and/or fitted with cooling fins.

Modification or removal of dust shields on disc brake systems is permitted.

Dual/Tandem master cylinders may be fitted.

2.8 Suspension:

The suspension must be unmodified from original specification, save that spring rates, ride height and shock absorber settings may be altered.

Suspension pickup points may not be modified.

Externally adjustable shock absorbers are not permitted unless originally fitted to the vehicle. Lever action shock absorbers where not an integral part of the suspension may be replaced by tubular shock absorbers.

Fore and aft axle location may be improved but transverse location may not be altered.

Spherical or "Rose" type joints are not permitted.

2.9 Wheels:

Wheels are required to be original in diameter. Replacement of standard style wheels by period style alloy wheels will be considered upon individual application.

Rim width may not exceed 5" for cars of up to 1300cc swept volume, and 6" for cars of over 1300cc, unless otherwise equipped as standard.

2.10 Tyres:

Tyres must have an aspect ratio of at least 60 percent as determined by the Tyre and Rim Association Manual. In all cases the fitment of the tyre to the rim must also meet the requirements of that manual.

The maximum tyre section permitted on each eligible model will be determined and published by CAMS.

Tyres permitted for this group shall be subject to approval by CAMS which will maintain and publish an approved tyre list. Application for the inclusion of additional tyres to the list may be made at any time. In submitting candidate tyres, the criteria as stated in paragraph 2.10 of Group Sa should be borne in mind.

2.11 Electrical Equipment:

All electrical equipment must be unmodified from the original specifications, and fully operative.

The dynamo/generator may not be replaced by an alternator.

Electronic ignition devices are not permitted, unless included in the original specification.

2.12 Optional Equipment:

Optional equipment is permitted in this group only if it is detailed in the relevant Certificate of Description.

2.13 Safety Equipment:

CAMS-approved roll bars and seat harnesses are recommended. It is foreshadowed that at some time in the fu-

ture such equipment shall become mandatory.

Roll bar assemblies must not be installed so as to become a "de-facto chassis" used to improve the torsional or beam strength of the original vehicle.

Foam-filled, flexible fuel tanks are strongly recommended.

Group Sa, Sb and N Tyre List

For Na, the minimum aspect ratio permitted is 65 percent. For all other groups, the minimum aspect ratio permitted is 60 percent. Effective 1 January 1995.

ADVAN (refer Yokohama)	A008		
AVON	Turbosteel	Turbosport	Turbospeed
BRIDGESTONE	319V	RD229V	RD339V
RE71	RD229	RD339	RE88
	S310 (10" only)	S330	S340
	S370	S372	Supercat
CONTINENTAL	CV51	CZ91	
DUNLOP	SP Sports D40	Monza D8	Daytona
	Le Mans A4	Grand Sport G5	Formula W-1
	CR 48 (R6)	CR 65 (R7)	
FIRESTONE	Eurosteel S211	S330	H330
	F560	F630	
	Firehawk		
	Cavallino Sport 200		
GOODRICH	Comp T/A		
GOODYEAR	Eagle NCT	Grand Rally S	
	Vector	Ducaro	Eagle NCT-2
	Eagle VR	Eagle CA	
	GTR	GT Sport 70	
	Bluestreak Sportscar Special		
HANKOOK	Optimo Plus 827	838	
HOOSIER	Street TD		
KLEBER	GTS	T1	C2
	C2T	C20H	C50H
	C40H		
KUMHO	756	768	771
	788		
MICHELIN	XVS	MXV	MXL
	TDX-V	MX	XDX
	XAS	XZX	XWX
	MXV2	MXV3	MXV3A
	MXT	MXF XM+S244	
OHTSU	Falken FK		
PIRELLI	CN36	P6	P7
	P77	P700	P5
	P8	P4	P44
	P600	P700Z	P500
	Stelvio	CH36	CH67
	P2000	P4000E	
RIKEN	G4-06	GR-14	GR-16
	GR-301		
SUMITOMO	HTR60H	HTR60V	
TOYO	600	600CI	6004D
	600FI	600F4	600F7
	600F3	600F5	600F8
	800 Plus	Proxus-H4	
UNIROYAL	Rallye 340/65		
YOKOHAMA (refer ADVAN)	AVS161	AX321	S707
	Y352	GX501 (10" only)	A008
	A509	AVS	

This approved tyre list relates to tyre characteristics applying at the date of publication. In the event of a tyre manufacturer effecting reformulation of an approved tyre (particularly in respect of tread pattern or stickiness of com-

ound) such reformulation normally will result in the approved status of the tyre lapsing.

This list may be varied by CAMS at any time.