General Regulations

The following definitions and general regulations governing Historic vehicles have been adopted to facilitate the organisation of competitions and race circuit events in which such vehicles are permitted. Prior to any purchase or competition of a 5th Category vehicle it is strongly recommended that an eligibility check be carried out.

1.1 CLASSIFICATION

Motorsport Australia in its discretion reserves the right to accept or reject any vehicle for Historic classification or to classify, withdraw classification, or re-classify a vehicle to a group which in its discretion Motorsport Australia believes it conceptually belongs. The issue of an Historic Log Book or Certificate of Description must be firstly authorised by an Historic Eligibility Committee and then issued by Motorsport Australia. A central register of Historic vehicles in all 5th Category groups is maintained by Motorsport Australia.

A determination by an Historic Eligibility Committee with regard to the historic classification of any vehicle is unconditionally binding on any AMSAC, Tribunal or Steward's hearing or in any proceeding involving that determination. In the event of disputation concerning a decision of an Historic Eligibility Committee, an aggrieved competitor may lodge an appeal in writing to the Australian Historic Motor Sport Committee setting out the areas of disputation and providing any appropriate evidence which may be required in support of the claim.

1.2 ELIGIBILITY

Before commencing construction or modification of a special or the acquisition and/or restoration of a vehicle, it is most advisable that Motorsport Australia or an Historic Eligibility Officer be contacted regarding potential eligibility of the said vehicle.

1.3 THREE-WHEELED VEHICLES

A three-wheeled vehicle participating in events exclusively for Historic vehicles is exempted from the *NCR*.

1.4 HISTORIC CERTIFICATE OF DESCRIPTION

With the exception of Groups N and S and of a vehicle which is the subject of an HTP as defined in Article 1.5 each new Historic Log Book shall be accompanied by an Historic Certificate of Description. The Certificate of Description is a recognition document identifying the specification in which the vehicle has been accepted by Motorsport Australia as eligible to compete in events for 5th Category Historic vehicles. The vehicle must comply with the approved specification in all respects whenever it competes in such events. Each Certificate of Description is produced by Motorsport Australia based on the information accepted at the time of preparation. It does not warrant the authenticity of the vehicle. Motorsport Australia takes no responsibility for the accuracy of the data therein.

The Entry Form for each 5th Category event shall include provision for the competitor to confirm that an Historic Certificate of Description has been issued by nominating the number of that document.

1.5 HISTORIC TECHNICAL PASSPORT

An Historic Technical Passport (HTP) is issued by CAMS/Motorsport Australia or another National Sporting Authority (ASN) on behalf of the FIA and is generally comparable with a Certificate of Description. The HTP identifies the specification in which the subject vehicle described has been accepted by the FIA as eligible to compete in international historic motor sport events governed by FIA Appendix K. It does not include any record of the vehicle's past ownership nor of its competition history.

A vehicle for which a current FIA HTP is held but for which a CAMS/Motorsport Australia Certificate of Description has not been issued may be eligible to compete in events governed by the Motorsport Australia 5th Category regulations where:

(a) a Temporary Permit to Compete has been issued for a foreign domiciled vehicle in terms of Article 1.7; or

(b) a current FIA HTP and a Motorsport Australia Historic Log Book have been issued by Motorsport Australia for an Australian domiciled vehicle. The log Book shall identify the Motorsport Australia historic group of the vehicle as determined by the Historic Eligibility Committee. The issue of a log Book for a vehicle where the original date of manufacture is not within the relevant group period must have the specific approval of the AHMSC.

Each vehicle which is eligible to compete on the basis of its HTP documentation must comply with the approved specification and the relevant technical regulations of FIA Appendix K in all respects except for the use of tyres approved for use within the Motorsport Australia historic group in which the vehicle is competing and compliance with Schedule K (Markings on Automobiles) of the Motorsport Australia Manual and the 5th Category Paintwork and Signage regulations.

Note: The participation of a vehicle which is the subject of an HTP but for which a Certificate of Description has not been issued shall be at the discretion of the event organiser as per the NCR and shall be acceptable only if the eligibility of HTP documented vehicle is identified in event regulations and entry forms.

1.6 LOG BOOKS:

The production of a properly entered Historic Log Book issued by Motorsport Australia is required by the NCR. Each vehicle an Historic Group must comply with the requirement of Schedule L – Vehicle Log Books. In addition:

(a) Each Log Book must be endorsed for the 5th Category and/or titled “Historic Vehicle Log Book”; and

(b) Each vehicle must comply with the Certificate of Description or FIA Historic Technical Passport (where such a document is required), or Specification Sheet. Such Certificate of Description or FIA Historic Technical Passport or Specification Sheet being a Recognition Certificate as referred in The *Manual* Technical Appendix to Schedule L.

When a log Book is to be presented, a Certificate of Description or FIA Historic Technical Passport (where it exists) must also be presented.

The Entry Form for each 5th Category event must include provision for the competitor to confirm that an Historic Log Book has been issued, by nominating the number of that document.

1.7 TEMPORARY PERMIT TO COMPETE

A temporary permit to compete is acceptable to an alternative to an Historic Certificate of Description (refer Article 1.4) or an FIA Historic Technical Passport issued by CAMS/Motorsport Australia (refer article 1.5) or a Historic Vehicle Log Book (refer article 1.6).

A Temporary Permit to Compete may be issued at the sole discretion of the Motorsport Australia Historic Eligibility Committee or the Motorsport Australia Historic Production Based Eligibility Committee, in the following circumstances:

(a) issue of the appropriate documentation (C of D or Log Book) has been delayed by the Motorsport Australia office. The issue of the Permit is entirely conditional upon the completion of a pre-race inspection by an accredited scrutineer, which must be submitted before a Temporary Permit to Compete will be considered;

(b) where a vehicle is visiting temporarily from outside Australia (refer article 1.8);

(c) where an appropriately completed application for an Historic Certificate of Description and/or an Historic Vehicle Log Book has been submitted prior to the allowed process time (as noted on the application form) and accepted by Motorsport Australia and is being processed at the time an event entry is submitted. The issue of this permit is entirely conditional upon the completion and signing by an accredited scrutineer, of a scrutineer’s declaration which must be submitted before a temporary permit will be considered; or

(d) where the Australian Historic Motor Sport Committee, in conjunction with the relevant Eligibility Committee, wishes to evaluate a vehicle or vehicle type for possible future historic classification. Each such vehicle must carry the identification letter of ‘E’ (Evaluation) adjacent to the number on the car 150mm in height in typeset Helvetica Bold Condensed immediately following the vehicle’s racing number at the bottom right-hand corner, no further than 100mm from the border of the background. The vehicle shall then be eligible to take part in each competition on the same conditions as other vehicles. It shall appear in the results, identified with the letter 'E', as an aid to further evaluation. It shall not be eligible for any competition awards at the race circuit event.

1.8 FOREIGN DOMICILED VEHICLES

The Motorsport Australia policy for each foreign domiciled vehicle eligibility documentation is:

(a) Documentation which establishes the eligibility of the vehicle in its country of origin (e.g., FIA HTP) must be to be submitted to Motorsport Australia at least six weeks prior to the event.

(b) Each vehicle must be subject of a Temporary Permit to Compete issued by Motorsport Australia for each event in which it is entered;

(c) A foreign domiciled vehicle may compete for up to 12 months from the date of issue of the first Temporary Permit to Compete, at the discretion of Motorsport Australia, without being required to be the subject of a Certificate of Description or Motorsport Australia issued FIA Historic Technical Passport or Historic Log Book. Thereafter a Motorsport Australia Certificate of Description and Historic Logbook or a Motorsport Australia issued FIA HTP and Log Book or a Group N and S Log Book is required;

(d) If the eligibility of the vehicle is in doubt, Motorsport Australia reserves the right to not to issue or withdraw a Temporary Permit to Compete; and

(e) An Historic Eligibility Committee shall determine whether in terms of article 1.7, a genuine historic vehicle with a competition history and a reconstruction of significantly important historic vehicle which is known to have been lost or destroyed shall be accepted.

1.9 ELIGIBILITY MAINTENANCE

Each 5th Category vehicle must comply with the approved specification as detailed on the Certificate of Description or FIA Historic Technical Passport or Specification Sheets in all respects throughout each 5th Category event for which they are accepted. Historic Technical Committee members and Eligibility Officers are responsible for checking the compliance of vehicles with their approved specifications.

1.10 AWARDS

No prizemoney, Championship nor prize of monetary value shall be awarded for any 5th Category competition without the prior approval of the Australian Historic Motor Sport Committee.

Events

1. CIRCUIT RACES

1.1 GENERAL CONDUCT OF EVENTS:

Circuit racing events for vehicles within the 5th Category may be programmed to cater for:

(a) **Group racing:** specific individual groups within the category; or

(b) **Combined group racing:** a combination of several specific individual groups; or

(c) **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 circuit race event to divide the overall entry into compatible performance divisions.

(i) 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 any engine capacity limitations selected be consistent with those commonly in use during the relevant period.

(ii) No specific limitations are imposed on vehicle combinations which will be permitted in combined group or divisional events but fields should be structured in accord with the vehicle compatibility matrix set out in Table 1 and consist of vehicles which are generally compatible in performance potential.

(iii) Motorsport Australia 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.

(iv) 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 should be made in the program 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.

(v) When programming combined group or divisional racing events, consultation with the state member of the Australian Historic Motor Sport Committee or Historic Eligibility Committees is encouraged to assist determination of the most compatible mix of vehicles.

(d) **Period Category/Formula Racing:** Events restricted to vehicles with a history of competition in period events for a particular vehicle category or formula (eg, Formula 1, 2 or 3; Formula Pacific/Atlantic; Formula Junior etc). Such events may include provision for vehicles from more than one period category or formula and/or may include vehicles from more than one 5th Category vehicle group, subject to conformity with the limitations set out in the vehicle compatibility matrix (see page 2).

1.2 QUALIFYING:

In any race exclusively for historic vehicles, all starters should have qualified within a maximum lap time variation of 130%. This limitation may be varied in that starters not meeting the limitation may be permitted to run on the recommendation of the Clerk of the Course, subject to the individual approval of the Stewards of the circuit race event. Regrouping of vehicles in other events should be considered as a means of achieving compliance with the 130% requirement.

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1.3 DRIVER BEHAVIOUR:

Compared with contemporary racing, historic racing enjoys several exemptions from vehicle safety standards as apply to modern cars. These exemptions could result in a lower level of driver protection and thus the code of conduct in historic racing must recognise this situation. Drivers of faster cars shall abide by a code of conduct

whereby they do not seek to improve their position in the race during the lapping of slower cars. Similarly, drivers of cars being lapped must not seek to improve their position in the race when being lapped.

1.4 DRIVING STANDARDS OBSERVERS:

The appointment of an Australian Historic Motor Sport Committee approved Driving Standards Observer is compulsory at all National Historic events and is highly recommended at all other events conducted under the 5th Category regulations.

2. SPEED EVENTS

2.1 PREAMBLE:

Classes exclusive to the 5th Category or any group or groups within the 5th Category may be included in any speed events conducted in accordance with the requirements set out in The Speed Event Appendix of *The Manual.*

TABLE 1: HISTORIC VEHICLES: GROUP COMPATIBILITY CHART – RACING AND SPORTS CARS

	Ja/Jb	Ka/Kb	Lb/Lc	M racing	M sports	O racing	O sports	F	P racing	P sports	F 5000	Qa racing	Qb racing	Qa sports	Qb sports	Ra racing	Rb racing	Ra sports	Rb sports	V	
Ja/Jb	A	A	A	A	A	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Ja/Jb
Ka/Kb	A	A	A	A	A	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Ka/Kb
Lb/Lc	A	A	A	A	A	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Lb/Lc
M racing	B	B	A	A	B	A	B	B	C	C	C	C	C	C	C	C	C	C	C	B	M racing
M sports	B	B	A	B	A	B	A	C	C	C	C	C	C	C	C	C	C	C	C	C	M sports
O racing	C	C	C	A	B	A	B	A	A	B	C	B	C	C	C	C	C	C	C	B	O racing
O sports	C	C	C	B	A	B	A	C	B	A	C	B	C	B	C	C	C	B	C	C	O sports
F	C	C	C	B	C	A	C	A	B	C	C	C	C	C		C	C	C	C	B	F
P racing	C	C	C	C	C	A	B	B	A	B	C	B	B	C	C	C	B	C	C	C	P racing
P sports	C	C	C	C	C	B	A	C	B	A	C	B	C	A	B	C	C	B	B	C	P sports
F 5000	C	C	C	C	C	C	C	C	B	C	A	B	A	C	B	A	A	C	B	C	F 5000
Qa racing	C	C	C	C	C	B	B	C	B	B	B	A	B	B	B	A	B	B	C	C	Qa racing
Qb racing	C	C	C	C	C	C	C	C	B	C	A	B	A	C	B	A	A	C	B	C	Qb racing
Qa sports	C	C	C	C	C	C	B	C	C	A	C	B	C	A	A	B	C	A	B	C	Qa sports
Qb sports	C	C	C	C	B	C	C	C	C	B	B	B	B	A	A	C	B	B	A	C	Qb sports
Ra racing	C	C	C	C	C	C	C	C	C	C	A	A	A	B	C	A	B	B	B	C	Ra racing
Rb racing	C	C	C	C	C	C	C	C	B	C	A	B	A	C	B	B	A	C	B	C	Rb racing
Ra sports	C	C	C	C	C	C	C	C	C	B	C	B	C	A	B	B	C	A	A	C	Ra sports
Rb sports	C	C	C	C	C	C	C	C	C	B	B	C	B	B	A	B	B	A	A	C	Rb sports
V	C	C	C	B	C	B	C	B	C	C	C	C	C	C	C	C	C	C	C	A	V

A	Combination always acceptable: most desirable compatibility
B	Combination acceptable where made necessary by entry numbers for categories; regrouping during meeting may be necessary on recommendation of Clerk of the Course
C	Combination not recommended; a Targeted Risk Assessment should be completed for combinations of cars in this designation

Generally desirable principles:

- Groups P, Q and R should not be grouped with earlier vehicles
- Formula Ford vehicles should be grouped in separate fields where possible
- Formula V vehicles should be grouped in separate fields where possible
- Closed sports, GT and Touring Car vehicles should be grouped separately from open-wheeled vehicles

TABLE 2: HISTORIC VEHICLES: GROUP COMPATIBILITY CHART – PRODUCTION BASED CARS

	Sa	Sb	Sc	T*	Na	App J	Nb	SP	Nc	IP	A	C	U*	
Sa	A	A	A	B	B	C	C	C	C	C	C	C	C	Sa
Sb	A	A	A	A	C	B	B	B	C	C	C	C	C	Sb
Sc	A	A	A	A	C	C	C	B	B	C	C	C	C	Sc
T*	B	A	A	A	C	C	C	C	C	C	C	C	C	T*
Na	B	C	C	C	A	A	A	B	B	B	B	B	C	Na
App J		B	C	C	A	A	A	B	A	A	B	B	B	App J
Nb	C	B	C	C	A	A	A	A	A	A	B	B	B	Nb
SP	C	B	B	C	B	A	A	A	A	A	B	B	B	SP
Nc	C	C	B	C	B	A	A	A	A	A	A	A	A	Nc
IP	C	C	B	C	B	A	A	A	A	A	A	A	A	IP
A	C	C	C	C	C	B	B	B	A	A	A	A	A	A
C	C	C	C	C	C	B	B	B	A	A	A	A	A	C
U*	C	C	C	C	C	B	B	B	A	A	A	A	A	U*
	Sa	Sb	Sc	T*	Na	App J	Nb	SP	Nc	IP	A	C	U*	

A	Combination always acceptable: most desirable compatibility
B	Combination acceptable where made necessary by entry numbers for categories; regrouping during meeting may be necessary on recommendation of Clerk of the Course
C	Combination not recommended; a Targeted Risk Assessment should be completed for combinations of cars in this designation

Generally desirable principles:

- Groups P, Q and R should not be grouped with earlier vehicles
- Formula Ford vehicles should be grouped in separate fields where possible
- Formula V vehicles should be grouped in separate fields where possible
- Closed sports, GT and Touring Car vehicles should be grouped separately from open-wheeled vehicles

3. ~~REGULARITY TRIALS~~ HISTORIC DEMONSTRATIONS

3.1 PREAMBLE:

The intention of these events is to demonstrate the characteristics of historic vehicles and promote historic motor sport. They are also intended to encourage the display of historic vehicles that otherwise would not be seen in public. They are not speed events and as such, are exempted from some of the requirements of race competition. The ongoing existence of historic demonstrations relies upon the exercise of common sense and good judgement on the part of the organisers in accepting or rejecting entries for these events. Gross variations in potential speed (from car to car) are not condoned, and appropriate driver behaviour is a critical factor in the continuance of this part of historic motor sport. The events to be held under these regulations are of a strictly non-competitive nature. Awards are only to be presented for reasons that are not related to vehicle performance.

3.2 SPECIAL CONDITIONS:

This Code and Regulations apply to the holding of non-competitive demonstration events for historic vehicles on closed public and private roads. For all events, organisers shall provide Supplementary Regulations as required by *NCR*. Vehicles may carry a passenger, but only where the speeds are limited to a maximum of 125% of the normal road speed regulations and the event vehicles are preceded by a pace control car.

3.3 ELIGIBLE CARS:

The vehicles that participate in these events are those that generally comply with vehicles from the periods described in the CAMS/Motorsport Australia Manual for 5th Category historic racing prior to 1 January 1970. Additionally, the inclusion of other cars is permitted, subject to the Event Organiser having reached agreement with Motorsport Australia and the local Australian Historic Motor Sport Committee Member or Historic Eligibility Officer. A high standard of period presentation is a requirement and vehicles that are not presented in that fashion may be excluded from the event. The original style of paintwork and livery is encouraged. No advertising material or sign is permitted unless it was used on the subject vehicle in the period the vehicle is representing, or unless approved by the Australian Historic Motor Sport Committee in accordance with Article 1.8 of the 5th Category – Historic Cars General Regulations. Vehicles may display numbers to aid their recognition by spectators. Such numbers must be removed or covered if the vehicle is driven on public roads other than at the event.

All vehicles will be required to have at least one of the following form of current registration:

(a) Road registered

(b) Club registration

(c) Permit to operate an unregistered vehicle

Participating vehicles may be required to be subject to an exhaust noise emission test prior to starting in an event or at any time during the event. The maximum noise emission permitted (unless a specific exemption is obtained) is 95 dB(A) measured at 30m distance whilst the vehicle is being driven under full acceleration.

3.4 DRIVER REQUIREMENTS:

The requirements for drivers in these events are not as stringent as for competitions such as speed events or regularity trials. However, as demonstrations may be conducted at speeds in excess of normal road speeds, unless restricted otherwise, these events shall be open to drivers who will be required to produce a current Motorsport Australia Level 2S or 2SJ Licence (refer ”General Regulations of Motorsport Australia” in the Motorsport Australia Manual) as a minimum, together with proof of current membership of a Motorsport Australia-affiliated car club.

3.5 SAFETY EQUIPMENT:

(a) Drivers must wear helmets and, in open vehicles, goggles/visors complying with the *Manual* Technical Appendix Schedule D. Motorsport Australia recommends that competitors wear an approved full-face helmet when driving in open vehicles (refer the *Manual* Technical Appendix Schedule D)

(b) Fire resistant clothing as detailed in the *Manual* Technical Appendix Schedule D– Apparel is recommended but drivers must wear a minimum of a cotton “boiler suit/coveralls”, covering the body from ankles to wrists and neck, plus suitable and appropriate footwear, which does not have synthetic materials in the upper part. If drivers have racing overalls they are encouraged to wear them.

(c) Vehicles will be required to undergo safety scrutineering prior to the demonstration event. This will comprise a check of the suitability of the vehicle to be driven in excess of normally regulated road speed levels. Any vehicle shall be excluded from the event by the scrutineers if they ascertain it cannot be made comply with a suitable level of safety.

(d) All vehicles must be equipped with a fire extinguisher that complies with the *Manual* Technical Appendix Schedule H – Fire Extinguishers of at least 900g capacity.

(e) Seat belt, roll bars and other safety equipment are not a formal requirement of this type of events, but are highly recommended.

3.6 EVENT PROPOSALS:

(a) The organising body must be a Motorsport Australia-affiliated club, or a body working in conjunction with a Motorsport Australia-affiliated club.

(b) These rules cover demonstration events run on closed public or private roads. Events run at other venues such as race circuits are covered in ”Race” in the Motorsport Australia Manual of Motor Sport.

(c) An application for a permit to hold a demonstration event must be submitted to Motorsport Australia four weeks prior to the event, complete with copies of the supplementary regulations, the entry form and a plan of the event layout.

(d) Motorsport Australia and police requirements regarding spectator safety and control must be observed.

(e) It is mandatory that the roads involved in these events are positively closed to all except demonstration, safety and supervision vehicles. Any vehicular access to the course must be closed by a locked gate or equivalent or be supervised by road closure individuals.

(f) Approval to close the roads involved in the event must be obtained from the local municipal authorities and police and all relevant authorities must be informed of the type of activity that is to be conducted on the road for which the approval is being sought.

3.7 RUNNING OF THE EVENT:

(a) Participants and cars are to be arranged in groups of like performance.

(b) The Organiser of the event is required to provide adequate competent staff to provide spectator control, course marshals, first aid facilities and scrutiny to ensure the event can be run in a safe and controlled manner.

(c) The event is to be controlled by a Clerk of the Course who is responsible for the conduct and safety of the event. The Clerk of the Course has the authority to prohibit further participation of any driver who in their opinion is not participating in the spirit of the event. The Clerk of the Course can also stop individuals or the whole field if they feel the driver or spectator safety is being jeopardised.

(d) The length of the roads used shall be broken up into appropriate size sections that can be controlled by Course Marshals who are then responsible to the Clerk of the Course for the conduct of the event in the area they supervise.

(e) Flag signals shall be employed for warnings and control in accordance with the NCR, except that when a blue flag is waved at a driver, the driver will promptly give adequate space and right of way to the overtaking vehicle/s.

(f) Each run during the event will be started with the Australian national flag and stopped with a chequered flag. Cars will be started either singly or in pairs at a minimum of two second intervals.

(g) The Organiser will set minimum lap times for the course and the Clerk of the Course has the authority to remove from the event any driver who laps faster than the minimum time.

(h) Prior to the event the Clerk of the Course will hold a compulsory drivers' briefing to review the conditions under which the event is being run, the use of flag signals and answer any questions from participants.

(i) Competitors are recommended to check that their car and life insurance policies provide adequate cover while engaged in these events.

(j) The Motorsport Australia organising permit fee payable for these demonstration events shall be that stated for Road Events Non-Special Stage per competitor, with a deposit based on 10 entries to be paid prior to the event, and any remainder to be paid within 14 days after the event.

Modified Article	Date of Application	Date of Publication
1.9 Fuel **(b) 5th Category Historic Automobiles permitted Fuel and Additives by Group** **Correction** - Table aligned with Rule in Group F specific regulations	30.9.2022	30.09.2022
1.3 Paintwork and signage Wording and Table added to clarify Tobacco advertising on Historic Automobiles	01.01.2023	01.01.2023
1.5 Safety Numbering Corrected	01.01.2023	20.02.2023

GENERAL REQUIREMENTS

1.1 GENERAL:

Except where specifically identified these general requirements are applicable to all 5th Category Automobiles. Further detail requirements for individual groups are listed in separate articles.

1.2 **PHILOSOPHY:**

The express purpose of these regulations is to ensure that automobiles 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 permitted. Motorsport Australia reserves the right to reject any automobile which it considers not within the spirit of these regulations. Automobiles must conform to the appropriate group date specification in concept and in detail and which must represent one point in time in the Automobile's history. Where any conflict exists between the requirements of current Historic regulations or the relevant period regulations, and the original period specification of the particular Automobile, the latter will take precedence except where:

(a) components in a Automobile's original period specification have been deemed to be unsafe for use in current historic competition;

(b) components not in compliance with the relevant period regulations have been the basis for the Automobile's exclusion from a period event; or

(c) a substitution of component/s has been approved.

The following evidence (given in order of priority) may be accepted to prove period specification:

(i) Manufacturer's specifications as evidenced by manufacturer's handbook, workshop manual or spare parts list, sales brochures or magazine articles all of which must have been published in period.

(ii) Any document, drawing, sketch or specification produced in period, which demonstrates that a manufacturer's specification was varied in a period competition event. Specifications in magazines and periodicals of the period should desirably come from at least two sources.

(iii) Reports from recognised experts who have inspected the car.

(iv) Of lesser value will be:

(A) Books and magazine articles written out of period by reputable authors.

(B) Recent letters or statutory declarations by manufacturers, mechanics, engineers, designers, drivers and team members of the period.

Where acceptable evidence of a car's actual period competition specification is not available reliance may be placed on any FIA or CAMS/Motorsport Australia recognition documents published in period for the relevant

Automobile model. For Historic Groups other than Jb, Kb, Lc, S and N, a full history of the ownership and competition record of each Automobile should be provided to support any request for historic classification. This "line of history" should identify a continual chain of ownership and competition history dating from the manufacture of the Automobile until the present time. The "line of history" confirming the Automobile's provenance must follow the progressive history of the Automobile as an identifiable entity regardless of the possible replacement of any or, over time, all of the Automobile's component parts. Component parts which have been discarded or set aside, including a replaced chassis frame or body unit will not retain any intrinsic element of the "line of history" of the subject Automobile. Where a chassis or body unit has been replaced this will normally be noted in the Certificate of Description.

1.3 PAINTWORK AND SIGNAGE:

The original style of paintwork and livery is encouraged; however, all advertising on/in cars, drivers and teams must comply with current Australian legal requirements and any requisite national restrictions.
Any sign or advertisement which is deemed to be offensive by the Stewards will be prohibited.
Any sign or advertisement which is in breach of any Government Legislation will be prohibited.

a) Tobacco advertising signage
Historic motorsport *Automobiles* must comply with the Tobacco Advertising Prohibition Act 1992 in relation to the display, publication or promotion of historic motorsport *Automobile* liveries. The table below shows which *Automobiles* may display tobacco advertising:

Automobile Classification	Tobacco advertising existed on the *Automobile* before 24 December 1992 and *Automobile* historic log book issued before 24 December 1992	Tobacco advertising existed on the *Automobile* before 24 December 1992 and *Automobile* historic log book issued on or after 24 December 1992	Advertising existed on the *Automobile* on or after 24 December 1992
Original historic *Automobile* - an *Automobile* that actively competed in motorsports with tobacco sponsorship livery in races before 24 December 1992.	Yes	Yes	N/A
Replica historic *Automobile* - an *Automobile* of the same make and model to an original historic race *Automobile*, designed to replicate an original historic *Automobile*, including tobacco sponsorship livery.	Yes	No	No
Tribute *Automobile* - a different model or series to an original historic race *Automobile*, designed to honour or evoke memories of the original historic *Automobile,* including the application of the original *Automobile's* tobacco sponsorship livery.	Yes	No	No

For *Automobiles* that **are permitted to** display tobacco advertising, such signage will only be acceptable only on privately owned *Automobiles*, and where the owner certifies that no direct or indirect benefit is received from any party in consideration for the carriage of such signage. This certification must be provided prior to the issue of any historic logbook evidencing the display of such signage.

In the case of a Replica *Automobile* the paintwork and colour scheme may resemble the original *Automobile*.

Logos that resemble the original logo with the intension of subliminal messaging are not permitted.

Where there is any dispute as to the eligibility of an *Automobile* for tobacco advertising signage, the

onus of evidence and the application for an exemption are the responsibility of the *Automobile's* owner. Motorsport Australia will grant an exemption only where such documentation is provided.

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

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

d) The territory of origin of the driver may be shown on the Automobile. Each sign must be not larger than 100mm by 150mm and must be placed below the window line. Only two such signs are permitted, one on each side of the Automobile.

e) No other advertising material or sign is permitted unless evident in the applicable group period (see relevant Group Articles) or, upon application by an Organiser or an individual club or competitor group subject to the prior approval of any affected organiser/s. Specific approval by the Historic Motorsport Committee is required to allow the display of event sponsor signage. Applications should be submitted well in advance of the event/s in question (a period of at least six weeks is envisaged) and be supported by full details of the event/s, the specific signage proposed and the benefits to be derived by competitors and/or organisers. If approved, the positioning of such signage on the various Groups of historic vehicles will be determined by the Committee, having regard to vehicle type and historic precedent. Dimensions of any such signage must be in accordance with the restrictions set out in FIA Appendix K.

1.4 COMPETITION NUMBERS:

Competition numbers carried by 5th Category Automobiles must comply with the requirements of the *Manual* Technical Appendix Schedule K, article 2 except as follows:

(a) Groups J, K, L, Sa and Na are exempted from the requirements as to background specified in Schedule K, article 2.3.

(b) All 5th Category Automobiles which have a disc or rectangular background to the competition number may carry either black numbers on a white background or white numbers on a black background.

Applications for exemption from the requirements as to background specified in the *Manual* Technical Appendix Schedule K and/or for the carriage of numbers differing in typestyle, size, colour or placement to the normal requirements may be made in individual cases where the specified Automobile competed in such a visual form during the relevant group period. Approvals to such applications will be evidenced by inclusion in the logbook and Certificate of Description of photographs showing the approved style of competition number on the car.

(c) Group N Automobiles may use a windscreen competition number. The number must be white, bold sans serif condensed (Helvetica Bold Condensed, Zurich Bold Condensed or Arial Narrow Bold) and 100mm high. And should be located no more than 120mm from the top of the windscreen to the top of the number on the passenger side of the front windscreen.

1.5 SAFETY:

(a) Automobiles in all Category 5 groups:

(i) while in competitions specifically limited to Category 5 Automobiles: or
(ii) mixed category and single-car speed competitions
are exempted from normal Motorsport Australia requirements in respect of:

<table>
<tr><td>fire extinguishing systems (but not fire extinguishers - refer the Manual Technical Appendix Schedule H,</td><td>scatter shields (fitment of such is, however, recommended in Automobiles where the plane of the flywheel or clutch crosses any part of the driver in the driving position - refer to the Manual Historic Appendix Schedule (I) 1.1 Firewalls, Scattershields and Chain Guards</td><td>rollover protection structures bars subject to the limitations of 1.6 Roll Bars of this Appendix.</td></tr>
<tr><td rowspan="2">safety harness subject to the requirements of 1.7 Safety Harnesses of this Appendix.</td><td>minimum bodywork</td><td>towing eyes</td></tr>
<tr><td>starter motors</td><td>reverse gears</td></tr>
</table>

firewalls (although the fitment of these devices is in some cases desirable – refer to Schedule (I) 1.1 Firewalls, Scattershields and Chain Guards of this Appendix	**window nets**	**safety fuel tanks**
fuel cut-off switches subject to the requirements of 1.10(b) and (e)) of this Appendix	**rain lights** Refer Group specific regulations otherwise strongly recommended in compliance with the *Manual* Technical Appendix Schedule (C)	

(d) These exemptions will not be applicable to any Automobile which was originally equipped with any of the above-mentioned equipment or design features, or where the relevant 5th Category group regulations require their fitment.

(e) All Automobiles shall be equipped with a battery isolation (master) switch which effectively isolates all electrical circuits from the battery and stops the engine. It must be capable of being operated by the seated driver.

(f) Automobiles using alcohol fuels must carry a fire extinguisher complying with the *Manual* Technical Appendix Schedule H, applicable for use on an alcohol fire.

(g) All tanks equipped with a quick-release filler cap shall have a secondary locking device or be wired shut.

(h) Helmets: Motorsport Australia recommends that competitors wear an approved full-face helmet when competing in an open Automobile (refer the *Manual* Technical Appendix Schedule D).

1.6 ROLL BARS:

Effective roll bars must be fitted to all competing Automobiles, however Group Ja, Ka and Lb Automobiles, which cannot be so equipped without serious adverse impacts on standards of authenticity and originality may be exempted from the requirement. Any exemption from the requirement to fit roll bars must be sought from and approved by Motorsport Australia.

Historic Automobiles (except Groups Na, Nb, Nc, C, A, Sa, Sb and Sc - refer individual group regulations) are subject to the following requirements:

(a) a roll bar based on CAMS 1973 requirements; (see below).

(b) a roll bar complying with Schedule J; or

(c) a roll bar specifically approved by CAMS/Motorsport Australia and conforming to the guidelines detailed in 1.1 Safety Cages/Roll Bars.

(d) Previously CAMS Log booked Cars See Appendix J

Type (a): Specifications for a roll bar assembly based on CAMS 1973 requirements are as follows:

General configuration: With the driver in the normal seated position, the roll bar shall:

(A) be of height at least level with the top of the driver's helmet;

(B) not overhang the driver's helmet, but be within six inches (150mm) of the driver's helmet;

(C) in combination with the Automobile structure shall not leave unprotected any part of the driver's shoulder profile (when viewed from front or rear);

(D) be adequately braced longitudinally.

(a) Material: Seamless or drawn welded steel tubing, either square or round in section, of minimum sectional dimensions as follows:

(i) Overall dimensions of main hoop members less than 600mm by 600mm: 1¼ inch (or metric equivalent) by 16 gauge.

(ii) Overall dimensions of main hoop members more than 600mm by 600mm (eg, full-width roll bars on two-seat Automobiles): 1¾ inch (or metric equivalent) by 12 gauge.

(iii) Mounting plates, when used shall be of a minimum thickness of one-eighth inch (3mm) and shall adequately distribute stresses into the main structure of Automobile.

(b) **Fabrication:** Where tube bending is employed all bends shall be of smooth form without crinkling or significant section weakening.

(c) **Mounting:** All points of mounting of the roll bar structure shall be to substantial structural components of the automobile.

1.7 SAFETY HARNESSES:

Safety harnesses in compliance with the *Manual* Technical Appendix Schedule I (type A or B) are compulsory for all groups other than those Automobiles exempted from the fitment of roll bars in Groups Ja, Ka and Lb. Although not compulsory in Automobiles not fitted with roll bars, the use of safety harnesses in such cars is strongly recommended.

1.8 FRONTAL HEAD RESTRAINTS (FHR):

In relation to only the following 5th Category groups, the requirements of the *Manual* Technical Appendix Schedule D 2.1 shall be mandatory,

FRONTAL HEAD RESTRAINTS (FHR) – 5th Category	
Mandatory	Groups A, C, N, S, T, U, M, O, P, Q, F5000, R, F and V
Exempt (strongly recommended)	Groups J, K and L

Notwithstanding the above, where the construction of a Automobile makes it impractical to utilize a FHR, an exemption may be sought from Motorsport Australia through an application to the Historic Motorsport Committee (HMC) in conjunction with Motorsport Australia Technical Department.

1.9 FUEL:

Only fuel as defined by Motorsport Australia must be used with reference to the *Manual* Technical Appendix Schedule G - Fuel, or as otherwise defined within these regulations. For Groups T, U, J, K, L, M, O, P, Q and R the use of fuel other than the fuel as defined, is permitted only if it can be demonstrated that the subject Automobile used other types of fuel during the group period. Prior approval of the relevant Historic Eligibility Committee will be required for the use of such alternative fuels and will be noted in the subject Automobile logbook or Certificate of Description. When an alcohol fuel is being used in competition, the car must display symbols with the letter “A” in white on a circular red background of at least 115mm diameter with a white border. One such symbol must be placed adjacent to the racing number on each side of the Automobile, and one adjacent to the filler point.

Specific alcohol based fuels with a constitution other than as described in Schedule G may be approved; the constitution of such fuels shall be listed on the Certificate of Description of the particular automobile in question and must be used unadulterated in that automobile.

All fuel used in competition must comply with the prescriptions of the *Manual* Technical Appendix Schedule G – Fuel unless otherwise defined within these regulations. All fuel must be used without additives other than those permitted in Schedule G or otherwise as defined within these regulations. Other than for pump fuel, the mixing of fuels from different oil companies, or of different grades and/or types of fuel from the same oil company is forbidden. 5th Category Automobiles may be subject to fuel testing as outlined in Schedule G but need not be equipped with specific systems to enable the drawing of fuel samples. Any sampling shall be undertaken with due regard to safety.

(a) **Permitted Fuel and Additives only for 5th Category Historic Automobiles**

(i) Unleaded Racing Fuel

Unleaded Racing Fuel is permitted as follows:

(A) In accordance with the *Manual* Technical Appendix Schedule G – Fuel; or

(B) An Unleaded Racing Fuel with a maximum Ethanol content of 30% which is commercially available in Australia and distributed by a Fuel Supplier and which complies with the Fuel Standards Determinations made under the Australian Fuel Quality Standards Act.

(ii) Pump Fuel

In accordance with the *Manual* Technical Appendix Schedule G – Fuel.

(iii) Ethanol Blended Fuel

In accordance with the *Manual* Technical Appendix Schedule G – Fuel.

(iv) Fuel Additive

A Fuel Additive is any additive which is commercially available in Australia and is distributed for the purpose of being added to a fuel to provide additional lubrication to the fuel or to effect the specification of the fuel (such as the Research Octane Number [RON]).

(b) 5th Category Historic Automobiles permitted Fuel and Additives by Group

This table details the permitted Fuel and Fuel Additive usage for each 5th Category Historic Group where indicated by the * mark.

GROUP	UNLEADED RACING FUEL	ETHANOL BLENDED FUEL	PUMP FUEL	ADDITIVES1*	As per Log Book or COD
A	Refer to Group A in Specifications of automobiles 5th Category Automobile Eligibility Touring Cars				
C	Refer to Group C in Specifications of automobiles 5th Category Automobile Eligibility Touring Cars				
N	*	*	*	*	
S	*	*	*	*	
T	*		*	*	*
U	*		*	*	*
F	Refer to Group F in Specifications of automobiles 5th Category Automobile Eligibility – Sports and Racing:				
V	*		*	*	
F5000	*		*	*	
JA / JB	*		*	*	*
KA / KB	*		*	*	*
LB / LC	*		*	*	*
M	*		*	*	*
O	*		*	*	*

P	*		*	*	*
Q	*		*	*	*
R	*		*	*	*

NOTE:

1* Only those additives as defined within these regulations are permitted or each Group may use additives as permitted within the *Manual* Technical Appendix Schedule G – Fuel.

1.10 FUEL TANKS AND FUEL SYSTEM:

(a) Except those where the fuel tank is located wholly within the chassis frame, all cars in Groups F, M, O, P, Q, R, V and F5000 must be fitted with either FIA-approved safety fuel tanks or tanks filled with safety foam. The use of safety foam-filled tanks is recommended for all other Groups.

(b) Fuel systems (electrical or mechanical) must have an isolating device which is clearly marked.

(c) All quick-release (Monza-type) fuel filler caps protruding outside the silhouette of the bodywork must be fitted with a secondary device to prevent accidental opening.

(d) It is recommended that all cars are fitted with a one-way safety valve in the filler neck as close as possible to the fuel tank.

(e) All Automobiles fitted with electronic ignition systems must include an automatic cut-off which switches off power to the fuel pump after a maximum of six seconds' absence of crankshaft revolution.

(f) All fuel tanks must be vented externally to the bodywork.

1.11 TERMINOLOGY:

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

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

(c) By "period" is meant the applicable group period of the Automobile in question.

1.12 FORCED INDUCTION:

Automobiles in this category fitted with superchargers or turbochargers are not subject to a correcting factor as to displacement, unless applicable to the relevant group period.

1.13 ENGINE REVOLUTION SPEED LIMITERS:

Electronic engine RPM limiters are permitted in all groups, but only limiters that are separate from and not part of a tachometer and that perform no other function.

1.14 ELECTRIC FANS:

Electric fans may be added, provided that no part of the fan assembly is visible from the outside of the Automobile.

1.15 AERODYNAMIC COMPONENTS:

(a) The use of an aerodynamic component which is mounted on an unsprung suspension component is prohibited.

(b) The use of an aerodynamic component which is adjustable while the automobile is in motion is prohibited.

Modified Article	Date of Application	Date of Publication
Group O and P Allow electronic Ignition	01/01/2023	01/01/2023

Vehicle Eligibility

HISTORIC SPORTS & RACING CARS

1.1 GENERAL REQUIREMENTS:

This section details the requirements common to all historic sports and racing cars with a competition history. The "General Requirements" set out in article 1.1 also apply, together with additional specific requirements for individual groups detailed in the individual group sections.

(a) **Chassis:** The chassis must be original and unmodified from period specification other than the addition of material to limited areas of the structure to provide local stiffening. Such modifications must not add new stressed members to the chassis and must not be designed to have an interacting effect which could be considered to provide a general stiffening of the structure. Suspension pick-up points may not be moved.

(b) **Bodywork:** Must be original and unmodified from period specification or replaced with a new body manufactured to the original design from materials and utilising construction methods evident in the period. Vehicles are to run with all bodywork intact unless it was customary for the particular vehicle to do otherwise within the group period (eg, some mid-engined vehicles customarily ran without an engine cover).

(c) **Cockpit:** The cockpit configuration, particularly seat/s, steering wheel and instruments must be as fitted to the particular vehicle within the group period.

(d) **Engine:** Cylinder block, crankcase and cylinder head/s must be original.

Internal components of the engine are free.

Crankshaft stroke must remain unaltered from the period specification on the subject vehicle. The bore may be increased to a maximum of 1.5mm beyond the dimension evident on the subject vehicle within the group period.

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

The use of Roller Rockers is prohibited in all historic racing and sports car groups, up to and including Group M. Unless period evidence exists of their use on the specific vehicle in question.

(i) **For Sports 2000;**

(A) 200 and 205 blocks are permitted but does NOT include later EFI cylinder heads with extended inlet ports.

(B) Compression Ratios: Minimum Cylinder Head combustion volume 49cc (not including head gasket). Polishing and/or tooling of the cylinder head to achieve only the required combustion chamber volume is permitted.

(C) Standard Ford Gasket, or Fel-Pro Ferrea or equivalent gasket may be used. Minimum thickness 0.9mm, minimum diameter of cylinder aperture 92mm.

(D) Pistons and connecting rods: are free provided materials and minimum weights are observed.

(E) Pistons must not protrude above cylinder block surface at TDC.

(F) Camshafts: new blanks are permitted provided they are ground and stamped according to the original Ford factory specifications. Existing camshafts should be checked for compliance and stamped.

(G) Clutch: AP- type or equivalent competition clutch, provided minimum weight limitations were observed.

(e) **Exhaust system:** The exhaust system is free however must be of a style evident in the group period. Any vehicle which was fitted with a distinctive or characteristic exhaust system in the group period is encouraged to retain it.

(f) **Induction system:** With the exception of Formula Ford vehicles, manifolds are free, but carburettors must be of the period make, type and number fitted to the vehicle. The size may be altered. Superchargers, fuel injection and turbochargers are permitted only if fitted to the subject vehicle within the group period and must be original and unmodified.

(g) **Transmission:** Gearbox casings must be original and contain the original number of forward ratios. Internal components are otherwise free.

(h) **Final drive:** All external components of the final drive assembly must be original, with the exception of the "nose piece" which is free. All internal components are free.

(i) **Suspension:** The suspension must be unaltered from the period specifications on the subject vehicle.

Spring rates, ride height and damper settings are free. Fore and aft axle location on beam axle vehicles 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 vehicle in the group period.

Shock Absorbers with an increased number of external adjusters than the Shock Absorbers fitted to a particular vehicle in period are not permitted.

Acceptable period shock absorbers for use in Fa, Fb, Fc, FF2000 and Sports 2000 are as follows:

(i) steel bodied Armstrong, SPAX, AVO, GAZ, SACHS and ikon – single knob adjustable;

(ii) steel bodied Bilstein – gas non-adjustable;

(iii) steel bodied KONI – double adjustable;

Save for known period use of alloy KONIs, prior to banning; eg, Elwyn 002/003 series.

Specifically excluded are Penske branded and any type of remote canister shock absorber.

If an applicant can show dated period evidence of the use of an item on their particular vehicle's chassis, that item will be considered for approval.

Effective 1 September 2012 for incorrectly-issued Certificates of Description only.

(j) **Steering:** The steering system employed for the year model in question by the original manufacturer, must be utilised. Only Motorsport Australia approved alternative components may be used. These components will be listed in the particular vehicle Specification Sheet.

(k) **Wheels and tyres:** Wheels must be unaltered from period specification of the subject vehicle 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.

On individual application, cast alloy wheels may be replaced with a composite version, using the same style as the original wheels. Applications must be based on the substitution criteria to justify the replacement (refer to the *Manual* Historic Appendix - Historic Equipment Standards and Guidelines – Component Substitution Criteria).

Tyres: Subject to individual group specific requirements and within the limitations of availability and practicality, tyres must be consistent in general appearance and tread pattern with those fitted to the vehicle or similar vehicles during the group period.

(l) **Brakes:** The braking system must be of the same type fitted to the vehicle within the group period. Drum brake systems may not be replaced by disc brake systems.

Brake discs and calipers 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.

(m) **Electrical equipment:** Electrical equipment must be unaltered from period specifications and be fully operable.

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

An electric starter motor may be fitted.

Sports cars must be fitted with operable lighting and generating equipment compatible with the period.

Electrical equipment: Engine management systems are not permitted unless originally fitted to the vehicle during the group period.

(n) **Aerodynamic Aids:** Aerodynamic aids in the form of “flaps”, “tabs” or “spoilers” integral with the vehicle bodywork are permitted provided they are identical to those fitted to the vehicle during the group period. Such devices must be unaltered from period specifications in design, materials and mountings. Modern wing sections and aerodynamic technology inconsistent with the relevant period are not permitted.

(o) **Component Condition Testing:** Any new application for a Certificate of Description (see categories concerned below) must be accompanied by a valid certificate showing that the components listed below have positively undergone the tests of condition.

Categories concerned by this standard are, racing and sports racing cars of over 2 litre capacity, from the Group O (1966-1969) period onwards. And any vehicles Including components constructed from. Carbon Fibre Composites as listed in section vii,viii and ix

The following items must be checked for structural integrity and corrosion by non-destructive tests:

(i) tubular suspension wishbones,

(ii) light alloy suspension parts,

(iii) steering columns,

(iv) light alloy wheels and centres from composite wheels,

(v) aluminium alloy tubular chassis.

(vi) front and rear axles.

(vii) Carbon Fibre composite Chassis (Tub)

(viii) Carbon Fibre composite Aerodynamic aids and supports

(ix) Carbon Fibre composite suspension

It is strongly recommended that similar inspections should be carried out on components that are vital to the integrity of the car but which may not be contained in the list above. Strongly recommended components listed below;

(i) All rear suspension clevis

(ii) Steering rack ends , e.g. Renault / Lola

(iii) Steering arms if forged, e.g. Brabham, Lotus etc.

(iv) All rod ends if unknown quantity [used]

(v) Brake balance bar and brake pedal.

(vi) Drive shafts, C.V. joint cages, Hardy Spicer crosses donut output shafts.

(vii) Triumph type front uprights, e.g. Brabham, Lotus etc.

(viii) Cast or fabricated rear wing mounts.

(ix) Front upright top and bottom mounting pins.

Component testing procedures for the listed components must be undertaken using one of the following British (BSEN), Australian (AS) or US (ASTM) standard testing methods , or equivalent procedures approved by Motorsport Australia -

(i) Visual Inspection BSEN 970:1997 (or current edition), AS 3978

(ii) Penetration Flaw Detection BSEN 571-1:1997 (or current edition), AS 2062:1997 or ASTM E1417 or MIL-STD 6866 Liquid Penetrant Testing (superseded by ASTM E1417).

(iii) Magnetic Particle Flaw Detection BS 6072:1981 (or current edition), AS 1171:1998 or ASTM E1444 or MIL-STD- 1949 Magnetic Particle Testing (superseded by E1444).

(iv) X-Ray Flaw Detection BSEN 1435:1997 (or current edition), AS 2177.1:1994

(v) Detection of Surface Flaws in Non-Ferromagnetic Metallic Products AS 4544:2005 (equivalent to EN12084)

(vi) *Carbon fibre non-destructive testing by certified ultra-sonic testing facility.

Certification fail or pass test reports will be adequate and are to be retained with the vehicle and components tested are to be clearly identified on those reports.

*In the case of Carbon Fibre Tubs and Components A Logbook application for a vehicle with a Carbon Fibre tub or other components must be accompanied by a structural integrity certificate from a licenced / experienced carbon fibre repairer for the tub or components. Should any repairs be conducted on any of these components as a result of impact then a structural integrity certificate from the licenced / experienced carbon fibre repairer must accompany the car when next presented.

1.2 SPECIFIC REQUIREMENTS

Historic Speedway Cars

It is permissible to classify American-style speedway cars with a racing history established in the relevant historic periods J.K and L, provided they conform with the guidelines as published. These outline the mechanical modifications that are required in order for the cars to be compatible with other Group J,K and L vehicles in historic circuit racing, and include items such as 4-wheel brakes operated by a pedal (rather than an external lever) a manual 3-speed gearbox, and an on-board starter motor. Any Component Substitutions must satisfy the requirements in the published Component Substitution Criteria. These cars must be aligned with the original livery/powertrain/specifications to reflect a given year in the car's history, rather than a "best of" specification.

Speedway vehicles will be classified Ja(speedway), Ka(speedway) or Lb(speedway) to denote their speedway heritage, and "built at any time" specials will also be acceptable provided they meet the published eligibility criteria Including precise details and age of the example car being replicated along with any specific amendments to accommodate the technically advanced nature of American speedway cars such as rim widths and material and brake components. These specials will be designated Jb(speedway) and Kb(speedway) and the relevant notes appear in the Historic Specials section of the *Manual* Historic Appendix Recreation specials in the J/K periods should not bear the livery/number/name of the car being emulated – regardless of the existence of the car which inspired the special.

Group Ja

VINTAGE CARS (PRE-1931)

The classification of vehicles within this group will be at the absolute discretion of Motorsport Australia. This group is intended to represent the early racing and sports car development period of significant excellence in design and workmanship known as the "vintage" period.

Vehicles eligible for this group will be racing and sports cars with a competition history established prior to 31 December 1930. Consideration will also be given to individual sports cars that do not have an established competition history but are of a type that appeared in competition prior to the end of 1930.

Specific requirements additional to the General Requirements:

(a) Cockpit: The use of electronic instruments is not permitted.

(b) Engine: Any increase in the bore diameter shall be in keeping with the practice of the period on that particular type of vehicle and engine.

(c) Induction system: Must be of a type compatible with 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 acceptable.

(d) Transmission: Austin 7s may use a "Works Type" four-speed conversion within a Group J period three-speed case.

(e) Tyres must have a minimum aspect ratio of 70% as determined by the Tyre and Rim association.

In addition, the use of motorcycle tyres is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating. The permitted list of motorcycle tyres can be found in the *Manual* Historic Appendix Equipment Standards and Guidelines List of Permitted Motor Cycle Tyres.

(f) Fuel: See Historic Vehicle Eligibility General Requirements, Article 1.9

Group Ka

POST-VINTAGE THOROUGHBRED CARS (1931-1940)

The classification of vehicles within this group will be at the absolute discretion of Motorsport Australia. This group is intended to represent the pre-World War II and early post-World War II periods, which includes the classically engineered factory racing and sports cars, local specials constructed on a "one-off" basis, using production car components from the pre-war period and factory constructed vehicles that were modified with production car engines from pre-war period.

Vehicles eligible for this group will be racing and sports cars with a competition history established between 1 January 1931 and 31 December 1949 but constructed from major components manufactured prior to the end of 1940. Consideration will also be given to individual sports cars that do not have an established competition history but are of a type that appeared in competition prior to the end of 1940.

Specific requirements additional to the General Requirements:

(a) **Cockpit:** The use of electronic instruments is not permitted.

(b) **Engine:** Any increase in the bore diameter shall be in keeping with the practice of the period on that particular type of vehicle and engine.

(c) **Induction system:** Must be of a type compatible with 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.

(d) **Tyres:** must have a minimum aspect ratio of 70% as determined by the Tyre and Rim association.

The use of motorcycle tyres is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating. The permitted list of motorcycle tyres can be found in the *Manual* Historic Appendix - Equipment Standards and Guidelines – List of Permitted Motorcycle Tyres.

(e) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

Group Lb

HISTORIC RACING & SPORTS CARS (1941-1960)

The classification of vehicles within this group will be at the absolute discretion of Motorsport Australia. Vehicles classified in this group will reflect the post-World War II period of technology changes extending from the first of the post-war designs through an evolution culminating with the first of the mid-engined vehicles of 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-1940 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 vehicle is compatible in appearance with such vehicles.

Specific requirements additional to the General Requirements:

(a) **Induction system:** Motorcycle-engined vehicles originally fitted with Amal carburettors may use Amal Concentric Mk 1 carburettors.

(b) **Tyres:** must have a minimum aspect ratio of 70% as determined by the Tyre and Rim Association.

A selected list of motor cycle tyres is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating. The permitted list of motorcycle tyres can be found in *Manual* Historic Appendix - Equipment Standards and Guidelines – List of Permitted Motorcycle Tyres.

Fuel: See Historic Vehicle Eligibility General Requirements, Article 1.9

Group M

HISTORIC RACING & SPORTS RACING CARS (1961-1965)

The classification of vehicles within this group will be at the absolute discretion of Motorsport Australia. The group is intended to cater for racing, sports racing and 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 vehicle is compatible in appearance with such vehicles.

Formula Vee vehicles are specifically excluded from this Group.

Specific requirements additional to the General Requirements:

(a) **Transmission:** Vehicles which were fitted with VW-based transmissions in the group period may not use Holinger or Hewland gear change mechanism or external features unless so equipped originally.

(b) **Wheels and tyres:** Each tyre shall have a minimum aspect ratio of 60% as determined by the Tyre and Rim Association, unless it can be demonstrated that the vehicle was fitted with tyres of less than 60% aspect ratio in the group period. The use of motorcycle tyres or slick treaded tyres is prohibited.

Tyres permitted in this group must be selected from the following approved list.

GROUP M APPROVED TYRE LIST:

Dunlop	R5, R6 (CR48 L section), R7 (CR65 M section), R7 (CR65 L section)
Goodyear	Blue streak sports car specials, G-12, G-12A (K), Eagle G-7, G-15
Avon	CR6ZZ, ACB9, Avon grooved slick (A11 compound) on individual application (Grooved slick only eligible for cars with rim width above 6” front and 8” rear.
Hoosier	Vintage TD

The addition of other types of tyre to the List will be considered on application. Additional grooving is permitted to each tyre on the Group M Approved Tyre List.

The use of motorcycle type tyres or ‘slick’ tyres is prohibited. However the use of grooved slicks selected from the above approved tyre list and conforming with the requirements below may be permitted on individual vehicles. Prior approval for the use of grooved slicks must be obtained from the Historic Eligibility Committee. An application for approval must be submitted to Motorsport Australia at least 21 days prior to the first intended use of the tyres. The approval must be verified by appropriate endorsement of the tyre sizes approved on either the Certificate of Description or in the Historic Vehicle Log Book.

Only vehicles with a front wheel width of 6” or above and rear wheel width of 8” or above may be eligible to use the grooved slick. The tread pattern of each grooved slick must be to period specifications.

Variations from the overall diameter and tread width used in period on the particular type of car shall not exceed 5% and 10% respectively the original diameter relationship between the front and rear tyres shall be maintained. The minimum diameter for front tyres shall be 21 inches and the minimum diameter for rear tyres shall be 23 inches, unless approved by the HEC.

Grooving of Avon slicks is restricted to tyres using the A11 compound with the Avon ‘all weather’ tread pattern as per the official Avon diagrams (available from Motorsport Australia) and a minimum number of circumferential grooves as listed. The use of alternative wet weather tyre compounds and/or tread patterns is not permitted.

From the 01/01/2017 the minimum number of circumferential grooves for each tyre size is as per the Group O list.

(c) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

(d) **Ignition:** May be of the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned. Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(i) all components, save for the coil, shall be an integral part of the distributor.

(ii) A maximum of two wires shall connect the **low-tension** side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block.

(iii) Ignition advance shall be restricted to mechanical actuation within the distributor.

Group O

HISTORIC RACING & SPORTS RACING CARS (1966-1969)

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

This group is intended to cater for racing, sports racing and sports cars with a competition history established in the period between 1 January 1966 and 31 December 1969, excluding vehicles fitted with aerodynamic devices as defined under “specific requirements” below. Formula Vee, Formula Ford, Sports Sedans 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, or in some cases without a competition history, 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 vehicle is compatible in appearance with such vehicles.

Specific requirements additional to the General Requirements:

(a) Wheels and tyres: Each tyre shall have a minimum aspect ratio of 60% as determined by the Tyre and Rim Association, unless it can be demonstrated that the vehicle was fitted with tyres of less than 60% aspect ratio in the group period.

GROUP O APPROVED TYRE LIST:

Dunlop	R7 (CR65 Mk 3), CR 82, CR 84, R7 (CR65 L section)
Goodyear	Eagle G-7, G-15, G15-A
Avon	ACB9, Avon grooved slick (A11 compound) on individual application
Hoosier	Hoosier Vintage Tyre (R35B tread compound)

The addition of other types of tyre to the List will be considered on application.

Additional grooving is permitted to each tyre on the Group O Approved Tyre List.

The use of motorcycle type tyres or ‘slick’ tyres is prohibited. However the use of grooved slicks selected from the above approved tyre list and conforming with the requirements below may be permitted on individual vehicles.

Prior approval for the use of grooved slicks must be obtained from the Historic Eligibility Committee. An application for approval must be submitted to Motorsport Australia at least 21 days prior to the first intended use of the tyres. The approval must be verified by appropriate endorsement of the tyre sizes approved on either the Certificate of Description or in the Historic Vehicle Log Book.

The tread pattern of each grooved slick must be to period specifications. Variations from the overall diameter and tread width used in period on the particular type of car shall not exceed 5% and 10% respectively the original diameter relationship between the front and rear tyres shall be maintained. The minimum diameter for front tyres shall be 21 inches and the minimum diameter for rear tyres shall be 23 inches, unless approved by the HEC.

Grooving of Avon slicks is restricted to tyres using the A11 compound with the Avon 'all weather' tread pattern as per the official Avon diagrams (available from Motorsport Australia) and a minimum number of circumferential grooves as listed.

The use of alternative wet weather tyre compounds and/or tread patterns is not permitted.

From the 01/01/2017 the minimum number of circumferential grooves for each tyre size is:

Tyre Size	Number of Grooves
7.00 x 22 x 13	5
8.2 x 22 x 13	6
9.00 x 20 x 13	7
9.2 x 22 x 13	7
10.00 x 22 x 13	8
10.5 x 23 x 13	8
10.5 x 23 x 15	8
11.00 x 23.5 x 15	9
12.00 x 23 x 13	9
13.00 x 23 x 13	10
13.00 x 24.5 x 13	10
13.00 x 25 x 15	11
12.5 x 27 x 15	10
14.00 x 27 x 15	11
15.00 x 26 x 15	12

(b) **Aerodynamic aids:** The use of aerodynamic aids in the form of "wings" not comprising an integrated component of the bodywork is not permitted even if such devices were fixed to the vehicle during the group period. Such cars will be classified in Group Q. However, cars originally fitted with aerodynamic "wings" in the Group O period may remove them to be classified in Group O.

(c) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

(d) **Ignition:** May be of the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned. Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(i) All components save for the coil shall be an integral part of the distributor.

(ii) A Maximum of two wires shall connect the **low-tension** side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to

any other component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block

(iii) Ignition advance shall be restricted to mechanical advance within the distributor.

Group P

HISTORIC RACING & SPORTS RACING CARS (1968-1972)

This group is intended to cater for racing, sports racing and sports cars with a competition history between 1 January 1968 and 31 December 1972. It is intended to reflect both the continued development of wide treaded racing tyre technology and the emergence of embryonic external aerodynamic devices as an aid to cornering performance.

Eligible vehicles are those which competed on or after 1 January 1968 and prior to the end of 1972 and which are fitted with aerodynamic aids in the form of wings, which cannot be adjusted while the automobile is moving, and with treaded tyres in accord with the Group O approved tyre list. The use of wings which are mounted on unsprung suspension components or which are adjustable while the automobile is in motion is prohibited.

Specific requirements additional to the General Requirements:

(a) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

(b) **Ignition:** May be of the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned. Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(i) All components save for the coil shall be an integral part of the distributor.

(ii) A Maximum of two wires shall connect the **low-tension** side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block

(iii) Ignition advance shall be restricted to mechanical advance within the distributor.

Group Q

HISTORIC RACING & SPORTS RACING CARS (1970-1977)

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

The group is intended to cater for racing, sports racing and 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, Formula Ford, Sports Sedans 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.

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 or in some cases without a competition history, provided the specification of the vehicle is consistent with the general standard of technology evident in vehicles racing during the group period and the vehicle is compatible in appearance with such vehicles.

Specific requirements additional to the General Requirements:

(a) **Tyres:** The use of slick tyres will be permitted on vehicles that originally used such tyres during the group period. Where treaded tyres are used the tread pattern is free.

(b) **Safety equipment:** Rollover protection and harness must be at least to the specifications evident during the group period. Refer to the *Manual* – Historic Appendix - General Requirements – 1.5 Roll Bars.

(c) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

Group F 5000

FORMULA 5000 RACING

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

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 **(Australian Formula I in period)** events before 31 December 1978. A clear line of history is required for any subject vehicle.

Vehicles may not be constructed from spares or damaged/cast-off components (a tub or chassis alone does not necessarily constitute a vehicle). Tubs or chassis may be replaced provided that the type of materials and construction details remain unchanged and that an authorized Technical Officer of Motorsport Australia witnesses and certifies the disposal by destruction of the original tub or chassis. In certain circumstances Tubs or Chassis may be held because of historical importance provided that an appropriate agreement is documented with Motorsport Australia. The replacement Tub or chassis is to be plated or inscribed with the number of the original.

Owners must present vehicles in a matching mechanical and visual (livery) specification for the event or year selected. Only modifications compatible with the group period and to that particular vehicle will be accepted. Vehicles in this group only shall be eligible for any prize or trophy awarded for a F5000 car.

Specific requirements additional to the General Requirements:

(a) **Engine:** Cylinder blocks and heads are preferred to be of pre-1978 manufacture however Motorsport Australia may consider a component run-on in certain circumstances including the use of alloy cylinder heads providing they are generally of period appearance, presented with 23 degree valve angle, original port configuration and 64cc combustion chamber. The use of Electronic ignition systems will also be considered by Motorsport Australia. The bore and stroke must be as used on the subject vehicle in the group period. Other limitations on engine components in force for F5000 at 31 December 1977 apply. Otherwise, internal engine components are free.

1977 engine regulations are reproduced hereunder:

Unsupercharged engines of V8 overhead valve pushrod configuration, the cylinder block of which derives from a Motorsport Australia-recognised touring vehicle, 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 and

(iii) the number of main bearings may not be changed.

(b) **Aerodynamic aids**: Aerodynamic aids are permitted only if fitted to the particular vehicle within the group period. Such devices must be unaltered from period specifications in design, materials and mountings including wings and end plates located behind the rear wheels, must not extend more than I meter behind the centerline of the rear hubs. No part of the coachwork or wing shall exceed in height a horizontal plane, 80cm above the lowest point of the entirely sprung structure of the car. The maximum width of any aerodynamic device situated behind the front wheels including the rear wing shall not exceed 110cm. Cars using double element or wings from class B are to be classified as class B. Suspension mounted Aero devices are prohibited. Modern wing sections and aerodynamic technology are not permitted.

(c) **Safety equipment:** Rollover protection and harness must be at least to the specifications evident at the close of the group period refer to *Manual* – Historic Appendix - General Requirements – 1.5 Roll Bars. Provided that the roll hoop is equal to or above the drivers helmet at all times. "On board" fire extinguisher and life support systems are recommended**.** The fitting of modern three-**piece** wheels (of similar appearance to the original) and constant velocity joints is allowed. A tail (Rain) lamp as required in the group period must be operative.

(d) **Weight:** The minimum weight of the vehicle including coolant and lubricants, but not including fuel and driver shall be 568 kg (1250 lb) for class A & 613 kg (1350 lb) for class B.

(e) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

Group R

HISTORIC RACING & SPORTS RACING CARS (POST-1977)

The classification of vehicles within this group will be at the sole discretion of Motorsport Australia.

This group is intended to cater for racing, sports racing and clubman sports cars with a competition history established in the period between 1 January 1978, and the various end dates below shown under Eligible vehicles.

Formula Vee cars are specifically excluded from classification within this group.

Vehicles of other types not specifically included may be considered but, to be considered, they must have a competition history and be constructed to a design specification consistent with the period the group is intended to portray. Vehicles of a design and type specification consistent with those appearing in contemporary categories will not be eligible.

Consideration may also be given to classification within this group of vehicles with a competition history established subsequent to the dates defining the group period, or in some cases without a competition history provided that:

• the detailed specification of the vehicle is substantially identical to others of that make constructed within the group period; or

• construction commenced during the group period and the vehicle is compatible in appearance and its specification is consistent with the general standard of technology evident in vehicles of that type racing in the group period.

The group is intended to cater for vehicles employing more sophisticated chassis, suspensions and aerodynamic technology but specifically excluding vehicle types seen in contemporary categories.

Eligible vehicles: Eligible vehicle types and the period end dates are as follows:

• FIA Formula 1 with a competition history prior to 31 December 1985.

• FIA Formula 2 with a competition history prior to 31 December 1986.

• FIA Formula 3 with a competition history prior to 31 December 1984.

• Formula B (SCCA), Atlantic, Pacific and Mondiale cars with a competition history established in Australia, New Zealand, Asia, the UK or North America prior to 31 December 1986.

• Sports racing cars (ie, two-seater, road-equipped vehicles of specialist design intended specifically for motor racing use) with a competition history in Australia prior to 31 December 1987. Sports racing or sports prototype cars with a competition history outside of Australia will be considered individually within the terms of item 1 - Eligibility, above.

• Clubman sports cars with a competition history in Australia prior to 31 December 1981.

• Australian Formula 2 cars, eligible cars must have an Australian competition history with a 1.6 liter SOHC Engine, and a construction date no later than 31st December 1993.

• Sports 2000 cars, with a competition history prior to 31 December 1984. Cars classified in this group must comply with the Sports 2000 rules of the period in the country in which the car's competition history was established, save as specified by CAMS/Motorsport Australia special requirements.

• Formula Ford 2000 with a competition history prior to 31 December 1983. Cars classified in this group must comply with the Formula Ford 2000 rules of the period in the country in which the car's competition history was established, save as specified by CAMS/Motorsport Australia special requirements.

• Formula 3000 with a competition history prior to 31 December 1988 and exhibiting aluminium monocoque and fibreglass construction. Cars classified in this group must conform with the FIA F3000 competition rules.

• Formula Libre vehicles with a competition history established in Australian events prior to 31 December 1985.

• IndyCar vehicles with a competition history established prior to 31 December 1986.

• Formula Super Vee, with a competition history established prior to 31 December 1988 (maximum engine capacity of 1600cc). Cars classified in this group must conform with the SCCA, Robert Bosch Super Vee Championship Regulations.

• Formula Holden, Eligible cars must have an Australian competition history, with a construction date no later than 31st December 1992. Cars must be compliant with "Toohey's Australian Drivers Championship 1992 information booklet." (specifically excluding stepped nosed tub and sequential gear box cars)

• UK Monoposto Formula cars: Single-seater cars with competition history prior to 1987 with a maximum engine size of 1700cc (this capacity shall include the bore increase of 1.5mm) that ran under rules intended to allow competition on a lower "club-level" budget. The construction, specification and performance should be consistent with the regulations of Australian Formula 2 of the period. Approval in principle from CAMS/Motorsport Australia is strongly recommended prior to purchase/import of any UK Monoposto Formula car.

• FIA Group C1 and C2 Prototypes with a competition history prior to 31 December 1993;

• IMSA GTP Prototypes with a competition history prior to 31 December 1993.

• Any compatible prototype Sports-racing cars designed for national level, or one make series with a competition history prior to 31 December 1993.

Specific requirements additional to the General Requirements:

(a) **Engine:** Vehicles with turbocharged F1 engines are restricted to a maximum of 2.5 bar total boost.

(b) **Final drive:** Torque biasing, limited slip and locked differentials are not permitted in vehicle types which were not permitted to use such equipment in the period.

(c) **Aerodynamic aids:** Any part having an aerodynamic influence and/or any part of the coachwork must be rigidly secured to the entirely sprung part of the chassis/monocoque structure of the car. Cars built using ground effects principles must have any sliding skirts removed, or immobilised at a height of not less that 40mm above the surface of the ground. Cars with fixed side skirts may retain them, but no part of the skirt or the chassis/monocoque structure may be lower than 40mm above the surface of the ground, measured whilst the car is stationary on a flat horizontal surface with the driver on board in a race-ready configuration.

The intention of these requirements is to control ground effects by prohibiting the sealing of the gap between the coachwork and the road surface and to do so in a uniform and consistent manner. Any means, device or construction that is designed to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.

(d) **Vehicle identification:** In addition to vehicles in this class complying with Schedule K of this Manual all vehicles must display an upper case "R" being black in colour, 100mm in height in typeset Helvetica Bold Condensed immediately following the vehicle's racing number at the bottom right-hand corner and within the number panel.

(e) **Safety equipment:** Rollover protection and harness must be at least to the specifications evident during the period (refer to *Manual* – Historic Appendix - General Requirements – 1.5 Roll Bars.

If a fire extinguishing system was fitted in the period, then that fire extinguishing system as used in the period is the minimum requirement. Vehicles must also comply with the requirements of Schedule H as to the extinguishing medium.

(f) **Tyres:** The use of slick tyres will be permitted on vehicles that originally used such tyres during the group period. Where treaded tyres are used the tread pattern is free.

(g) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

(h) **Carbon Fibre Tubs and Components.** A Logbook application for a vehicle with a Carbon Fibre tub or other components must be accompanied by a structural integrity certificate from a licenced / experienced carbon fibre repairer for the tub or components. Should any repairs be conducted on any of these components as a result of impact then a structural integrity certificate from the licenced / experienced carbon fibre repairer must accompany the car when next presented.

Group F

FORMULA FORD RACING CARS

The classification of vehicles within this group will be at the sole discretion of Motorsport Australia.

The group is intended to cater for Formula Ford 1600 racing cars within the various sub-groups set out below:

Eligible Vehicles

GROUP FA (PRE-1978)

Vehicles with a competition history established prior to 31 December 1977. Vehicles classified within this sub-group will generally be restricted to those equipped with 'outboard' rather than 'inboard' mounted springs and shock absorbers. However, consideration may be given to the classification of vehicles equipped with 'inboard' mounted springs and shock absorbers where the general design standard of the vehicle is consistent with Formula Ford vehicles raced within the sub-group period.

Consideration may also be given to the classification within this sub-group of vehicles with a competition history established subsequent to 31 December 1977 or, in some cases, without a competition history, provided:

• the detailed specification of the vehicle is substantially identical to others of that make constructed within the sub-group period; or

• construction commenced during the sub-group period, the vehicle is compatible in appearance and its specification is consistent with the general standard of technology evident in Formula Ford vehicles racing in the sub-group period.

GROUP FB (1978-1983)

Vehicles with a competition history established between 1 January 1978 and 31 December 1983 but excluding the Swift DB1.

Consideration may also be given to the classification within this sub-group of vehicles with a competition history established subsequent to 31 December 1983 or, in some cases, without a competition history, provided:

• the detailed specification of the vehicle is substantially identical to others of that make constructed within the sub-group period; or

• construction commenced during the sub-group period, the vehicle is compatible in appearance and its specification is consistent with the general standard of technology evident in Formula Ford vehicles racing in the sub-group period.

GROUP FC (1984-1989)

Vehicles with a competition history established between 1 January 1984 and 31 December 1989.

Consideration MAY also be given to the classification within this sub-group of vehicles with a competition history established subsequent to 31 December 1989 or, in some cases, without a competition history provided:

• the detailed specification of the vehicle is substantially identical to others of that make constructed within the sub-group period; or

• construction commenced during the sub-group period, the vehicle is compatible in appearance and its specification is consistent with the general standard of technology evident in Formula Ford vehicles racing in the sub-group period.

Specific requirements additional to the General Requirements:

(a) **Engine:** All vehicles must use either the Ford Cortina 1600GT crossflow engine (original engine) or the Ford Capri XL 1600 crossflow engine (updated engine). Vehicles equipped only with the updated engine during the relevant sub-group period may not use the original engine.

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 1600 engine regulations save that the water pump must be mechanically driven and in the original location.

(b) **Final drive:** Torque biasing, limited slip and locked differentials are not permitted.

Tyres: The make, type, specification, and dimensions of tyres permitted for use are approved by the Australian Historic Motor Sport Committee,

Approved Tyre

Avon Compound A29

• Front tyre number: 14297

• Rear tyre number: 14298

(c) **Safety equipment:** Rollover protection and harness must be at least to the specifications evident during the relevant sub-group period.

If a fire extinguishing system was fitted during the relevant sub-group period then that fire extinguishing system as used in the period is the minimum requirement. Vehicles must also comply with the requirements of Appendix H as to the extinguishing medium.

(d) **Minimum weight:** All vehicles must comply with the minimum weight requirement applicable in Australian Formula Ford events (as listed below) in the year to which the car's current specification relates.

1969-1979	400kg	car only (without fuel)
1980-1983	470kg	car and driver
1984-1989	485kg	car and driver

(e) **Suspension:** Refer to 1.1 the *Manual* – Historic Appendix – Vehicle Eligibility Sports and Racing; (i) suspension.

(f) **Fuel**: Only Pump Fuel as per Schedule G

(i) Only those Lead replacement additives as listed and permitted in Schedule G

(ii) Any fuel containing Ethanol (including E10, E85) is prohibited.

Group V

FORMULA VEE RACING CARS

The classification of vehicles within this group will be at the sole discretion of Motorsport Australia.

The group is intended to cater for Formula Vee racing cars within the various sub-groups set out below:

Eligible Vehicles:

GROUP VA

FORMULA VEE RACING CARS: PRE-1975

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

The group is intended to cater for Formula Vee racing cars with a competition history established in the period between 1 January 1965 and 31 December 1974.

Consideration may also given to the classification within this group of vehicles constructed between 1 January 1965 and 31 December 1974 but with a competition history established subsequent to 31 December 1974, or in some cases without a competition history, provided that:

• the specification of the vehicle is consistent with the Formula Vee rules and general standard of technology in vehicles raced during the group period, and

• the vehicle is compatible in appearance with such vehicles.

While maintaining the original specification as required in General Requirements 1.2, historic Formula Vee vehicles must comply with all details of the Formula Vee regulations published in the 1974 CAMS Manual, except in respect to the specific variations permitted below. Copies of the 1974 period regulations are available on request from the Motorsport Australia National Office.

GROUP VB

FORMULA VEE RACING CARS: 1975-1985

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

The group is intended to cater for Formula Vee racing cars with a competition history established in the period between 1 January 1975 and 31 December 1985.

Consideration may also given to the classification within this group of vehicles constructed between 1 January 1975 and 31 December 1985 but with a competition history established subsequent to 31 December 1985, or in some cases without a competition history, provided that:

• the specification of the vehicle is consistent with the Formula Vee rules and general standard of technology in vehicles raced during the group period, and

• the vehicle is compatible in appearance with such vehicles.

Period Rule Compliance:

While maintaining the original specification as required in Motorsport Australia Manual – Historic - General Requirements 1.2, historic Formula Vee vehicles must comply with all details of the Formula Vee regulations published in the 1985 CAMS Manual, except in respect to the specific variations permitted below. Copies of the 1985 period regulations are available on request from the Motorsport Australia National Office.

Specific requirements additional to the General Requirements:

The general requirements set out in 1.1 of the 5th Category regulations are applicable to all historic Formula Vee vehicles except where these provisions are in conflict with period Formula Vee regulations.

Variations permitted from Original Period Specification:

(a) **Wheels and tyres:** The make, type, specification, and dimension of tyres used on Historic Formula Vee vehicles are those tyres approved by the Australian Historic Motor Sport Committee, viz. Hoosier tyre Model Numbers 44405 (front) and 44408 (rear) or Dunlop CR82 (434). Different tyre brands may not be used simultaneously on any individual vehicle.

Rim widths up to 4.5 inches are allowed.

GROUP V APPROVED TYRE LIST

Manufacturer	Tyre
Dunlop	CR82 (434)
Hoosier	44405 (front) and 44408 (rear

(b) **12-volt battery:** The use of a compact 12-volt battery is allowed.

(c) **Lubrication system:** An external oil filter and sump extensions up to a maximum extra capacity of 500cc are allowed.

(d) Engine: The use of an FVAA camshaft is allowed. When using an FVAA Motorsport camshaft an offset keyway to maintain standard timing specifications is allowed. A listing of approved engine sealers is set out below.

Bosch 009 ignition distributor is allowed.

(e) **Mandatory safety requirements:** In addition to the safety equipment requirements set out in Motorsport Australia Manual – Historic - General Requirements 1.5 - Safety, all Historic Formula Vee vehicles must have the following safety modifications:

(i) To reinforce the hollow LH front stub axle against breakage, the axle is to be fitted with an 8mm high tensile bolt or pin (grade 8.8 min.) Such pin or bolt shall be a minimum of 75mm in length, be inserted into the hole originally provided for the fitment of the speedometer cable and is to be held in place by resin.

(ii) To prevent loss of a rear wheel due to cracking of a rear brake drum, a steel diaphragm must be fitted between the rear wheel and the brake drum.

(f) **External oil coolers:** are permitted to be fitted to Group V vehicles.

(g) **Fuel:** See Historic Vehicle Eligibility General Requirements, Article 1.9.

ENGINE SEALS FOR HISTORIC VEES

All Historic Vees are now required to have additional engine sealing tags applied and be sealed by HFVAA approved historic sealers.

Group T

PRODUCTION SPORTS CARS WITH A COMPETITION HISTORY (1941-1981)

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

Vehicles classified in this group will reflect the post-World War II period of improved production sports and GT car racing.

Vehicles with a competition history which are classified within this group may also be classified in the group for historic racing and sports cars relevant to the period in which their competition history was established (eg, Groups L, M, O or Q etc) and/or Group S. Vehicles with such multiple classification will be eligible to compete in events for either of the groups in which they are classified.

Eligibility will be open to:

- Production sports and GT cars with an Australian competition history established prior to 31 December 1981 in events which specifically catered for marque or production sports cars.

- Vehicles with an appropriate competition history established outside Australia prior to 31 December 1981 may be eligible for this classification on individual application where the extent of modification from the standard production vehicle specification is consistent with period regulations for marque or production sports car racing in Australia.

- Some genuine factory built competition variants of standard production Sports and GT cars constructed between 1 January 1941 and 31 December 1977 with or without a competition history, where the extent of the modification from the standard road version of the production vehicle provides a performance that is consistent with period marque or production sports cars raced in Australia, may be eligible for this group subject to specific application.

Specific requirements additional to the General Requirements:

(a) Tyres: All vehicles may use either:

(i) Tyres of a type and size included on the Group S approved tyre list; or

(ii) Vehicles with a competition history may use tyres conforming to the requirements for the historic racing and sports car group relevant to the period in which their competition history was established (eg, Groups L, M, O or Q etc).

(iii) Factory built competition variants without a competition history may use any other tyres that are consistent in general appearance and tread pattern with those fitted as standard by the manufacturer.

(b) **Vehicle identification:** All vehicles must display an upper case “T” being black in colour, 100mm high in typeset Helvetica Bold Condensed immediately following the vehicle’s racing number at the bottom right-hand corner and within the number panel.

(c) Fuel: See Historic Vehicle Eligibility General Requirements

Modified Article	Date of Application	Date of Publication

Vehicle Eligibility

1. HISTORIC SPECIALS

Subject to the general requirements set out in General Requirements (all Groups) this section sets out the basic principles for the construction of 'historic specials', that is Group Jb, Kb or Lc period cars constructed at any time using major components manufactured in the relevant periods. Such vehicles must be similar in detail specification and appearance to vehicles that actually appeared in competition, in the period time. Guidelines for the design and construction of a Jb or Kb special are included in Group Jb and Kb Specials Guidelines 1.1. Before commencing construction of a special it is most advisable that Motorsport Australia National Office or the State Historic Eligibility Officer be contacted regarding the eligibility of the said vehicle and a submission for Approval in Principle be made. The classification of vehicles within these groups will be at the absolute discretion of Motorsport Australia.

(a) **Chassis**: Must be sourced from a period vehicle but may be modified in a way that was typical of the period.

(b) **Bodywork:** Must be manufactured from materials and utilise construction methods evident in the period. Glass fibre and other similar materials are not permitted.

(c) **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.

(d) **Engine:** Internal components of the engine are free, but cylinder block, crankcase and cylinder head/s must be from the period.

(i) 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.

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

(iii) Toothed belt drives are not permitted.

(iv) Any increase in swept volume shall be in keeping with the practice of the period on that particular type of vehicle and engine, save that the crankshaft stroke must be to the original specifications.

(e) **Exhaust system:** is free, but must be of a style evident in the group period.

(f) **The induction system:** must be of a type compatible with the vehicle within the group period. 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 turbocharging is not permitted.

(g) **Transmission:** 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.

(h) **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.

(i) **Brakes:** The braking system must be of a type fitted to vehicles of the type depicted within the period save that:

(i) mechanical actuation may be converted to hydraulic operation; and

(ii) dual/tandem master cylinders may be fitted. Disc brakes and/or non-period brake boosters are not permitted.

(j) **Suspension:** The suspension system must remain unchanged from a specification evident during the group period on the type of vehicle depicted.

(i) Hydraulic shock absorbers are not permitted unless fitted as original equipment or used on the type of vehicle depicted.

(ii) Spherical or "Rose"-type joints are not permitted.

(k) Wheels and tyres:

(i) Wheels must be period specifications in diameter, width and style.

(ii) Tyres must have a minimum aspect ratio of 70% 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.

(iii) In addition, the use of motorcycle tyres is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating. The permitted list of motorcycle tyres appears in Permitted Motorcycle Tyre List: Groups J, K, L.

(l) **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.

(m) **Fuel:** Only Pump Fuel or Leaded Racing Fuel or an approved fuel noted on the Certificate of Description and/or in the vehicle Log Book, as defined by the *Manual* Technical Appendix Schedule G are permitted.

1.2 SPECIFIC REQUIREMENTS:

Mechanical Features Peculiar to Speedway Cars

All cars will be judged for acceptance on their proven historical specifications but some general comments follow.

Rear Axle /Quick change differentials: The overwhelming majority of Speed cars use a 'torque tube' rear axle arrangement originally made from three Ford type rear axle trumpets. Post WW11 commercially produced units became available with the final design having live axle shafts. The centre or differential is always 'locked '. Again originally fabricated from mainly Ford parts but after WW11 the Halibrand centre became universal. This was fitted with a quick change drop gear feature. It is acknowledged that such quick change arrangements were constructed pre WW11 but fitment to an otherwise genuine Group J or K would require considerable proof. They are not acceptable on Jb or Kb cars.

Brakes: On Midgets, rear wheel only braking was common. Sprint cars generally had four wheel brakes. Due to the general lack of gear changing on oval circuits these were operated by hand lever. Depending on the type of circuit and surface raced on, the brakes were often 'biased' to aid cornering. Immediately after WW11 disc brakes became popular, sourced initially from surplus aircraft production, and by the early 1950s from specialist manufacturers. Note. As previously stated, all Speedway cars accepted into 5th Category will be required to be fitted with four wheel brakes.

Wheels and Tyres: Again, the American scene pre-empted road racing in wheel and tyre widths. By the close of the Group L period, rear wheels had reached eight inches in width however the tyres used were quite straight-sided so photographically they don't always appear so. When fitted with Dunlop Racing type which is sidewall 'baggy' in design, they appear very large for the period. Tyres were also highly developed to suit specific applications and many of these are still available but may not be suited to local use. It is therefore recommended that Ja, Ka, Jb and Kb cars comply with the general requirements for these groups. Group L cars be limited to a control tyre – Dunlop L series racing tyres. Wheels will be those sizes historically fitted to the particular car as required for Group L.

Carburation/Fuel Injection: Groups Jb and Kb - cars will have carburettors of American origin. SU type should not be acceptable. Group L cars – Hilborne Fuel Injection became commercially available and universal fitment after 1952. All cars in an earlier presentation should thus have carburettors. Note. Methanol was the most common if not universal fuel choice, certainly after 1952.

Suspension: Pre WW11 transverse front and rear leaf springs were common fitment. Front transverse leaf, rear torsion bars parallel to chassis centre line being most common in the L period.

Shock absorber /dampers - lever type pre-war, telescopic post-war.

Note: easily adjustable ride height, spring rate, steering ratio and even side to side wheel base were common in the Group L period.

Specific Requirements and Allowances

Brakes: All cars will be fitted with operable four wheel brakes under foot control; original hand brake levers may be retained and operable.

Gear Boxes: A maximum of three speed gear box boxes are permitted to replace in/out or two speed boxes. These gear boxes will be based on period American manufactured units, ratios are free.

Tyres: Group L cars be limited to a control tyre Dunlop L racing.

Livery: wherever reasonably possible J, K and L cars will be presented in their original period livery. Jb and Kb cars may be presented in period style livery. Advertising names and slogans will be period and not have current implications. It is noted that many American-based cars held their same racing number for their entire racing lives and where practical this should be accepted.

Group Jb Specials

VINTAGE PERIOD (PRE-1931)

One-off “special”-type vehicles constructed at any time using major components (ie, using engine, chassis, transmission, axles and suspension) manufactured prior to the end of 1930. Such vehicles must be similar in detailed specification and appearance and designed to depict vehicles that actually appeared in competition prior to the end of 1930.

Specific requirements additional to the General Requirements:

(a) 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.

(b) Wheels: Minimum rim diameter is 18" and the maximum rim width is 3 1/2".

Group Kb

POST-VINTAGE PERIOD (1931-1940

One-off “special” type vehicles constructed at any time using major components (ie, using engine, chassis transmission, axles and suspension) manufactured prior to the end of 1945. Such vehicles must be similar in detailed specification and appearance and designed to depict vehicles that actually appeared in competition prior to the end of 1940.

Specific requirements additional to the General Requirements:

(a) **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 accepted.

(b) **Wheels and tyres:** Minimum rim diameter is 16" and the maximum rim width is 4".

Group Lc Specials

HISTORIC PRODUCTION SPORTS CARS (1941-1960) SQUARERIGGERS

Production sports cars recognised by CAMS/Motorsport Australia manufactured after 1 January 1941, but prior to 31 December 1960. Vehicles 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 vehicle of the subject type competed in this form in the group period, these vehicles may compete in stripped form as racing cars or, with said equipment fitted, they may also compete as sports cars.

Vehicles 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. Vehicles in this group are not required to have a racing history. Before commencing construction of a special it is most advisable that Motorsport Australia National Office or the State

Historic Eligibility Officer be contacted regarding the eligibility of the said vehicle and a submission for Approval in Principle be made.

Specific requirements additional to the General Requirements:

(a) Bodywork:

(i) All elements of the bodywork - 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.

(ii) 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 vehicles with multiple piece folding bonnets, the sides may be removed.

(iii) 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.

(b) **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 vehicle is competing as a racing car.

(c) **Engine**: The internal components of the engine are free save that the original cylinder block and cylinder head/s must be used.

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

(ii) Any increase in swept volume shall be in keeping with the practice of the period on that particular type of vehicle and engine, save that the crankshaft stroke must be to the original specifications.

(iii) Toothed belt drives are not permitted.

(iv) Dry sump lubrication system is not permitted unless original equipment.

(d) **Exhaust systems:** The exhaust system is free but should be of a type compatible with the period.

(e) **Induction systems:** Inlet manifolds are free but carburettors must be of the original make, model and number on the vehicle. The choke size is free. Superchargers, multi-choke carburettors or fuel injection are permitted only if part of the original specification for that make and model, and must remain unchanged from that original specification.

(f) **Transmission:** Gearbox casings, gear selection mechanisms and the number of forward ratios must be to the original manufacturer's design specifications. Internal components are otherwise free.

(g) **Final drive:** The external components of the final drive assembly must be unaltered from period specifications. Internal components are free.

(h) **Brakes:** In the case of disc brake systems, the brake disc and calipers must be original.

(i) 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.

(ii) Dual/tandem master cylinders may be fitted.

(iii) Mechanical actuation may be converted to hydraulic operation.

(iv) Drum brakes may not be replaced by disc brakes.

(i) **Suspension:** The suspension must be unaltered from the original specifications save that spring rates, ride height and damper settings may be altered.

(i) Adjustable shock absorbers are not permitted.

(ii) Fore and aft axle location may be varied but transverse location may not be altered.

(iii) Spherical or "Rose"-type joints are not permitted.

(j) **Wheels and tyres:** Must be unaltered from period specification on the subject vehicle in diameter and style.

(i) Wheel sizes are to be as commonly used on vehicles of this type in the period, eg, MG TC: 16" diameter by 4" rim width.

(ii) In no circumstances may wheel diameter be less than 15" nor rim width greater than 5".

(iii) Tyres must have a minimum aspect ratio of 70% 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.

(iv) In addition, a selected list of motor cycle tyres is permitted for use in this group, provided they are fitted on the correct width rims and are operated within their specified load rating.

(v) 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 style.

(vi) The permitted list of motorcycle tyres appears in Permitted Motorcycle Tyre List: Groups J, K, L.

(k) **Electrical equipment:** All electrical equipment must be unaltered from the original specifications and be fully operative.

(i) Dynamo/generator may not be replaced by an alternator.

(ii) Electric fans and any form of electronic ignition devices are not permitted.

(iii) The generator and/or lighting equipment may be removed whilst vehicles are participating as racing cars.

(l) **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

(iii) is specifically accepted by Motorsport Australia.

2023 MOTORSPORT AUSTRALIA MANUAL

SPECIFICATIONS OF AUTOMOBILES

5th Category – Historic Cars

Group A, C, N & U – Touring Cars

motorsport.org.au

Modified Article	Date of Application	Date of Publication
General Requirements (g) Lubrication System	01/01/2023	01/01/2023
Group Nb (i) Bodywork	01/01/2023	01/01/2023
Group C Specific Requirements (d) Steering	01/0120/23	01/01/2023
Group A Specific Requirements (d) Steering	01/01/2023	01/01/2023
General requirements (b) Safety requirements Re-word for clarity	01/01/2023	20/02/2023

VEHICLE ELIGIBILITY

GENERAL REQUIREMENTS

Groups A, C and U cover cars which have a documented competition history in their given periods and reference should be made to their specific regulations further on in this section for more details. Group N is designed to provide a forum for competitors to race production touring cars which do not necessarily have a racing history, but are presented in a form similar to racing of the period. Limited modifications may be made. These should be of a period nature and not out of character with the vehicle or group period.

This section details the requirements common to all the Group N historic production touring cars that do not have a competition history. Additional specific requirements for individual groups are detailed in the individual group sections and all groups are also subject to the 5th Category general requirements set out in 5th Category Group N: Vehicle Eligibility: General regulations

Vehicles shall comply with all relevant requirements of Schedules A, B and C (refer the *Manual* Technical Appendix), where not in conflict with the Group N regulations.
A high standard of presentation will be insisted upon at all times. Any vehicle considered to be of an inappropriate standard will be rejected. Vehicles decorated in a manner not consistent with the period (such as 'modern' graphics) may be considered to be of an inappropriate standard.

Modifications may be made in accordance with the freedoms outlined in these and the group-specific regulations. Where the regulations are silent on an issue, it shall be deemed that no modifications from the standard specifications are permitted, except where the specific modifications are defined on the approved Specification Sheet, which are available from the Motorsport Australia website: www.motorsport.org.au

All vehicles must continue to comply with the Specification Sheet for the model in question. Motorsport Australia reserves the right to alter Specification Sheets at any time, if new or different information becomes available. The onus of proof of eligibility of the vehicle and/or major components, whether options or not, will be the responsibility of the owner, by way of homologation papers, parts manuals, workshop manuals etc.

Original vehicles: Vehicles with a racing history may be presented in the most predominant eligible form in which they were raced in the period, including the original sponsor signage, even though this specification may not fully conform to these rules.

Owners of vehicles with a competition history are required to obtain a Certificate of Description for the vehicle, which reflects the period specification of the car. Owners of such vehicles are encouraged to present their vehicles in this specification. Alternatively, the vehicle may be presented in conformance with the Group N regulations, in which case the divergence from the original specification will be noted on the Certificate of Description.

(a) **Technical Definitions:**

Elastomeric suspension bushings: Elastomeric suspension bushings are suspension components utilising an elastomer (eg, rubber, urethane) to permit freedom of movement in three axes at suspension pivot points. Where the bush incorporates an outer metal shell and/or central crush tube, these parts shall be regarded as part of the bushing. Where the bushing is integral with the arm or other secondary component, only the elastomer material shall be regarded as the bushing for replacement purposes.

Non-suspension elastomeric bushes: The chassis to body insulator rubber replacement material may be changed but the replacement must retain elastomeric properties and maintain the original dimensions.

Electronic ignition: An ignition system relying on electronic triggering of the spark timing, which does not use mechanical contact points as the spark trigger.

Transistorised ignition: An ignition system using conventional contact breaker points but which has a transistorised spark discharge enhancement, e.g. capacitor discharge ignition.

Free: A component, deemed to be free under these regulations may, where fitted to the vehicle as standard, be removed or replaced. Where the removed component is replaced, the replacement is not restricted in design or material (unless otherwise specified) providing it performs only the same function. No modification may be made to surrounding components or bodywork to which the replacement is fitted, unless otherwise permitted.

Where freedom is granted for the fitment of any component, such freedom is restricted to that component and such modifications to enable fitment of it, but is limited to the following: holes may be drilled for fasteners, eg, bolts, screws, rivets etc. Holes of the minimum dimensions necessary for the passage of wiring and fuel, brake, and oil lines/hoses are permitted. For the purpose of this article, a component shall be deemed to include all other components with which it is integral, or to which it is attached by means the manufacturer intended to be permanent. Where a system is deemed as free, all components solely associated with that system are regarded as free, as per above.

(b) **Safety Requirements:**

Important note: Group N is sometimes combined in races with non-historic categories, and in such cases, the dispensations granted in relation to safety for historic racing no longer apply. Cars must be fitted with the safety items applying to the relevant category and level of the event. Potentially this could include, but is not necessarily limited to, items such as “full” roll cages and window nets.

Windscreen: A laminated windscreen is required in races and in multiple car speed events. However, in the event that a laminated screen is unavailable, approval may be given on individual application to Motorsport Australia for the fitment of a Lexan or Perspex windscreen.

Safety Harness: Safety harnesses refer the *Manual* Technical Appendix Schedule I – “Safety Harnesses and window nets”

Safety Cage Structure: The fitment of a safety cage structure Is Compulsory. The safety cage structure shall comply with the *Manual* Technical Appendix Schedule J requirements in all aspects save for the following: a Type 2 (half cage) is a minimum requirement for Group N Touring cars and it is strongly recommended that a Type 3 (full cage) should be installed in a closed vehicle.

For Groups Na, Nb and Nc not using the original period fitted and installed safety cage the lower mounting plates of the safety cage structure must be contained entirely within the cockpit (ie, the structural inner volume which accommodates the driver and the passengers) and no component may pass through any part of the body work nor be installed in any other compartment of the vehicle. The front legs of the roll cage may pass through the dashboard adjacent to the A-pillar. The minimum amount of material may be removed to enable fitment. The front leg is not to be attached to the dashboard except where prior approval has been granted by Motorsport Australia. No associated components contributing to the strength of the safety cage structure may be situated outside the cockpit. In the case of a “hatchback” type of body no component of a safety cage structure may be located rearward of the upper pick-up point of the rear shock absorbers.

In addition to the mounting points depicted in the Type 2 and Type 3 illustrations in the *Manual* Technical Appendix Schedule J, it is permitted to attach the safety cage structure to other points of the body subject to those additional attachment points being to either the front hoop or the main hoop of the safety cage structure. Such additional attachments may be by bolting or welding.

Side anti-intrusion bars or other additional braces outlined in the *Manual* Technical Appendix Schedule J may be fitted to the safety cage structure provided that none of these additional components passes through the bodywork.

Rear seats may be locally modified to permit the fitment of a safety cage structure.

For the approval process for a safety cage structure not in compliance with the *Manual* Technical Appendix Schedule J please refer to Schedule J section 6 – "Certification by Motorsport Australia".

Fuel tanks: The fitment of a foam-filled fuel tank, or a fuel tank of a safety type approved by the FIA to FT3 specifications, is highly recommended refer the *Manual* Technical Appendix Schedule N. Where such a fuel tank is fitted, it should be installed either:

(i) in the same location as the original fuel tank, whereupon the original tank may be removed; or

(ii) as near as practicable to the retained original fuel tank. In this instance the original fuel tank must be fully drained of any liquid, cleaned and rendered totally fuel vapour free, any drain plug must be removed, and the tank must be adequately vented. The filler neck must be isolated to prevent accidental re-filling.

Isolation switches: All vehicles must be equipped with a Battery Isolation (Master) Switch which effectively isolates all electrical circuits from the battery and stops the engine. It should be capable of being operated by the seated driver.

It is recommended that there be a second switch, or a remote means of operating the main switch, which can be operated from outside the vehicle. This should be positioned in the vicinity of the base of the A pillar on the drivers side. This external switch or remote activation must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

(c) **Chassis/Bodywork:** The bodywork and body fittings must be as supplied by the manufacturer. Chassis or chassis-body unit, including the floorpan, must be original and unmodified, save for the strengthening techniques provided for under the Group N general regulations. Original vehicles with a competition history for which a Certificate of Description has been issued must retain period appearance of all components.

The original wheelbase dimensions must be retained.

The track dimension for all Groups are free save that the upper part of the tyre, down to the flange over the wheel hub centre must be within the perimeter of the vehicle when viewed vertically from above (see diagram 1).

Bumper bars must be retained.

Strengthening:

Seam welding: It is permitted to seam weld the body. Save for underneath the vehicle, seam welding must not be visible externally on the exterior of the vehicle.

Original axle housings as supplied by the vehicle manufacturer must be employed. Strengthening and reinforcement of such rear axle housings, and the addition of bracketry for the attachment of rear axle locating arms is permitted.

Strut braces: Strut braces solely between the front strut/shock absorber towers are permitted save for those vehicles with alternative bracing structures as standard, strut braces solely between the front strut/shock absorber towers are permitted.

The fitment of strut braces should ideally be by the manufacturer's original fixtures, however, the welding or bolting of additional lugs to the body (eg, inner guard or strut tower) for the purpose of mounting the strut brace is permissible. The strut brace itself must be attached by bolts and must be removable.

Minor strengthening by the addition of Sheetmetal is permitted provided such strengthening follows the contour of the bodyshell. The Sheetmetal being added must be of the same gauge/thickness as of the parent material. The only other method of permitted strengthening will be as per the relevant vehicle Specification Sheet.

Timing device: It is permitted to remove the minimum amount of metal necessary to facilitate fitment of a timing transponder to the upper surface of the cockpit floor.

Sound deadener: Sound deadener (bitumen and fabric types) may be removed from the body shell and hung components.

Nuts and bolts may be locked; nuts, bolts, screws, washers, clips and gaskets may be replaced with non-original items. In the case of nuts and bolts these may be larger replacements, captive nuts, lock nuts etc. however quick release type fasteners are specifically prohibited.

Undertrays/fairings: The use of undertrays, fairings etc, designed to improve the aerodynamic form of the automobile shall not be permissible unless supplied as standard equipment.

Mudguard flares/extensions: Flares and/or extensions to the guards are not permitted unless originally fitted by the manufacturer.

LHD to RHD Conversions: LHD to RHD conversions are permitted to Group N cars provided that the conversion is a full firewall conversion with mirror image dashboard conversion including all features, design and appearance of the original, no restrictions on the conversion are placed on the vehicles based on their original LHD specification.

(d) **Interior:** Unless otherwise specified, all original interior trim and fittings as supplied by the manufacturer for the model in question must be in place.

Floor coverings may be removed. Insulating materials may be added.

Where the original trim has deteriorated, restoration is permitted and encouraged, but should be as near as practicable to original specifications.

The steering wheel may be replaced, provided that the replacement wheel is not less than 320mm 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.

Original instruments and switches may be replaced, provided that they are replaced by items compatible in face, style and size with the other instruments.

Additional instruments/equipment of compatible style may be fitted into a separate panel.

Heaters must remain in place unless the particular model of the vehicle in question was available from the manufacturer without a heater fitted. Heater cores may be removed. Heater hoses are optional.

The original driver's seat may be replaced by a seat meeting the requirements of the *Manual* Technical Appendix Schedule C and the seat style illustrations set out in the *Manual* Historic Appendix Approved seats Group N & S provided it is the product of a commercially recognised aftermarket seat manufacturer.

In the case of events listed on the FIA International calendar, the replacement seat must also carry FIA approval.

It is permissible also to replace the passenger seat with a seat of similar specification in size, style, appearance, colour and trim to the replacement driver's seat.

On vehicles originally fitted with a bench seat, the fitting of an approved driver's seat as detailed above is permissible, but shall be complemented by:

(i) the fitting of an individual passenger seat derived from a comparable car model produced by the same automobile manufacturer, or:

(ii) the fitting of a passenger's seat of similar specification in size, style, appearance, colour and trim to the replacement driver's seat.

If the original equipment bench seat is retained, modification of the driver's portion of that seat is free, subject to the origin of the seat remaining identifiable as the original bench seat.

The original rear seats must be retained in all respects, including location, save where varied in 5th Category, Vehicle Eligibility – Historic Sports

An additional tachometer may be fitted provided the glass face does not exceed 105mm in diameter, the unit does not provide any other electrical function and only mechanical types of maximum rev indicator are permitted.

(e) **Engine:** the original type and design of the cylinder block as originally used in the make, model and year of the vehicle in question or a Motorsport Australia-approved alternative (which will be outlined in the vehicle Specification Sheet) must be employed.

Internal engine components (eg, pistons, piston rings, connecting rods, crankshaft, bearings and gaskets) are free, subject to relevant bore and stroke restrictions for the Group in question (see Group-specific regulations). Main bearing cap supports or girdles may be used. The engine block may be "sleeved" to achieve the correct bore dimensions.

Save that the original number and location must be retained, camshafts are free.

The original type and design of cylinder head casting as originally used in the make, model and year of the vehicle in question, or a Motorsport Australia-approved alternative (which will be outlined in the vehicle Specification Sheet) must be employed.

Cylinder head/s may be modified provided such modification is effected only by the removal of metal. Variation in combustion chamber or port design by the addition of material attached by welding, bonding or mechanical fastening systems is not allowed. Welding as required to reclaim damaged cylinder heads is permitted. The insertion or replacement of valve seat inserts is permitted. Cylinder head components not forming part of the cylinder head casting are free.

Note: Save that the original type of drive belt must be retained, engine pulleys are free.

The engine mountings may be replaced by components of alternative design provided that the engine remains in the original position in relation to the body/chassis with a tolerance of ± 8mm.

(f) **Cooling:** The radiator may be replaced but must retain its original location, form and function. The support panel opening may not be modified. The material from which the radiator may be manufactured is free.

(g) **Lubrication system:** The original lubrication system supplied by the manufacturer must be employed, save that oil pumps may be replaced or modified to enable higher pressure and/or volume, and additional external oil lines to original or approved components may also be employed. Any replacement oil pump must work on the manufacturer's original principle. Sumps as supplied as original equipment for the model in question may be modified to incorporate baffles and/or increased capacity.

Oil coolers and remote oil filters are permitted, but the bodywork must not be altered for the purpose of fitment, nor may they be fitted outside the confines of the standard bodywork.

Dry sump lubrication systems are not permitted, unless originally fitted. Remote pressurised oil accumulators are permitted, conditional on them being used in conjunction with a normal wet-sump oil system and serving no other purpose. The capacity of the accumulator must not exceed three litres. Should the accumulator be mounted in the cockpit then the system must comply with the *Manual* Technical Appendix Schedule A (I)

(h) **Ignition:** Ignition must be of the same type, but not necessarily brand, as supplied by the manufacturer. Breaker type distributors must remain so configured, but may otherwise be modified. See Group-specific regulations for details.

(i) **Induction:** Carburettors available during the period and later models of carburettors which were available in the period are acceptable, provided that the outward appearance is the same. Multiple carburettors may be fitted in the ratio of not more than one choke per two cylinders (Group Na) and one choke per cylinder (Groups Nb and Nc). Throttle bore sizes are free. Internal modifications of carburettors are permitted. Carburettors of a make, model and/or appearance not available in the period are not permitted.

Forced induction is not permitted, unless such induction method was employed as standard on the make and model of vehicle by the manufacturer concerned.

Fuel injection is not permitted, unless fitted as original equipment to the make, model and year concerned. In such circumstances only the type, make and model of fuel injection equipment as originally fitted may be used. Inlet manifolds are free except that they must be of a type compatible with the period.

Mechanical fuel pumps may be replaced by electric fuel pumps.

(j) **Exhaust:** the exhaust system should be of a type compatible with the period, and must comply with the requirements of Schedule B, but is otherwise free.

(k) **Transmission:** The flywheel must be of the original diameter, as determined by the ring gear, but is otherwise free.

The clutch is free.

The original type of gearbox as supplied by the manufacturer for the make and model concerned, assembled and operating as originally supplied by the manufacturer, shall be retained. The number of forward and reverse gear ratios may not be changed, however the use of alternate gear ratios is permitted. The gear lever may be modified but the original shift pattern must be retained.

(l) **Final drive:** The original type of final drive assembly, including the housing supplied by the manufacturer for the make, model and year concerned shall be employed. The final drive assembly may be subject to machining operations provided always that its origin is able to be established. The

overall width of the differential assembly may not be altered from the original specification. The use of alternate ratios is permitted.

Tailshafts and yokes: may be replaced provided they are of a steel construction and must maintain the original configuration.

Rear axle camber must be as per the manufacturer's specifications.

(m) **Suspension, shock absorbers/springs and sway bars:** See Group-specific regulations.

(n) **Steering:** The steering system employed for the year model in question, by the original manufacturer, must be utilised. Only Motorsport Australia approved alternative components may be used. These components will be listed in the particular vehicle Specification Sheet. Elastomeric bushings may be replaced by another, as defined in these regulations. Elastomeric bushings may not be replaced by spherical or "Rose"-type joints.

(o) **Brakes:** The original form and type of braking system shall be employed.

The major brake dimensions of drum brakes (ie, internal drum diameter and width) shall be as supplied as original equipment with a tolerance of 3mm permitted on drum diameter.

In the case of disc brake systems, see Group-specific regulations for details.

Disc pad and drum brake lining materials are free.

Backing plates may be ventilated and/ or fitted with cooling ducts.

Mechanical operation may be converted to hydraulic operation.

Dual or tandem master cylinders may be fitted.

The installation of power brake assistance is permitted.

Drum brakes may not be replaced by disc brakes.

Disc brakes may not be grooved or drilled.

Disk brake dust/stone shields may be removed.

Front and Rear Brake cooling ducts may be fitted. Front ducts to a maximum width of 300mm on each side vehicle. If brake cooling ducts or scoops are fitted, they must be separated by a minimum of 300mm so as not to form an aerodynamic aid and their sole function shall be to assist in the supply of air to the brakes. Any Rear brake ducting must be wholly contained within the perimeter of the bodywork.

It is permitted to render the foot and/or hand operated park brake systems inoperative whilst retaining the operating mechanism in its original position.

(p) **Wheels:** Wheels are required to be original in diameter and style - See Group-specific regulations for details.

(q) **Electrical:** All electrical equipment must be of period style and specification, save that a dynamo/generator may be replaced by an alternator in Groups Nb and Nc.

The component parts of a complete electric system, including generator, accumulator, warning. The electrical system, including lighting and warning apparatus, must be in working order at the start of the competition.

A self-starter in proper working order fitted to the vehicle is obligatory, and none of its parts may be removed during the event.

The battery may be relocated. If the battery is relocated, the battery must be either of dry cell construction or be fitted within a suitable container which will prevent spillage of battery acid outside the container. In all cases the battery must be securely attached to the vehicle and the terminals covered to prevent short circuits.

(r) **Advertising/signage:** No advertising material or sign will be distributed from or carried on any vehicle in this category provided that this rule shall not apply to the manufacturer's usual nameplate. Motorsport Australia reserves the right to permit also the display – in neat, unobtrusive lettering – of the name of the competitor and/or the driver and/ or the State of their residence on the scuttle or the side of the vehicle. The total area of all such signs shall not exceed 75mm in height and 600mm in length on each side of the vehicle.

Club badges of an acceptable motoring club may appear on the vehicle. Each badge must be not larger than 150mm by 100mm and must be placed below the window line. Only two such badges are permitted, one on each side.

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

In addition to vehicles in this class complying with Schedule K of the *Manual* all vehicles must display an upper case "N" directly followed by a lower case "a", "b" or "c" (as appropriate) being black or white contrasting in colour to that of the bodywork, 100mm and 80mm in height respectively in typeset Helvetica Bold Condensed immediately following the vehicle's racing number at the bottom right hand corner, no further than 100mm from the border of the background.

The location of the battery must be indicated by a blue triangle (with sides of 150mm) on the coachwork.

No other signs may be displayed, unless specific approval has been granted by the Australian Historic Motor Sport Committee for event signage – The *Manual* Historic Appendix , Vehicle Eligibility General Requirements – Paintwork and Signage.

SPECIFIC REQUIREMENTS

Group Na

TOURING CARS (PRE-1958)

Group Na is designed to provide a forum for competitors to race both pre-war production touring cars and early post-war production touring cars in a form similar to racing of the period. To this extent, the modifications permitted are those that are not intended to radically alter the individual vehicle'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 vehicles could be driven comfortably to and from the race circuit event.

Limited modifications may be made. These should be of a period nature and not out of character with the vehicle or group period. People wishing to race vehicles of a more highly modified nature should look to other categories, such as Group Nb or an appropriate contemporary class. It is envisaged that most vehicles in this class will not have a racing history and these are acceptable provided they conform to the Group Na Specific Regulations and the relevant Motorsport Australia Specification Sheet.

Specific requirements additional to the General Requirements:

(a) Classes:

Vehicles shall compete in the following capacity classes:

Class	Capacity
Class A	**3001cc and over**
Class B	**1501 - 3000cc**
Class C	**1101 - 1500cc**
Class D	**Up to 1100cc**

Engine configuration: the bore may be increased by a maximum of 1.5mm, and the stroke must remain standard as specified for the make and model.

(b) **Ignition: Electronic or transistorised systems are not permitted.**

A distributor of a different make but similar design is permitted, but must use the points and condenser components within.

(c) **Final drive:** Limited slip or locked differentials are not permitted unless part of the original specification.

(d) **Suspension:** The method of suspension originally employed by the manufacturer must be retained. Each front suspension pickup point may be moved laterally by up to 10mm provided that a maximum of two degrees negative camber is not exceeded.

Eccentric or modified suspension components that alter the dimensions or geometry from original specifications, other than as provided for in this regulation are not permitted.

Shock absorbers/Springs: Spring rates and height (and therefore the ride height) may be altered. Damper settings may also be altered, however, externally adjustable shock absorbers are not permitted.

Sway bars: Fitment of period-type anti-sway bar to the front suspension is permitted. Rear sway bars are not permitted unless originally fitted.

Originally fitted sway bars may be replaced by another of alternate dimensions, but must remain mounted by the original method. Bushing materials are free.

Fore and aft axle location may be altered and locating devices to achieve this may be installed. Transverse axle location devices may not be fitted.

The steering system employed for the model in question by the original manufacturer must be utilised. At all times, the original form of steering and suspension joints must be employed.

Elastomeric bushings may be replaced by another, as defined in these regulations. Elastomeric bushings may not be replaced by spherical or "Rose"-type joints.

Externally adjustable shock absorbers are not permitted.

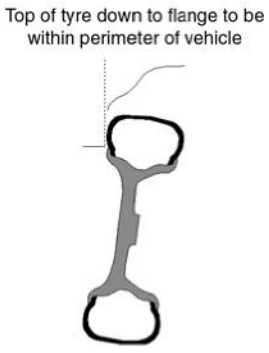
(e) **Clutch:** original method of operation must be utilised, eg, cable or hydraulic**.**

(f) **Wheels:** The wheels shall be either as supplied by the manufacturer or of a type approved by Motorsport Australia and which is in harmony with wheels used prior to 31 December, 1958. At all times the original wheel diameter shall be maintained, save that all cars originally fitted with 14" diameter wheels may use replacement 15" diameter wheels. The width of the rim may not exceed 5" unless originally specified by the manufacturer; in which case the rim width must be as originally supplied. Aluminium alloy type wheels may be fitted, but only of a design and style available prior to 31 December, 1958. 4" Pitch Circle Diameter (PCD) hubs may be modified or replaced for the purpose of accepting 100mm PCD wheels. Any replacement hubs must be of ferrous material. Vehicles fitted with hubs that have a PCD other than 4" will be considered upon application. Wheel studs are free. Wheel nave plates or covers must be removed.

(g) **Tyres:** Tyres must have an aspect ratio of at least 65% as determined by the Tyre and Rim Association manual. (Refer Na, Nb, Nc, Sa, Sb and Sc Tyre List - article 1.2(a).)

The upper part of the tyre, down to the wheel rim flange over the wheel hub centre must be within the perimeter of the vehicle when viewed vertically from above (refer diagram 1).

Diagram 1.



Group Nb

PRODUCTION TOURING CARS (PRE-1965)

Group Nb is intended to be representative of the prescriptions of the former Appendix J which was current until 31 December, 1964. Before the introduction of the current sub-groups, this category was known as “Group N”. This is a group for series production type touring cars, manufactured prior to 31 December, 1964. The group recognises models or components homologated for competition by the manufacturer, however at least 100 identical examples of a particular model must have been produced for the vehicle to be eligible. It is envisaged that most vehicles in this class will not have a racing history and these are acceptable provided they conform to the Group Nb Specific Regulations and the relevant Motorsport Australia Specification Sheet.

Spirit of regulations: It is emphasised that the purpose of this category of racing is to emulate, as far as is practicable, racing of touring cars under Appendix J regulations which were current until 31 December, 1964. Under the spirit of these regulations, and with the obvious exception of current safety requirements which were not mandatory in the period, over-restoration of vehicles, including the use of technology, parts or equipment not available within the period in question, are not acceptable and will render the vehicle ineligible.

Specific requirements additional to the General Requirements:

(a) **Classes:** Vehicles shall compete in the following engine capacity classes

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

(Classes may be amalgamated)

Vehicles 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 Motorsport Australia, in a two-door version. Vehicles in Classes F and G must have at least two doors.

(b) **Engine:** 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. But in cases where retaining the original stroke and increasing the cylinder bore by up to 1.5mm over the original dimension increases the engine cubic capacity above the original class limit, for competition purposes the vehicle will remain within its original cubic capacity class.

(c) **Ignition:** May be of the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned. Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(i) all components, save for the coil, shall be an integral part of the distributor.

(ii) A maximum of two wires shall connect the low tension side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other

component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block.

(iii) Ignition advance shall be restricted to mechanical actuation within the distributor.

(d) **Transmission:** The clutch and its method of actuation are free; save that concentric throwout bearings are not permitted.

(e) **Final drive:** Differentials may be modified internally to incorporate slip limiting or locking devices. Modifications to incorporate floating hubs are permitted.

(f) **Suspension:** 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).

Springs are free provided that the type and location are unchanged. Adjustable ride height is permitted, save that the body may not be altered to incorporate any system facilitating the adjustment of the ride height. MacPherson struts may be modified to incorporate adjustable spring seats/platforms.

Shock absorbers are free, save that they may not utilise external gas/fluid reservoirs and/or canisters. From April 21 2014 a maximum of 5° static negative camber is permitted for wheels on the front axle.

Sway bars: Sway bars may be fitted or removed from the front or rear of vehicles provided the sway bar does not perform any other function. Such sway bars must be of a conventional type, ie, made of a solid steel bar bent to shape. The diameter of the sway bar is free. Hollow sway bars are not permitted.

The method of mounting is free. The end links on bars may incorporate the use of spherical or rose type joints. Sway bars that perform more than one function can only be varied in diameter.

Locating devices/attachment: Suspension pickup points may be moved by up to 30mm.

Additional control arms may be fitted front and rear but in doing so, the original components must remain functional. The method of mounting is free, including the use of spherical or rose-type joints, providing all such control arms remain outside the original bodywork.

Where a vehicle is fitted with a Panhard rod as standard equipment, its mounting points may be moved without restriction, or it may be removed and replaced with a Watts linkage. Spherical rod ends may be employed in either application.

(g) **Brakes:** It is permitted to fit alternative calipers of a type available pre-1965. Drum brake systems may have components replaced with those of a production vehicle of the period provided the swept area and diameter of the drum does not change. Non-standard pedal boxes are permitted provided the original pedal location & configuration is maintained ie; where the pedals are pendulum or floor mounted they must retain this configuration. Brake hoses are free. Drum brakes may be drilled for the purpose of cooling, but such holes may not be drilled in the swept braking surface of the drum.

The replacement of original disc rotor assemblies with those of two or three-piece construction of a similar appearance is permitted. Original hubs must be retained, machining is permitted. Any adaptor between hub and disc rotor must be solid and be of aluminium or steel.

The use of adaptor plates for the attachment of brake calipers or intermediate spacers within brake calipers to accommodate variations in rotor and brake pad thickness is permitted.

(h) **Wheels and tyres:** The wheels shall be either as supplied by the manufacturer or of a type approved by Motorsport Australia and which is in harmony with wheels used prior to 31 December, 1964. At all times the original wheel diameter shall be maintained, save that all cars originally fitted with 14" diameter wheels may use replacement 15" diameter wheels. The width of the rim may be increased by not more than 1" over that originally fitted to the particular make and model, 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. Wheel nave plates or covers must be removed.

Tyres: Tyres must be of an approved type of radial or cross-ply construction with a minimum aspect ratio of 60% as determined by the Tyre and Rim Association. (Refer Na, Nb, Nc, Sa, Sb and Sc Tyre List, article 1.2(b).) Re-grooving of tyres is not permitted.

The upper part of the tyre, down to the wheel rim flange over the wheel hub centre must be within the perimeter of the vehicle when viewed vertically from above. (Refer diagram 1 - Group Na.)

(i) **Bodywork:** Mudguard flares/extensions – flares and/or extensions to the guards are not permitted unless originally fitted to the make and model in question by the manufacturer. The inner lip of the wheel opening may be folded back for tyre clearance.

Group Nc

PRODUCTION TOURING CARS (1965-1972)

Group Nc is an historic group introduced on 1 January, 1995, to cater primarily for vehicles of a year, make and model which competed in Australia between 1 January, 1965, and 31 December, 1972 in either the Australian Touring Car Championship or races specifically for 3rd Category Group C Improved Production Touring Cars and Series Production Touring Cars.

The Group Nc rules have been established to enable competition under a common set of rules which reflect the nature of touring car racing in the period.

The Historic Production Based Eligibility Committee, HPBEC, at its sole discretion, shall determine the contents of the vehicle Specification Sheets, which will be based on data sourced from:

The relevant FIA homologation and Motorsport Australia vehicle recognition documents (for over 3 litre cars, up to page 12), factory (not dealer) fitted parts lists and factory workshop and parts manuals.

All vehicles must continue to comply with the Specification Sheet for the model in question. Motorsport Australia reserves the right to alter Specification Sheets at any time, if new or different information becomes available.
It is envisaged that most vehicles in this class will not have a racing history and these are acceptable provided they conform to the Group Nc Specific Regulations and the relevant Motorsport Australia Specification Sheet.

Spirit of Regulations: It is emphasised that the purpose of this category is to emulate, as far as practicable, the racing of touring cars (as described in the preamble) in the period from 1 January, 1965 to 31 December, 1972. Under the spirit of the regulations, and with the obvious exception of current safety requirements which were not mandatory in the period, over restoration of vehicles, including the use of technology, parts or equipment other than consumable items, not available within the period in question, are not acceptable.

Specific requirements additional to the General Requirements:

(a) **Classes:** Vehicles shall compete in the following capacity classes:

Class	Capacity
Class A	Over 5100cc
Class B	3501cc - 5100cc
Class C	3001cc - 3500cc
Class D	2001cc - 3000cc
Class E	1501cc - 2000cc
Class F	1101cc - 1500cc
Class G	Up to 1100cc

(b) **Bodywork:** Mudguard flares/extensions – flares and/or extensions to the guards are not permitted unless originally fitted to the make and model in question by the manufacturer. The inner lip of the wheel opening may be folded back for tyre clearance.

(c) **Engine:**

(i) **Reciprocating engines:** The bore may be increased by a maximum of 1.5mm, and the stroke must remain standard as specified for the make and model.

Where increasing the bore size up to 1.5mm increases the engine cubic capacity above the original capacity class limit, for competition purposes the vehicle will remain within its original cubic capacity class. Toothed belts driving engine ancillaries are permitted. Engine pulleys are free.

(ii) **Rotary engines:** Rotary engines shall be deemed to be engines with rotary (rather than reciprocating) motion of the compressing medium (Wankel type). A rotary engine shall be defined as the rotor housings, intermediate and end plates.

Modifications: The rotors, apex seals and crankshaft are free.

Modifications to rotary engine rotor, housings and end plates may be effected only by the removal of metal. Rotary engines may be modified by the utilisation of the porting technique/s known as “Extend”, “Mild” or “Bridge” porting.

Mild/extend porting shall be defined as a single induction port per end/intermediate plate, per rotor, extended beyond the original induction port size and shape. Save that it may not extend beyond the region traversed by the original rotor seal, the size and shape of such a port is free.

“Bridge” porting is permitted with the restriction that the original O-ring seals must remain unmodified and in their original location.

Bridge porting shall be defined as where the induction is accomplished utilising two separate induction ports per end/intermediate plate, per rotor, but not extending beyond the original outer edge of the inner water seal.

Peripheral porting is specifically not permitted.

Peripheral porting is defined as a port on a rotary engine allowing the passage of gasses through the periphery of the rotor housing. Any bridged induction port that is extended radially beyond the original outer edge of the inner water seal is, for the purposes of these regulations, considered to be a peripheral port.

Engines must be sealed, with rotor housing and end plates as a complete assembly.

Toothed belts driving engine ancillaries are permitted. Engine pulleys are free.

(d) **Ignition:** May be of the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned. Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(i) All components, save for the coil, shall be an integral part of the distributor.

(ii) A maximum of two wires shall connect the low tension side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block.

(iii) Ignition advance shall be restricted to mechanical actuation within the distributor.

(e) **Transmission:** The clutch and its method of actuation are free.

(f) **Final drive:** Differentials may be modified internally to incorporate slip limiting or locking devices. Modifications to incorporate floating hubs are permitted.

(g) **Suspension:** 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).

Springs are free provided that the type and location are unchanged. Adjustable ride height is permitted, save that the body may not be altered to incorporate any system facilitating the adjustment of the ride height. MacPherson struts may be modified to incorporate adjustable Shock absorbers are free, save that they may not utilise external gas/fluid reservoirs and/or canisters. From April 21 2014 a maximum of 5° static negative camber is permitted for wheels on the front axle.

Sway bars: Sway bars may be fitted or removed from the front or rear of vehicles provided the sway bar does not perform any other function. Such sway bars must be of a conventional type, ie, made of a solid steel bar bent to shape. The diameter of the sway bar is free. Hollow sway bars are not

permitted. The method of mounting is free. The end links on bars may incorporate the use of spherical or rose type joints. Sway bars that perform more than one function can only be varied in diameter.

Locating devices/attachment: Suspension pickup points may be moved by up to 30mm.

Additional control arms may be fitted front and rear but in doing so, the original components must remain functional. The method of mounting is free, including the use of spherical or rose-type joints, providing all such control arms remain outside the original bodywork. Where a vehicle is fitted with a Panhard rod as standard equipment, its mounting points may be moved without restriction, or it may be removed and replaced with a Watts linkage. Spherical rod ends may be employed in either application.

(h) **Brakes:** Components may be replaced with those from another make and model of production touring car that was produced before 31 December 1972, provided there is no increase in the swept area or diameter of the disc or drum. Machining of the rotor is permitted.

The replacement of original disc rotor assemblies with those of two or three-piece construction of a similar appearance is permitted. Original hubs must be retained, machining is permitted. Any adaptor between hub and disc rotor must be solid and be of aluminium or steel.

The use of adaptor plates for the attachment of brake calipers or intermediate spacers within brake calipers to accommodate variations in rotor and brake pad thickness is permitted.

Non-standard pedal boxes are permitted provided the original pedal location & configuration is maintained ie; where the pedals are pendulum or floor mounted they must retain this configuration. It is not permitted for brake bias to be adjustable by the driver when in the normal driving position.

Brake hoses are free.

It is permissible to replace brake discs with items that are wider than the original component. Discs replaced under this provision may incorporate ventilation between the braking surfaces.

Brake discs may not be grooved or drilled.

Drum brakes may be drilled for the purpose of cooling, but such holes may not be drilled in the swept braking surface of the drum.

Brake cooling ducts may be fitted. If brake cooling ducts or scoops are fitted, they must be separated by a minimum of 300mm, so as not to form an aerodynamic aid and their sole function shall be to assist in the supply of air to the brakes.

(i) **Wheels:** Wheel diameter must be as originally supplied by the manufacturer or that which was deemed by Motorsport Australia to have been commonly used on the model in competition during the period as outlined in the vehicle's Specification Sheet save that all cars originally fitted with 14" diameter wheels may use replacement 15" diameter wheels.

Wheels may be replaced by period style alloy wheels.

Maximum rim width permitted is:

Class	Maximum permitted rim width
Class A and B	Maximum 8 inches
Class C, D and E	Maximum 7 inches
Class F and G	Maximum 6 inches

Wheel nave plates or covers must be removed.

(j) **Tyres:** Tyres must be of approved type radial or cross-ply construction with a minimum aspect ratio of 60% as determined by the Tyre and Rim Association. (Refer Na, Nb, Nc, Sa, Sb and Sc tyre list – article 1.2(b).) Re-grooving of tyres is not permitted.

The upper part of the tyre, down to the wheel rim flange over the wheel hub centre must be within the perimeter of the vehicle when viewed vertically from above. (Refer diagram 1 – Group Na.)

Appendix J Touring Cars (App J)

PRODUCTION TOURING CARS (PRE-1965)

This group will cater for vehicles with a competition history established in the period ending 31 December 1965 in events run to CAMS regulations for Appendix J Touring Cars.

Eligible vehicles:

(a) Only an actual vehicle from the defined period will be recognised.

(b) A clear line of history is required for each eligible vehicle. The applicant for a Certificate of Description and Log Book must, with the application, provide all evidence reasonably necessary to establish a clear line of history for the vehicle.

(c) Other than in respect of variations permitted in terms of these regulations, each vehicle must be presented in the same specification as noted in the relevant homologation/recognition document as it was presented for competition at an event (the "Specified Competition Event") during a year in which the vehicle competed as an Appendix J Touring Car in the period (the "Specification Year").

(d) It is not permitted to construct a new vehicle. A vehicle reconstructed using only spares or damaged and cast-off components are not eligible for this group. A chassis/body may, but does not necessarily, constitute an eligible vehicle.

(e) **Tyres:** Each tyre must have an aspect ratio of at least 60% as determined by the Tyre and Rim Association manual. Tyres must be a cross ply treaded tyre and will be approved on individual application. The use of non R Spec radial road tyres may be approved on individual application. Re-grooving of tyres is not permitted.

Improved Production (IP)

PRODUCTION TOURING CARS (1966-1972)

This group will cater for vehicles with a competition history established in the period between 1 January 1966 and 31 December 1972 in events run to CAMS regulations for Improved Production Touring Cars.

Eligible Vehicles

(a) Only an actual vehicle, for which a Log Book was/is issued by CAMS, will be recognised.

(b) A clear line of history is required for each eligible vehicle. The applicant for a Certificate of Description and Log Book must, with the application, provide all evidence reasonably necessary to establish a clear line of history for the vehicle.

(c) Other than in respect of variations permitted in terms of these regulations, each vehicle must be presented in the same specification as noted in the relevant homologation/recognition document as it was presented for competition at an event (the "Specified Competition Event") during a year in which the vehicle competed an Improved Production Touring Car in the period (the "Specification Year").

(d) It is not permitted to construct a new vehicle. A vehicle reconstructed using only spares or damaged and cast-off components are not eligible for this group. A chassis/body may, but does not necessarily, constitute an eligible vehicle.

(e) **Tyres:** Each tyre must have an aspect ratio of at least 60% as determined by the Tyre and Rim Association manual. Tyres must be a cross ply treaded tyre and will be approved on individual application. The use of non R Spec radial road tyres may be approved on individual application. Re-grooving of tyres is not permitted.

Series Production Touring Cars (SP)

PRODUCTION TOURING CARS (1966-1972)

This group will cater for vehicles with a competition history established in the period between 1 January 1966 and 31 December 1972 in events run to CAMS regulations for Series Production Touring Cars.

Eligible Vehicles

(a) Only an actual vehicle, for which a Log Book was/is issued by CAMS/Motorsport Australia, will be recognised.

(b) A clear line of history is required for each eligible vehicle. The applicant for a Certificate of Description and Log Book must, with the application, provide all evidence reasonably necessary to establish a clear line of history for the vehicle.

(c) Other than in respect of variations permitted in terms of these regulations, each vehicle must be presented in the same specification as noted in the relevant homologation/recognition document as it was presented for competition at an event (the "Specified Competition Event") during a year in which the vehicle competed an Improved Production Touring Car in the period (the "Specification Year").

(d) It is not permitted to construct a new vehicle. A vehicle reconstructed using only spares or damaged and cast-off components are not eligible for this group. A chassis/body may, but does not necessarily, constitute an eligible vehicle.

(e) Tyres: Tyres must be of approved type radial or cross-ply construction with a minimum aspect ratio of 60% as determined by the Tyre and Rim Association. (Refer Na, Nb, Nc, Sa, Sb and Sc tyre list – article 1.2(b).) Re-grooving of tyres is not permitted.

Group C Touring Cars (1973-1984)

CATEGORY REGULATIONS FOR GROUP C TOURING CARS

The group will cater for vehicles with a competition history established in the period between 1 January 1973 and 31 December 1984 in events run to regulations promulgated by CAMS for Group C Touring Cars.

In the period, Group C (Production Touring) cars were intended to be representative of mass-produced motor vehicles, made more suitable for competition by a number of modifications expressly permitted in the regulations of the period.

Eligible Vehicles:

(a) Only the actual vehicles, for which a Group C log book was issued by CAMS/Motorsport Australia, will be recognised.

(b) A clear line of history is required for each eligible vehicle. The applicant for a Certificate of Description and log book must, with the application, provide all evidence reasonably necessary to establish a clear line of history for the vehicle.

(c) Other than in respect of variations permitted in terms of these regulations, each vehicle must be presented in the same specification as noted in the relevant homologation/recognition document as it was presented for competition at an event (the "Specified Competition Event") during a year in which the vehicle competed as a Group C Touring Car in the Group C period (the "Specification Year").

(d) No new vehicles may be constructed.

(e) Vehicles reconstructed using only spares or damaged and cast-off components are not eligible for this group. A chassis/body may, but does not necessarily, constitute an eligible vehicle.

General Requirements:

(f) When a vehicle is presented for historic recognition as a Group C Touring car, the application for a Certificate of Description must be accompanied by sufficient and appropriate documentation as evidence in support of the vehicle's originality and authenticity. The general requirements as set out in the period specifications for the vehicle as at the Specified Competition Event in the Specification Year, will apply.

(g) Suspension, brakes, wheels, steering, coachwork, interior, electrical systems, fuel systems and all other aspects of the vehicle's specification other than the items mentioned under Specific Requirements must not be modified except for modifications allowed by the period specifications for the vehicle as at the Specified Competition Event in the Specification Year.

(h) A vehicle must also meet the weight requirements as set out in the homologation/recognition documents for the vehicle at the Specified Competition event, which requirements will be specified in the Certificate of Description.

(i) Except for consumable items, a vehicle is not to be restored or repaired using technologies or components that were not available in the Specification Year.

(j) For the purpose of the preceding sub-paragraph (a), "consumable items" means and includes gaskets, fan and drive belts, spark plugs, brake pads, lubricants, bushes and such other items of a consumable nature as are determined by the Historic Production Based Eligibility Committee (HPBEC) of the

Australian Historic Motor Sport Committee to be consumable items for the purpose of these regulations.

(k) Where a component is no longer available, a substitute component can only be used if an application has been made to the HPBEC and that committee has given approval for use of the substituted component.

Specific requirements additional to the General Requirements:

(a) **Engine:** All engines are to be inspected for eligibility and fitted with an approval seal by an Eligibility Officer or their nominee**.**

(i) The engine crankshaft and connecting rods are free, provided that they respect the recognised weights and style for the engine as set out in the recognition document for the year represented, and that the crankshaft retains the original manufacturers stroke dimension and phasing, however the rest of the engine, including intake and exhaust systems must not be modified except for modifications allowed by the period specifications for the Specified Competition Event as evidenced in the relevant CAMS Manual and any subsequent CAMS Bulletins issued up to the time of the Specified Competition Event, updating or amending those specifications

(ii) The bore may be increased to a maximum of 1.5mm beyond the dimensions evident in the specifications for the subject vehicle within the group period. Vehicles will be classed according to their period capacity specification, regardless of whether the engine has been the subject of the permitted increase in bore dimensions.

(iii) The following capacity classes will apply:

Class	Capacity
Class A	0 to 1300cc
Class B	1301 to 1600cc
Class C	1601 to 2000cc
Class D	2001 to 3000cc
Class E	3001 to 6000cc

(A) In the case of turbo charged engines the nominal cylinder capacity will be multiplied by a factor of 1.4 and the vehicle will pass into the class corresponding to the nominal capacity thus attained.

(B) In the case of rotary engines the nominal cylinder capacity will first be determined by subtracting the minimum capacity of the working chambers from their maximum capacity. The capacity thus attained will then be multiplied by a factor of 2.0 and the vehicle will pass into the class corresponding to the nominal capacity thus attained**.**

(b) **Transmission:** Gearbox ratios shall be those as listed in the homologation/recognition document for the vehicle at the time of the Specified Competition Event. The gears may be replaced with non-genuine parts provided their functional dimensions (ie, factory specification) are respected and the number of teeth retained, however the number of gears must remain as specified. The final drive ratios shall be those as listed on the homologation/recognition document for the vehicle at the time of the Specified Competition Event. The gears may be replaced with non-genuine parts provided the functional dimensions (ie, factory specification) are respected and the number of teeth are retained. Otherwise the transmission must not be modified.

(c) **Tyres:** Within the limits of availability, the tyres fitted must be of the same tread width and diameter as those fitted in the group period; only rim sizes as listed in the homologation/recognition document are to be used in dry and wet track conditions.

(d) **Steering:** Upon application to the HPBEC a car may be fitted with power steering provided that the power steering system employed for the year model in question, by the original manufacturer, is utilised and an erratum is added to the car's Certificate of Description.

(e) **Vehicle signage:**

(i) If a vehicle is to display signage it must be the signage which actually appeared on the vehicle at the Specified Competition Event in the Specification Year and in the same configuration and colour scheme (the "Original Signage").

(ii) When a vehicle is presented for historic recognition as a Group C Touring Car the application for a Certificate of Description must be accompanied by appropriate evidence of the vehicle's Original Signage.

(iii) A vehicle may be presented in its Original Signage or with omissions from (but not additions to) that signage or with no signage at all. Owners are encouraged to present their vehicles in Original Signage.

(iv) Notwithstanding sub-paragraph (i) above:

(A) The name of the driver/s or the original driver/s may be displayed on the vehicle across the top of the vehicle's windscreen, as was allowed in the Group C period.

(B) The name of the competitor and/or the driver and/or their State of residence may also be displayed in neat, unobtrusive lettering on the scuttle or the side of the vehicle. The total area of all such signs is not to exceed 40mm in height and 300mm in length on each side of the vehicle.

(C) Two club badges of an acceptable motoring club may also be displayed on the vehicle, one on each side. Each badge must be no larger than 150mm by 100mm and must be placed below the window line.

(f) **Safety equipment:**

(i) Rollover protection: The fitment of rollover protection is compulsory. Rollover protection shall be either as used by the subject vehicle at the Specified Competition Event in the Specification Year (refer to 1.5 Safety) or a rollover protection structure complying with the *Manual* Technical Appendix Schedule J.

(ii) Fire extinguishers: A fire extinguisher must be fitted to the vehicle in accordance with the *Manual* Technical Appendix Schedule H.

(iii) Safety harnesses: A safety harness must be fitted to the vehicle in accordance with the *Manual* Technical Appendix Schedule I.

(iv) Driver's seat: A new driver's seat which replaces either the original standard driver's seat or a period replacement seat must meet the requirements of the *Manual* Technical Appendix Schedule C. However such new seat must replicate the appearance and style of driver's seats fitted to category vehicles during the Group C period.

(v) Rain Light is mandatory refer the *Manual* Technical Appendix Schedule C

(vi) Other Safety requirements: Otherwise the safety requirements must be in accordance with the period specifications for the vehicle as at the Specified Competition Event in the Specification year unless a different requirement is specified in the *Manual* Historic Appendix General Requirements.

(g) **Fuel**

Only the following fuel is permitted:

(i) Pump Fuel as defined by the *Manual* Technical Appendix Schedule G; or

(ii) Unleaded Racing Fuel as defined by The *Manual* Technical Appendix Schedule G except that the following higher specifications are permitted:

(A) Up to a maximum RON of 104; and

(B) Up to maximum of 3.7% Oxygen by volume (v/v)

Group A Touring Cars (1984-1992)

CATEGORY REGULATIONS FOR GROUP A TOURING CARS

The group will cater for vehicles with a competition history established in Australia and elsewhere in the period between 1 January 1984 and 31 December 1992 in events run to regulations promulgated by FISA and or as adopted by CAMS/Motorsport Australia for Group A touring cars.

In the period, Group A (Production Touring) cars were intended to be representative of mass-produced motor vehicles, made more suitable for competition by a number of modifications expressly permitted in the regulations of the period.

Eligible Vehicles:

(a) Only the actual vehicles for which a Group A log book was issued by CAMS/Motorsport Australia, FISA or other national sporting authorities (ASN) will be recognised.

(b) A clear line of history is required for each eligible vehicle. The applicant for a Certificate of Description and log book must, with the application, provide all evidence reasonably necessary to establish a clear line of history for the vehicle.

(c) Other than in respect of variations permitted in terms of these regulations, each vehicle must be presented in the same specification as noted in the homologation/recognition document, and as it was presented for competition at an event (the "Specified Competition Event") during a year in which the vehicle competed as a Group A Touring Car in the Group A period (the "Specification Year").

(d) **No new vehicles may be constructed.**

(e) Vehicles reconstructed using only spare or damaged and cast-of components are not eligible for this group. A chassis/body may, but does not necessarily, constitute an eligible vehicle.

General Requirements:

(a) When a vehicle is presented for historic recognition as a Group A Touring Car, the application for a Certificate of Description must be accompanied by sufficient and appropriate documentation in evidence as to the vehicle's originality and authenticity. The general requirements as set out in the period specification and the applicable homologation papers for the vehicle as at the Specified Competition Event in the Specification Year, will apply. Suspension, brakes, wheels, steering, coachwork, interior, electrical systems, fuel systems, and all other aspects of the vehicle's specification other than the items mentioned specific ally below must not be modified except for modifications allowed by the period specification for the vehicle as at the Specified Competition Event in the Specification Year.

(b) A vehicle must also meet the weight requirements set out in the homologated specifications for the vehicle at the Specified Competition Event, which requirements will be specified in the Certificate of Description.

(i) Except for consumable items a vehicle is not to be restored using technologies that were not available in the Specification Year.

(ii) For the purposes of the proceeding sub-paragraph (a) "consumable items" means and includes gaskets, fan and drive belts, spark plugs, brake pads, lubricants bushes and other such items of a consumable nature as are determined by the Historic Production Based Eligibility Committee (HPBEC) or the Australian Historic Motor Sport Committee to be consumable items for the purpose of these regulations.

(iii) Where a component is no longer available a substitute component can only be used if an application has been made to the HPBEC for the use of the substitute component and the HPBEC and the Australian Historic Motor Sport Committee have given approval for the use of the substitute component.

Specific requirements additional to the General Requirements:

(a) **Engine:** All engines are to be inspected for eligibility and fitted with an approval seal by an Eligibility Officer or their nominee

(i) The engine crankshaft and connecting rods are free, provided that they reflect the recognised weights and style for the engine as set out in the recognition document for the year represented, and the crankshaft retains the original manufacturer's stroke dimensions, and phasing. However, the rest of the engine, including intake and exhaust systems must not be modified except for modifications allowed by the period specifications for the Specified Competition Event as evidenced by the CAMS Manual of Motor Sport and any subsequent CAMS bulletins issued up to the Specified Competition Event.

(ii) The bore may be increased to a maximum of 1.5mm beyond the dimensions evident in the homologation/ recognition document for the subject vehicle within the group period. Vehicles will be classed according to their period capacity specification, regardless of whether the engine has been the subject of the permitted increase in bore dimensions.

(iii) The capacity classes to apply to this category, will be those as specified below.

Class	Capacity
Class A	0 to 2000cc
Class B	2001 to 3000cc
Class C	3001 to 6000cc

(iv) In the case of turbo charged engines the actual cylinder capacity will be multiplied by a factor of 1.7 and the vehicle will pass into the class corresponding to the nominal capacity thus attained.

(v) **Fuel:**

Only the following fuel is permitted:

(A) Pump Fuel as defined by the *Manual* Technical Appendix Schedule G; or

(B) Unleaded Racing Fuel as defined by the *Manual* Technical Appendix Schedule G except that the following higher specifications are permitted:

- Up to a maximum RON of 104; and
- Up to maximum of 3.7% Oxygen by volume (v/v)

(b) **Transmission:** Gearbox ratios shall be those as listed on the homologation/recognition the vehicle at the time of the Specified Competition Event. The gears may be replaced with non-genuine parts provided the functional dimensions (ie, factory specification) are respected and the numbers of teeth are retained, however the number of gears must remain as specified.

The final drive ratios shall be those as listed on the homologation/recognition document for the vehicle at the time of the Specified Competition Event. The gears may be replaced with non-genuine parts provided the functional dimensions (ie, factory specification) are respected and the number of teeth retained. Otherwise the transmission must not be modified.

(c) **Tyres:** Within the limits of availability, the tyres fitted must be of the same tread width and diameter as those fitted in the group period. Only rim sizes as listed in the homologation/recognition document can be used in dry and wet track conditions.

(d) **Steering:** Upon application to the HPBEC a car may be fitted with power steering provided that the power steering system employed for the year model in question, by the original manufacturer, is utilised and an erratum is added to the car's Certificate of Description

(e) **Vehicle signage:**

(i) If a vehicle is to display signage it must be the signage which actually appeared on the vehicle at the Specified Competition Event in the Specification Year and in the same configuration and colour scheme (the "Original Signage").

(ii) When a vehicle is presented for historic recognition as a Group A Touring Car the application for a Certificate of Description must be accompanied by appropriate evidence of the vehicle's Original Signage.

(iii) A vehicle may be presented in its Original Signage or with omissions from (but not additions to) that signage or with no signage at all. Owners are encouraged to present their vehicles in Original Signage.

(iv) Notwithstanding subparagraph (i) above:

(A) The name of the original driver/s or the make of vehicle may be displayed on the vehicle across the top of the vehicle's windscreen, as was allowed in the Group A period.

(B) The name of the competitor and/or the driver and/or their State of residence may be displayed in neat, unobtrusive lettering on the scuttle or the side of the vehicle. The total area of all such signs is not to exceed 40mm in height and 300mm in length on each side of the vehicle.

(C) The name of the original driver/s is/are to be displayed on the rear quarter window as was allowed in the Group A period.

(D) Two club badges of an acceptable motoring club may also be displayed on the vehicle. Each badge must be no larger than 150mm by 110mm and must be placed below the window line.

(E) The competitor is required to display the letter "A" signifying the group of the vehicle adjacent to the number on both sides of the vehicle. The letter is to be 100mm high and of a contrasting colour to the car.

(f) **Safety equipment:**

(i) Rollover protection: The fitment of rollover protection is compulsory. Rollover protection shall be either as used by the subject vehicle at the Specified Competition Event in accordance with the period specification and/or homologation/recognition documents (refer to 1.5 Safety), or a rollover protection structure complying with the *Manual* Technical Appendix Schedule J.

(ii) Fire extinguishers: A fire extinguisher and or a fire extinguishing system must be fitted to the subject vehicle in accordance with the period specification and or the homologation papers but, must be also fully compliant with the *Manual* Technical Appendix Schedule H.

(iii) Safety harnesses: A safety harness must be fitted to the vehicle in accordance with the *Manual* Technical Appendix Schedule I.

(iv) Driver's seat: A new driver's seat which replaces either the original standard driver's seat or a period replacement seat must meet the requirements of the *Manual* Technical Appendix Schedule C. However such new seat must replicate the appearance and style of driver's seats fitted to category vehicles during the Group A period.

(v) Rain Light is mandatory refer the *Manual* Technical Appendix Schedule C

(vi) Other Safety requirements: Otherwise the safety requirements must be in accordance with the period specifications for the vehicle as at the Specified Competition Event in the Specification year unless a different requirement is specified in the *Manual* Historic Appendix General Requirements.

Group U Sports Sedans

(Prior to 31 December 1985)

The group will cater for vehicles with a competition history established prior to 31 December 1985 in events run to regulations promulgated by CAMS/Motorsport Australia for Group B Sports Sedans and Sports Racing (Closed) Cars. In the period, Sports Sedans were intended to be representative of vehicles based on production Touring Cars, made more suitable for competition by a number of modifications expressly permitted in the regulations of the period.

Eligible Vehicles:

(a) Only the actual vehicles, for which the following log books were issued by CAMS/Motorsport Australia will be recognised:

(i) 2nd Category – Sports Sedans (Group B)

(ii) 2nd Category – Sports Racing Closed (Group B) where the vehicle is derived from a CAMS/Motorsport Australia-recognised Touring Car.

(b) Wheels and Tyres:

(i) Considering the limits of availability, the tyres fitted must be the same tread pattern, width and have a maximum wheel diameter of 19 inches.

(ii) Wheels should be in the period style of the Specification Year.

(c) Safety equipment:

(i) Rollover protection: The fitment of rollover protection is compulsory. Rollover protection shall be either as used by the subject vehicle in the Specification Year in accordance with the period specification and/or homologation/recognition documents (refer to 1.5 Safety), or a rollover protection structure complying with the *Manual* Technical Appendix Schedule J.

(ii) Fire extinguishers: A fire extinguisher and or a fire extinguishing system must be fitted to the subject vehicle in accordance with the period specification and or the homologation papers but, must be also fully compliant with the *Manual* Technical Appendix Schedule H.

(iii) Safety harnesses: A safety harness must be fitted to the vehicle in accordance with the *Manual* Technical Appendix Schedule I.

(iv) Driver's seat: A new driver's seat which replaces either the original standard driver's seat or a period replacement seat must meet the requirements of the *Manual* Technical Appendix Schedule C. However such new seat must replicate the appearance and style of driver's seats fitted to category vehicles in the period of the Specification Year.

(v) Other safety requirements: Otherwise, the safety requirements must be in accordance with the period specifications for the vehicle as at the Specified Competition Event in the Specification Year unless a different requirement is specified in the *Manual* Historic Appendix General Requirements

(d) Fuel:

(i) Only Pump Fuel or an approved fuel noted on the Certificate of Description and/or in the Vehicle Log Book, as defined by the *Manual* Technical Appendix Schedule G.

Modified Article	Date of Application	Date of Publication
(o) Safety Equipment	1/1/23	1/1/23
(s) Minimum Weight	1/1/23	1/1/23

3. HISTORIC PRODUCTION SPORTS CARS

3.1 GENERAL REQUIREMENTS

Groups Sa, Sb and Sc 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. Limited modifications as detailed in the following regulations and defined in the Specification Sheet are allowed to these vehicles. Where performance-improving modifications are made, these should be of a period nature and not out of character with the vehicle or group period.

To this extent, the modifications permitted are not intended to radically alter the individual vehicle'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. An important consideration in forming these Regulations was the need to provide eligibility rules which will require the minimum of administration, particularly at circuit race events. People wishing to race vehicles of a more highly modified nature should consider competing in the Marque Sports Car category (Group 2B) (refer to Circuit Race Appendix in the *Manual*). This section details the requirements common to all historic production sports cars that do not have a competition history. Additional specific requirements for individual groups are detailed in the individual group sections and the general requirements of article 3.1.

Modifications are strictly prohibited unless specifically authorized within these regulations or otherwise approved by the Motorsport Australia. All vehicles must comply with the Motorsport Australia Specification Sheet for the model in question. Cars must also comply with the period specifications supplied by the manufacturer and identified by the body numbers and other vehicle identifying features created by that manufacturer for the model variant (variations to this may be considered by application to the HPBEC). Motorsport Australia reserve the right to alter specification sheets at any time, if new or different information becomes available.

Owners of Group S cars with a competition history, who wish to have that history and specification recorded, but because that specification is outside the Group S rules, want to continue competition as a Group S car, can apply for an Approval in Principle which will record the competition history and specification. The Approval in Principle will not become active for competition until the car is restored to its historic specification and inspected for compliance. The car will then be classified as Group T.

It is the competitor's responsibility to have available to the officials, the specification sheet & identification documents for that specific vehicle.

Each vehicle must be identified by the body numbers and other vehicle identifying features created by the manufacturer for the model variant.

Each vehicle must comply with the period specifications supplied by the manufacturer for the model and variant. Any further variations to these specifications may be considered by the HPBEC, on application and, if approved, must be noted in the specification sheet.

(a) **Chassis**: Chassis unit must remain unmodified and as originally supplied by the vehicle manufacturer.

(b) **Bodywork:**

(i) Bodywork must be original as supplied by the vehicle manufacturer.

(ii) The bumper bars & windscreen/s of a Group Sa or Sb vehicle may be removed in accordance with item 3.1 of the General Requirements. This may also be permitted for Group Sc providing the car complies with that item.

(iii) Where the windscreen has been removed the side windows and associated winding mechanism and window guides may also be removed.

(iv) Side and rear windows in coupé vehicles may be replaced by polycarbonate (eg, Lexan) material of the same dimensions as the original glass. Acrylic material is not permitted.

(v) Single-seater type and/or wrap-around windscreens are not permitted, but other replacement screens are.

(vi) Where the windscreen is removed the side windows and associated winding mechanism and window guides may also be removed.

(vii) Side and rear windows in coupe vehicles may be replaced by polycarbonate (eg, Lexan) material of the same thickness/dimensions as the original glass. Acrylic material is not permitted.

(c) **Cockpit and Interior:**

(i) The cockpit must remain as original save that floor and transmission tunnel coverings may be removed.

(ii) The steering wheel may be replaced by another of period style.

(iii) The original driver's seat and/or passenger seat may be replaced by a seat which meets the requirements of Schedule C.

(iv) Instruments must be as originally supplied by the manufacturer and remain in their original locations. Internal mechanisms may be replaced by an alternative mechanism provided such mechanism provides no additional function.

(v) Additional instruments of a period type may be fitted.

(d) **Engine:**

(i) Cylinder block and head must be original, or a Motorsport Australia-approved alternative.

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

(iii) 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 permitted only if included in the original vehicle specification.

(A) The original lubrication system supplied by the manufacturer must be employed, save that oil pumps may be replaced or modified to enable higher pressure and/or volume, and additional external oil lines to original or approved components may also be employed. Any replacement oil pump must work on the manufacturer's original principle. Sumps as supplied as original equipment for the model in question may be modified to incorporate baffles and/or increased capacity.

(B) Oil coolers and remote oil filters are permitted, but the bodywork must not be altered for the purpose of fitment, nor may they be fitted outside the confines of the standard bodywork.

(C) Dry sump lubrication systems are not permitted, unless fitted as original equipment.

(D) Remote pressurised oil accumulators are permitted, conditional on them being used in conjunction with a normal wet-sump oil system and serving no other purpose.

(E) The capacity of the accumulator must not exceed three litres.

(F) Should the accumulator be mounted in the cockpit then the system must comply with the *Manual* Technical Appendix Schedule A (I)

(e) Cooling System:

(i) The cooling system must remain standard except that the radiator core is free as to length, height and core thickness.

(ii) The radiator must be fitted in the original location without any modification of the surrounding bodywork or radiator support panel other than that necessary for the sole purpose of mounting the radiator.

(iii) The radiator cooling fan may be removed.

(iv) Electric cooling fans may be fitted provided they are within the confines of the bodywork.

(v) Aluminium radiators are permitted but must retain the appearance of the period (ie; painted black).

(vi) Electric water pumps are not permitted unless originally fitted to the vehicle at production.

(f) **Exhaust:** The exhaust system is free but should be of design and materials as evident of the period.

(g) **Induction:**

(i) Carburettors or fuel injection systems must be of the same make, type and number originally fitted to the vehicle.

(ii) Carburettor and air intake bore size is free as to size only.

(iii) Carburettor manifold may be replaced with a type as evident in the period.

(iv) Fuel Injection manifold: Must use only the intake manifold and throttle body as fitted to that model by the manufacturer.

(v) Modification to the manifold is permitted only by the by the removal of metal.

(vi) Anti-Pollution devices may be removed & any holes left vacant thereby may be closed.

(vii) Supercharging/Turbocharging/Forced Induction is permitted only where it was part of the manufacturer's original vehicle specification.

(h) **Gearbox:**

(i) Gearbox casing, gear selector mechanism and the number of forward ratios must be original.

(ii) Respecting Article 3.1 (h) (i) internal components are free.

(i) **Final Drive:**

(i) External components of the final drive assembly must be unmodified from the original specification.

(ii) The final drive ratio is free.

(iii) The differential may be of a torque bias or limited slip or spool drive type.

(j) **Brakes:**

(i) Brake drums and/or backing plates may be ventilated and/or fitted with cooling fins.

(ii) Dust shields on disc brake systems may be modified or removed.

(iii) A dual or tandem master cylinder system may be fitted.

(k) **Suspension:**

(i) The major integral parts of the suspension geometry, including suspension pickup points must be unmodified from original specification.

(ii) Spring rates, ride height, damper settings may be altered.

(iii) Fore and aft axle location may be improved but no change to transverse location is permitted.

(iv) Alternative front and rear sway bars are permitted provided they are not adjustable from the driving position. Such sway bars must be of a conventional type i.e; made of solid steel bar

bent to shape. The diameter of the bar is free. The bars may be adjustable by movement of the attaching link along the bar.

(v) Alternative bushings of period design or urethane may be used.

(vi) Spherical ball or “rose” type joints are not permitted.

(vii) Lever type shock absorbers/dampers may be replaced by telescopic units provided the lever does not form an integral part of the suspension geometry, and the original damping mechanism is rendered redundant.

(viii) Adjustable shock absorbers are permitted provided there is no control of adjustment from the driving position.

(ix) Only shock absorbers of unitary construction shall be used, ie; separate or remote canisters or reservoirs are not permitted.

(x) The replacement shock absorber must be of steel construction.

(xi) A maximum of 3° static negative camber is permitted for wheels on the front axle.

For live rear axles, the provisions of the *Manual* Technical Appendix - Definitions Technical “Wheel Angles – Live Rear Axles” will apply

(l) **Wheels and tyres:**

(i) Tyres permitted for this group shall be subject to approval by Motorsport Australia which will maintain and publish an approved tyre list (refer N and S Tyre List – article 3.6.3).

(ii) The minimum aspect ratio of each tyre is 60% as determined by the Tyre and Rim Association.

(iii) The minimum tyre section permitted on each eligible model will be determined and will be noted in the relevant Vehicle Specification Sheets.

(iv) When viewed vertically from above there will be no tread of the tyre visible beyond the vehicle bodywork to a horizontal line drawn through the centre of the wheel.

(m) **Electrical equipment:**

(i) All electrical equipment must be as originally supplied by the manufacturer and remain in the original location. It must be fully operative & unmodified from the original specification.

(ii) Battery location is free. If located in cockpit, battery must be sealed refer the *Manual* Technical Appendix Schedule B, (q).

(ii) It is permitted to replace the starter motor with a unit that performs the identical function.

(iii) An electronic engine revolution limiter may be fitted.

(iv) The distributor must be the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned.

(v) Individual Group Sa, Sb and Sc regulations apply to ignition components.

Note: Electronic Ignition: An ignition system relying on electronic triggering of the spark timing, which does not use mechanical contact points as the spark trigger.

Transistorised Ignition: An ignition system using conventional contact breaker points but which has a transistorised spark discharge enhancement, eg, capacitor discharge ignition.

(n) **Optional equipment:**

Optional equipment is permitted in this group only if it is included in the relevant Vehicle Specification Sheet.

(o) **Safety equipment:**

(i) Safety harnesses in compliance with The *Manua*l Technical Appendix Schedule I are compulsory.

(ii) Rain Light is mandatory Refer the *Manua*l Technical Appendix Schedule C

(iii) The fitment of a foam filled fuel tank, or a fuel tank of a safety type approved by the FIA to FT3 specifications, is highly recommended (refer The *Manua*l Technical Appendix Schedule N – Where such a fuel tank is fitted, it should be installed either:

In the same location as the original tank.

(A) As near as practicable to the retained original fuel tank. In this instance the original fuel tank must be fully drained of any liquid, cleaned and rendered totally fuel vapour free, any drain plug must be removed, and the tank must be adequately vented. The filler neck must be isolated to prevent accidental re-filling.

(p) Roll Over Protection Structure (ROPS):

(i) The fitment of a safety cage structure is compulsory.

(ii) The ROPS must comply with The *Manua*l Technical Appendix Schedule J in all aspects except that a Type 2 (half cage) may be used in a closed vehicle. However it is strongly recommended that a Type 3 (full cage) be installed in closed vehicles.

(ii) With the exception of the lower mounting plates and rear braces in open cars, the ROPS must be contained entirely within the cockpit (ie, the structural inner volume to accommodate the driver and the passengers) and no component may pass through any part of the body work nor be installed in any other compartment except that the front legs of the ROPS may pass through the dashboard adjacent to the each A-pillar. The minimum amount of material may be removed from the dashboard to enable fitment.

(iii) The front section of the ROPS shall not to be attached to the dashboard except where prior approval has been granted by Motorsport Australia and recorded in the identification documents.

(iv) Upon application, rear braces on an open car may pass through rear bodywork, but only so far to the rear as to enable the required minimum angle to the main hoop.

(v) In the case of a “hatchback” type of body no component of the ROPS may be located rearward of the upper pick-up point of the rear dampers.

(vi) In addition to mounting points depicted in Schedule J, it is permitted to attach the ROPS to other points of the body subject to those additional attachment points being to either the front hoop or the main hoop. Such additional attachments may be by bolting or welding.

(vii) The ROPS may include side anti-intrusion bars and other additional braces as specified in Schedule J provided that none of these additional components passes through the bodywork nor is used as an additional point of attachment of the ROPS to the body.

(q) Fuel:

Only Pump Fuel, or Ethanol Blended Fuel (E85) as defined by the *Manual* Technical Appendix Schedule G are permitted.

(r) Safety requirements:

Important note: Certain equipment dispensations have been granted to historic vehicles. However where a Group S vehicle takes part in a competition in company with any non-historic category those dispensations no longer apply.

(s) Minimum Weight:

(i) The minimum weight for a car is that specified in the Group S Specification Sheets.
(ii) Weight **may** be checked by the officials of the meeting after each official qualifying session and after each race on the scales provided by the circuit.
(iii) Following a competition where a car has been selected for weighing the driver will not be included in the weight.

(iv) These scales will be Scales of Fact
(v) Any Ballast weight required must comply with Motorsport Manual Technical Appendix Schedule A (n) & be located in the passenger floor area of the cockpit.
(vi) No liquid, solid or gaseous substance may be added.
(vii) Each Automobile that records a weight less than the stipulated minimums may be referred to the stewards:

3.2 SPECIFIC REQUIREMENTS

Group Sa

PRODUCTION SPORTS CARS (1941-1960)

Production sports cars, as recognised by Motorsport Australia, 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 need not necessarily have a racing history. Factory built, competition variants of standard production cars are not eligible for this group.

Specific requirements additional to the General Requirements:

(a) **Eligible vehicles:**

A list of eligible vehicles is available on the Motorsport Australia website:

https://www.Motorsport.org.au/regulations/logbooks/historic

That list is not exhaustive. Other makes/models may be considered for inclusion upon application to Motorsport Australia.

(b) **Bodywork:** Rigid removable tonneau covers are permitted.

(c) **Brakes:** Drum brakes may be modified or replaced with others of period type.

(d) **Wheels:**

(i) Each wheel must be either as supplied by the manufacturer or of a type approved by Motorsport Australia and which is representative of wheels used prior to 31 December, 1958.

(ii) Each wheel must respect the original diameter, save that a car originally fitted with 14'' diameter wheels may use replacement 15'' diameter wheels.

(iii) Rim width must not exceed 5'' for vehicles of up to 1300cc effective capacity and 5.5" for vehicles over 1300cc, unless otherwise specified by the manufacturer, in which case the rim width must be as originally specified.

(iv) Aluminium alloy wheels may be fitted, but only of a design and style available prior to 31 December, 1958.

(v) Hubs with 4'' Pitch Circle Diameter (PCD) may be modified or replaced to mount 100mm PCD wheels.

(vi) Any replacement hubs must be of ferrous material.

(e) **Ignition:**

(i) A distributor of a different make but similar design is permitted, in which case it must respect the original location of all components and must operate as originally designed by the manufacturer.

(ii) No form of electronic ignition system is permitted.

Group Sb

PRODUCTION SPORTS CARS (1961-1969)

Production sports cars as recognised by Motorsport Australia, manufactured after 1 January 1961 but prior to 31 December 1969 with the inclusion of certain model run-ons (eg, Triumph Spitfire Mk 3). Cars classified in this group will not necessarily have a racing history. Factory built, competition variants of standard production cars are not eligible for this group.

Specific requirements additional to the General Requirements:

(a) **Eligible vehicles:**

A list of eligible vehicles is available on the Motorsport Australia website:

https://www.Motorsport.org.au/regulations/logbooks/historic

That list is not exhaustive. Other makes/models may be considered for inclusion upon application to Motorsport Australia.

(b) **Wheels and tyres:**

(i) Replacement of standard wheels by period style alloy wheels will be considered upon individual application.

(ii) Each wheel must respect the original diameter.

(iii) Rim width must not exceed 5” for vehicles of up to 1300cc effective capacity and 6” for vehicles over 1300cc, unless otherwise specified by the manufacturer, in which case the rim width must be as originally specified.

(c) **Ignition:**

(i) Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(A) each replacement component, save for the coil, must be an internal part of the distributor;

(B) a maximum of two wires shall connect the low tension side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other component;

(C) a conductor may be fitted between the distributor body and the cylinder block; and

(D) ignition advance shall be restricted to mechanical actuation within the distributor.

(E) A distributor of a different make but similar design is permitted, in which case it must respect the original location of all components and must operate as originally designed by the manufacturer.

Group Sc

PRODUCTION SPORTS CARS (1970-1977)

Naturally aspirated production sports cars, as recognised by Motorsport Australia, manufactured after 1 January 1970 but prior to 31 December 1977 with the inclusion of certain model run-ons (eg, Datsun 260Z). Cars classified in this group need not necessarily have a racing history. Factory-built, competition variants of standard production cars are not eligible for this group.

Specific requirements additional to the General Requirements:

(a) **Eligible vehicles:**

A list of eligible vehicles is available on the Motorsport Australia website:

https://www.Motorsport.org.au/regulations/logbooks/historic

That list is not exhaustive. Other makes/models may be considered for inclusion upon application to Motorsport Australia.

(b) **Wheels and tyres:**

(i) Replacement of standard wheels by period style alloy wheels will be considered upon individual application.

(ii) Each wheel must respect the original diameter.

(iii) Rim width must not exceed 5” for vehicles of up to 1300cc capacity and 6” for vehicles of over 1300cc, unless otherwise specified by the manufacturer, which case the rim width must be as originally specified.

(c) **Ignition:**

(i) Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

(A) each replacement component, save for the coil, must be an internal part of the distributor;

(B) a maximum of two wires shall connect the low tension side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other component;

(C) a conductor may be fitted between the distributor body and the cylinder block; and

(D) ignition advance shall be restricted to mechanical actuation within the distributor.

(E) A distributor of a different make but similar design is permitted, in which case it must respect the original location of all components and must operate as originally designed by the manufacturer.

(d) Suspension:

(i) Where a lever-type damper is original equipment and that damper has no other function, it is permitted to replace each lever-type damper by a telescopic damper, provided that only the rebound damping can be adjusted externally.

(ii) Where a lever-type damper is original equipment and that damper performs an essential function in the articulation of the suspension it is permitted to add one telescopic damper for that wheel provided that:

(iii) all damping action of the lever-type damper is neutralized; and

(iv) only the rebound damping of the telescopic damper can be adjusted externally.

Modified Article	Date of Application	Date of Publication

Vehicle Eligibility

1. EQUIPMENT STANDARDS AND GUIDELINES

1.1 SEATS FOR GROUPS NA, NB, NC, SA, SB AND SC

5TH CATEGORY

(a) Motorsport Australia does not maintain lists of specifically approved seats for these groups. The following are guidelines only and should be read in conjunction with the *Manual* Technical Appendix Schedule C, Articles (f) and (g) and the general regulations for Groups N and S as may be applicable. It should be noted that, at all times, seats should be, both in style, trim and colour, such as to reflect the period of racing being portrayed by the relative group.

(b) It is mandatory that seats with integral headrests should have seat belt slots to ensure proper location of the shoulder and lap straps.

(c) Where a separate headrest is used with standard seats, the headrest must be is supported on the same structure as the seat and must not be able to be moved independently

Modified Article	Date of Application	Date of Publication

Vehicle Eligibility

EQUIPMENT STANDARDS AND GUIDELINES

1.1 LIST OF PERMITTED MOTORCYCLE TYRES – GROUPS J, K AND L

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 manual.

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.

Size	Make	Model	Size	Speed Rating (mph)	Load Limit (lb)	Rim Width
15"	DUNLOP	Qualifier K827	140/90-15	H 130	740	MT 2.7 - 3.5
16"	AVON	SM MKII	5.00 S16	S 113	716	MT 3.0 - 3.5
		Roadrunner R2	130/90 H16	H 130	760	MT 2.5 - 3.5
	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 Universal	130 190 H17	H 130	695	MT 2.5 - 3.5
	BRIDGESTONE	RS-10	250-17	S 113	290	1.35-1.6, WM1
		RS-10	325-17	S 113	440	MT 1.85 - 2.5
	CHEN SHIN	C119	4.50/85-Hl7	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
		RS10	325-18	S 113	440	MT1.85 - MT2.5

... continued

Size	Make	Model	Size	Speed Rating (mph)	Load Limit (lb)	Rim Width
18" (cont'd)	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	H 130 +	493	2.15 - 2.75
		K700	150/70 VR18			
	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
	YOKOHAMA	12200	140/70 VR18			

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Vehicle Eligibility

EQUIPMENT STANDARDS AND GUIDELINES

1.1 COMPONENT SUBSTITUTION CRITERIA

The following tests will be applied by the Historic Eligibility Committee or the Historic Production Based Eligibility Committee to requests for usage of components in substitution for the original or genuine replacement original components:

(a) Is the original component no longer available or available only at an exorbitant cost, due to very limited availability?

If it is available, then the application will be rejected, because originality is the prime historic criteria. If it is not practically available then:

(b) Will the substitute component give a demonstrable performance gain?

Inevitably, any more modern substitute component for a competition car will have taken advantage of the gains in technology since the original component was manufactured, so some gain is axiomatic and may be acceptable, depending on the level of gain. Many substitute components are described as not giving a performance gain but do provide improved durability or reliability. Improvements in reliability (usually strengthening of a component) can allow a performance improvement. Changes that provide larger porting or stronger bearing arrangements will give performance gain possibilities and would not normally be acceptable.

(c) Is the substitute component similar in appearance and design to the original?

Some minor variations would be acceptable (e.g. casting numbers).

(d) Is the substitute manufactured from similar materials to the original component?

An alloy head replacing a cast iron head would not be acceptable.

See Below to Link for Application form:

https://www.motorsport.org.au/docs/default-source/manual/historic/hi11-equipment-standards

Modified Article	Date of Application	Date of Publication

Vehicle Eligibility

1. EQUIPMENT STANDARDS AND GUIDELINES

1.1 SAFETY CAGES / ROLL BARS

Approval: Competitors wishing to use this option are required to submit their intended design to the Motorsport Australia National Office prior to installation. A specific form is available for these applications.

Link Here: Historic Safety Cage Application form

General configuration: Whilst there is no prescribed maximum height limit on these roll bar structures, excessive height is to be avoided as such can reduce both strength and the effectiveness of the structure. The top of the roll bar should be at least level with the top of the driver's helmet when seated in the normal position, but a height 50mm above that is considered ideal.

Where possible, bar forms should follow the styles shown in the *Manual* Technical Appendix Schedule J, type 1, 2 or 3.

Bracing can be forward or backward, but must leave adequate room for the driver to operate the car properly and exit rapidly in an emergency. The angle of the brace or braces to the main hoop must be such that it provides adequate strength in a fore and aft direction. Generally speaking, the greater the angle between the hoop and the brace, the greater the strength of the structure.

Braces should pick up the main hoop as near the top as possible to minimise the unbraced length. Wherever possible, all the components of the ROPS should use straight lengths of tube, with the obvious exception of the top of the hoop. In particular, fore and aft braces should be straight runs.

Material: Ideally the material specifications detailed in paragraph The *Manual* – Historic Appendix - General Requirements 1.6 (e). Materials should be used, but alternatives will be considered where these can be shown to be impractical. Alloy bars are not allowed.

Mounting: Adequately strong mounting is sometimes difficult to achieve with some early cars and careful design is needed particularly in cars with narrow or backbone chassis. Fibreglass and monocoque vehicles will need the bars to be mounted to suspension points, gearbox mountings or similar strong points. Load spreading by plates may be required. Bars may be fixed or removable. In the case of fibreglass bodied cars, where braces and hoop mountings need to pass through the bodywork, these should use sandwich plates between the mounting and the chassis attachment points.

Where improved side intrusion protection is desired, it will also require careful thinking and may be provided by internally reinforcing the door and catch mounting areas and internally reinforcing the doors themselves.

Where possible roll bar design should incorporate provision for safety harness mountings, or be designed in a way to facilitate harness mountings of adequate strength. Harness attachments should be designed to provide the harness angles shown in the *Manual* Technical Appendix Schedule I, Drawing I-1.

Ideally roll bars should incorporate a head restraint and/or shock-absorbing pad to minimise rearward movement of the driver's head in an accident. If a competitor feels that he cannot implement a ROPS to his satisfaction, but which also meets the Motorsport Australia rules and guidelines, perhaps the competitor should reconsider their choice of car or category.

Modified Article	Date of Application	Date of Publication

Vehicle Eligibility

1. EQUIPMENT STANDARDS AND GUIDELINES

1.1 FIREWALLS, SCATTERSHIELDS AND CHAIN GUARDS

Firewalls and Scatterguards: Although there may be some difficulty in fitting effective firewalls in some of the front-engined J, K, L and M cars, wherever possible some partition between the driver and the engine compartment should be installed. This can be fixed or removable as required for maintenance.

Scatterguards are usually less of a problem to fit and can be fitted externally or internally to the clutch housing. Where they are fitted internally, some external evidence of their fitment (bolts or an inspection hole) should be incorporated to assist scrutineers in establishing their presence.

Chain guards: Chain guards are only required where a broken chain would cause harm to the driver. Final drive chains in rear-engined cars using motorcycle engine and gearbox assemblies do not require chain guards.

Modified Article	Date of Application	Date of Publication

Vehicle Eligibility

1. EQUIPMENT STANDARDS AND GUIDELINES

1.1 GROUP JB AND KB SPECIALS GUIDELINES

The ability to create "new" pre-war cars was designed to support the authentic pre-war car that otherwise would not be able to assemble sufficient cars for dedicated Group J and K races.

The objective of the Jb and Kb groups is to portray competition cars of the 1920s and '30s and to give drivers the opportunity to experience the racing of these early period cars. Modernising and/or maximising of components would distort these vehicles' performance and is therefore contrary to the Jb and Kb concept and is not allowed.

The Jb and Kb specials rules concept is intended to provide historic pre-war race grids with cars of appropriate pre-war style, as opposed to simply providing a place for a car built up from a convenient collection of parts or a super special that is designed to maximise every aspect of the rules to produce a winner.

Appropriate specials will be those that are designed and constructed in a way that fits a period and place of road racing up to the end of 1940. The car's specification and appearance should not be out of place if it were to appear on the grid of a road race in the time and place chosen.

Replicas are not permitted.

Applicants must indicate the place and period of racing they want their special to conform to, and include examples of the racing and cars from the period. The vehicle's specification must be designed in such a way as to be compatible with the vehicles that raced at that place and time.

This means there are two basic types:

1.	A special built using all the components from one vehicle (eg, a Ford V8 racing car built from a Ford V8 sedan) or,
2.	A special built from a collection of components from different makes (eg, an MG special using an MG chassis and Hudson engine).

A special built completely from the components of one pre-war vehicle was a common form of special building in both the J and K periods. Lots of these types of specials were raced at Brooklands and in Australian pre-war events. However, there were some makes that were not conducive to this sort of "simplify and add lightness" approach and it remains for the applicant to show that a car of that particular make or type was modified and used in competition in the period.

Specials built from a collection of major components require more careful selection. It is not necessary that the combination is exactly the same as one raced in the period, but must reflect the common practice at that time and place. A typical example could be: the original period car had semi-elliptic springs all round and a channel section frame and the proposed special chassis has the same specification. The proposed special chassis

should look similar and not have obvious technical or visual differences from the ones used in the period. The same principle applies to avoiding inappropriate combinations of engines and major drive line components, such as US and English mixes (eg, Ford V8 engines and Riley gearboxes, or US engines and

English carburettors) that were not used in the period.

Other Components:

Bodywork: the overall appearance must be a style of the period and one that would have been used on the chosen type of vehicle. Dimensions such as height, width and ground clearance are important to retain the correct period appearance. Avoid the very simple generic straight bonnet/slab back body styles. Most cars of the pre-war period had something distinctive about their bodywork, even if it was ugly or minimal.

The height of the cars bodywork at the radiator (excluding the radiator cap), should be a minimum of 130% of the height to the top of the tyres, when fitted with correct period tyres. The scuttle will normally be taller than the radiator height.

Engines: Engine modifications must be compatible with period practice.

Induction: Carburettor/s must be of a make, type and number typically used on that type of engine in competition in the period.

For example, the use of SUs on an American-engined car would generally be seen to be inappropriate, as would Carter carburettors on an English-engined car.

Superchargers must be of a type typically used on that type of engine in competition in the period. For example, European cars tended to use vane or multi-lobe superchargers, whereas in America centrifugal blowers were the norm.

Transmission: Gearboxes must be of a type typically used in the period in cars of the type under consideration.

For example, English four-speed gearboxes fitted to American-engined cars are not generally seen to be an appropriate combination, although there are some exceptions. 1920s and '30s US sprint car-style cars which typically had two-speed gearboxes and dog clutches may be modified to have period three-speed gearboxes and road-type clutches.

Suspension: Suspension must be compatible with the period /racing arena being portrayed by the subject car. In particular, shock absorbers must be of a compatible type. Telescopic shock absorbers will not be acceptable on a car of a type that would have typically used lever or friction shock absorbers in the period.

Axle location shall at all times again be compatible with the period/arena being portrayed by the car.

Wheels: Original wheel type, style and diameters as used on the period cars must be used. Steel disc, bolt on or centre lock wire wheels are acceptable. Maximum rim widths for Group Jb cars are 3.5" and for Kb cars 4.0".

Tyres: Tyres for group Jb and Kb must be no greater than 185 or 6.00 with a minimum 70% aspect ratio. Radial tyres whilst not banned are not the ideal choice because they lack period style and impose extra loadings on the stub axles and suspension components. Crack testing of suspension components and regular maintenance is essential.

Any tyre fitments must comply with the tyre and rim manufacturers' specifications and guidelines.

Radiators: Should be period shape but can use modern finned core. Standard height and grille surround is encouraged.

Instruments: Period style and appearance, but not the VDO imitation "Classic" type or similar.

Magnetos: Can be replaced by a period distributor and cylindrical coil.

Windscreens: Aeroscreen or period type.

Rear vision mirrors: period type.

Seats: Period bench or bucket type. No modern "butterfly, winged" type.

Mufflers: Period shape. No "hot dogs".

Paint and plating no metallics: limited chrome (except on US cars).

Fuel pumps: Electric can replace mechanical, or vacuum, but must be concealed.

Fuel tanks: Modern safety tanks allowed, but must be concealed or incorporated in period tank.

Brakes: Single leading shoe operation is required in Group Jb and mechanical operation is encouraged where it was used in the group period.

1920s and '30s US sprint car-styled cars which typically had only rear-wheel brakes may be modified to fit period four-wheel brakes.

Exhaust systems: Very visible and an important part of period appearance. Period style (bunch of bananas or progressive tapered). No modern tuned lengths etc.

Chassis: An original period chassis must be the basis of the special but may be shortened. Inspection by an EO before work commences is mandatory.

Other alterations may be permitted but must be of period practice. No cruciform bracing on Group Jb cars or chassis not originally so fitted.

For further detail on minor components refer to the 5th Category equipment charts.