5TH CATEGORY - HISTORIC CARS

3. Vehicle Eligibility

3.3 HISTORIC SPECIALS

3.3.1 GENERAL REQUIREMENTS

Subject to the general requirements set out in article 3.1 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 Standards 3.6.8.

Before commencing construction of a special it is most advisable that CAMS National Office or the State Historic Eligibility Officer be contacted regarded 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 CAMS.

GENERAL REQUIREMENTS FOR GROUP Jb and Kb SPECIALS:

(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.

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.

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

Toothed belt drives are not permitted.

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:

- mechanical actuation may be converted to hydraulic operation; and
- 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.

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

Spherical or "Rose"-type joints are not permitted.

(k) **Wheels and tyres:** Wheels must be period specifications in diameter, width and style.

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.

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 article 3.6.2.

(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.

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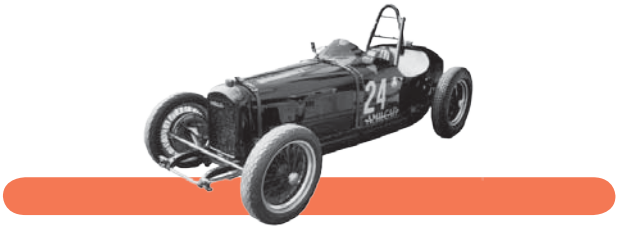
3.3.2 SPECIFIC REQUIREMENTS

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 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.

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Before commencing construction of a special it is most advisable that CAMS 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.

(a) **Bodywork:** 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. 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. 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.

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

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.

Toothed belt drives are not permitted.

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 callipers must be original. Drum brakes may be modified or replaced with others of a period type. Drums and/or backing plates may be ventilated and/or fitted with cooling fins.

Dual/tandem master cylinders may be fitted.

Mechanical actuation may be converted to hydraulic operation.

Drum brakes may not be replaced by disc brakes.

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

Adjustable shock absorbers are not permitted.

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

Spherical or "Rose"-type joints are not permitted.

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

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.

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

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.

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.

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.

The permitted list of motorcycle tyres appears in article 3.6.2.

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

Dynamo/generator may not be replaced by an alternator.

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

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

(l) **Optional equipment:** Optional equipment is permitted in this group only if detailed in either:

- an original manufacturer's workshop manual; or
- a spare parts catalogue; and
- is specifically accepted by CAMS.

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