5TH CATEGORY - HISTORIC CARS

3. Vehicle Eligibility

3.6 EQUIPMENT STANDARDS AND GUIDELINES

3.6.8 GROUP Jb AND Kb SPECIALS GUIDELINES

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.

Bodywork and 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.

Other Components:

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 would only be permitted on those engines that were typically so equipped in competition in the period.

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.

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.

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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".
Radiators: Period shape but can use modern finned core.
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: 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.
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.

Other alterations may be permitted but must be of period practice. No cruciform bracing on Group Jb cars or chassis not originally so fitted.

1920s and '30s US sprint car-style cars which typically had only rear wheel brakes, two-speed gearboxes and dog clutches may be modified with four-wheel brakes, period three-speed gearboxes and road type clutches.

For further detail on minor components refer to the 5th Category equipment charts.

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