5TH CATEGORY - HISTORIC CARS

3. Vehicle Eligibility

3.5 HISTORIC PRODUCTION SPORTS CARS

3.5.1 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 race meetings.

People wishing to race vehicles of a more highly modified nature should consider competing in the Marque Sports Car category (Group 2B) (refer to "Race" in the CAMS Manual of Motor Sport).

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 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 modification from the standard specification is permitted, except where the specific modification is defined on the approved specification sheet.

All vehicles must comply with the CAMS specification sheet for the model in question. CAMS reserve the right to alter specification sheets at any time, if new or different information becomes available.

(a) **Chassis:** Chassis or chassis-body unit must be original and unmodified.

(b) **Bodywork:** Bodywork must be original save that bumper bars and/or windscreens may be removed. Single seater type and/or wrap-around windscreens are not permitted, but other replacement screens are. Side and rear windows in coupe vehicles may be replaced by polycarbonate (eg, Lexan) material of the same thickness as the original glass. Acrylic material is not permitted.

(c) **Cockpit:** The cockpit must be original save that floor and transmission tunnel coverings may be removed. The steering wheel may be replaced by another of period style. The original driver's seat and/or passenger seat may be replaced by a seat/s meeting the requirements of Schedule C (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport) and the seat style illustrations set out in "Seats for Groups Na, Nb, Nc, Sa, Sb, Sc List" (refer article 3.6.1), provided it is the product of a commercially-recognised aftermarket seat manufacturer. Original instruments must be intact. Additional instruments of a period type may be fitted. Electronic tachometers may be substituted for mechanically driven units, provided they are compatible in face, style and size with the other instruments.

(d) **Engine:** Cylinder block and head must be original, or a CAMS-approved alternative. Internal components of the engine are free save that the crankshaft stroke must be original. The cylinder bore may be increased by a maximum of 1.5mm beyond original dimensions. Cylinder head/s may be modified provided such modification is effected only by the removal of metal.

Toothed belt drives are not permitted.

Dry sump lubrication is not permitted unless included in the original vehicle specification.

The cooling system must remain as standard, save that the radiator core is free as to length, height and core thickness, subject to it fitting into the original space without modification of the surrounding bodywork and/or radiator support panel (save for bolt holes for the purpose of mounting). The radiator cooling fan may be removed.

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

(f) **Induction:** Carburettors or fuel injection systems must be of the same make, type and number originally fitted to the vehicle. Carburettor bore size is free. Carburettor inlet manifolds are free except that they must be of a type compatible with the period.

Fuel injection systems must only use the intake manifold and throttle body as fitted to that model by the manufacturer. The bore size of the injection manifold may only be modified by removal of metal. Pollution control devices can be removed and extraneous holes for pollution devices can be plugged.

Superchargers or turbochargers are not permitted unless part of the original specification.

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(g) **Gearbox:** Gearbox casing, gear selector mechanism and the number of forward ratios must be original. Internal components are free.

(h) **Final drive:** External components of the final drive assembly must be unmodified from the original specification. Internal components are free.

(i) **Brakes:** Disc or drum brake systems must be of the make, model, size and type as originally fitted to the vehicle.

Drums and/or backing plates may be ventilated and/or fitted with cooling fins. Modification or removal of dust shields on disc brake systems is permitted.

Dual or tandem master cylinders may be fitted.

(j) **Suspension:** The suspension must be unmodified from original specification, save that spring rates, ride height and damper settings may be altered. Suspension pickup points may not be modified. Externally adjustable shock absorbers are not permitted. Fore and aft axle location may be improved but transverse location may not be altered. Spherical or "Rose"-type joints are not permitted.

A maximum of 2° static negative camber is permitted for wheels on the front axle. In the case of live rear axles, the provisions of "Wheel Angles – Live Rear Axles" as outlined in Definitions - Technical, "General Requirements for Cars and Drivers" in the CAMS Manual, apply. There is no restriction in relation to camber for independent rear suspension systems.

(k) **Wheels and tyres:** ~~Wheels are required to be original in diameter and style.~~

Tyres must have an aspect ratio of at least 60% as determined by the Tyre and Rim Association.

The maximum tyre section permitted on each eligible model will be determined and will be noted in the relevant Vehicle Specification Sheets.

Tyres permitted for this group shall be subject to approval by CAMS which will maintain and publish an approved tyre list (refer N and S Tyre List – article 3.6.3).

(l) **Electrical equipment:** All electrical equipment must be unmodified from the original specifications, and fully operative.

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

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

Electronic revolution limiters are permitted.

(m) **Optional equipment:** Optional equipment is permitted in this group only if it is detailed in the relevant Vehicle Specification Sheet.

(n) **Safety equipment:** Safety harnesses in compliance with Schedule I (refer "General Requirements for Cars and Drivers") are compulsory.

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 Schedule N – "General Requirements for Cars and Drivers"). Where such a fuel tank is fitted, it should be installed either:

- in the same location as the original fuel tank, whereupon the original tank may be removed; or
- 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.

(o) **Rollover protection:** The fitment of roll over protection is compulsory.

Roll over protection shall be either Type 2 (half cage) or Type 3 (full cage) as illustrated in Schedule J (refer "General Requirements for Cars and Drivers") as a minimum requirement or a roll bar specifically approved by CAMS and conforming to the guidelines detailed in article 3.1.5(d) - Roll bars, save that vehicles issued with a CAMS log book prior to 1 January 2002 may continue to comply with the CAMS roll over protection regulations in force at (or after) the time at which the vehicle was first issued with the log book.

Except for the lower mounting plates and rear braces on open cars, the roll over protection 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. Upon application, rear braces on open cars may pass through rear bodywork, but only so far to the rear as to comply with the 30° requirement. No associated components contributing to the strength of the roll cage may be situated outside the cockpit, save for the lower mounting plates. Braces such as those illustrated in Schedule J Drawing 253-11 are specifically not permitted. In the case of a "hatchback" type of body no component of a roll over protection 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 Schedule J, it is permitted to attach the roll over protection to other points of the body subject to those additional attachment points being to either the front hoop or the main hoop of the roll over protection. Such additional attachments may be by bolting or welding.

Side anti-intrusion bars or other additional braces outlined in Schedule J may be fitted to the roll over protection provided that none of these additional components passes through the bodywork nor may they be used as additional points of attachment of the roll over protection to the body.

Where applicable, seats may be locally modified to permit the fitment of rollover protection.

(p) **Safety requirements**

Important note: Group S 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.

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3.5.2 SPECIFIC REQUIREMENTS

GROUP Sa

PRODUCTION SPORTS CARS (1941-1960)

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

Specific requirements additional to the General Requirements:

(a) **Eligible vehicles:**

AC Ace		Jaguar	XK120 roadster, XK140, XK150
AC Ace	Bristol	Jensen	CV8
Alfa Giulietta	Spider/Sprint	Lancia	Aurelia
Alvis	TD21	Lotus	Elite Stage 1 & 2
Aston Martin	DB2, DB2/4, DB4, DB4GT	Mercedes-Benz	190SL, 300SL roadster, 300SL coupe
Austin	A40 Sports	MG	TA, TC, TD, TF
Austin Healey	100/4, 100/6, 3000 Mk 1, Sprite Mk 1	MGA	1500 roadster & coupe, 1600 roadster & coupe, 1600 deluxe, 1600 twin cam
Berkeley	2 & 3 cyl models	Morgan	Plus/4, 4/4
Buchanan	Cobra	Porsche	356A
Chevrolet	Corvette	Singer	Roadster – 9 & 1500
Daimler	SP250	Sunbeam	Alpine Series I, II & III
Elva	Courier Mk1/2	Triumph	TR2, TR3 & TR3A
Ferrari	250 (other Ferrari models on application)	Turner	BMC, 997 Ford, Climax
Fiat	1100/1200 Spyder		

The above is not a wholly exhaustive list. Other makes/models may be considered for inclusion upon application to CAMS.

(b) **Bodywork:** Rigid removable tonneau covers are permitted.

(c) **Brakes:** Drum brakes may be modified or replaced with others of period type.

(d) **Wheels:** The wheels shall be either as supplied by the manufacturer or of a type approved by CAMS and which is in harmony with wheels used prior to 31 December, 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" **(save for vehicles over 1300cc for which the width may not exceed 5.5")** 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 100m PCD wheels. Any replacement hubs must be of ferrous material.

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GROUP Sb

PRODUCTION SPORTS CARS (1961-1969)

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

Specific requirements additional to the General Requirements:

(a) **Eligible vehicles:**

AC	Cobra 289, Cobra 427, 2.6	Jaguar	E type Series One, 11/2, Two, 3.8, 4.2
Abarth	1000 OTR Coupe	Lancia	Flavia and Fulvia coupes
Alfa Romeo	Giulietta Spider, Giulietta, Spider, Veloce, GTV 105 (1600 & 1750)	Lenham	Le Mans GT
American Motors	AMX	Lotus	Elan S1, S2, S3, S4, Plus 2, Europa (Renault engine)
Aston Martin	DB5, DB6, DBS (not DBS V8)	Marcos	All models to end 1969
Austin Healey	3000 Mk II, Mk III, Sprite, Mk II, III, IV	Maserati	3500 GT, Sebring, Mistral, 5000 GT, Mexico, Ghibli
Bolwell	Mk 7	Mercedes-Benz	230 SL, 250 SL, 280 SL
Chevrolet Corvette	All models to end 1969	MGA	1600 Mk 2, MGB 1800 and MGB GT 1800, Mk 1 and Mk 2, MGC, Midget 948, 1098, 1275cc
Datsun	Fairlady 1500	Morgan	4/4 Series III, IV, V, 1600, Plus 4, Plus 4 S/Sports, Plus 8
Datsun Sports	1600, 2000	Porsche	356B/C, 911 E [T and S (1991cc)], 912, 914, 914/6
Elva Courier	Mk 3, Mk 4	Shelby American	GT350
Ferrari	250 GT, 275 GTB, 275 GTS, 330, 320 GTS, 365 GTB/4, 206, Dino, 246 Dino	Sunbeam	Alpine Series 4 and 5, Tiger
Fiat	124AC, 124 Spyder (AS), 124 Spyder, Dino Spyder	Triumph	TR4, TR4A, TR5, TR6, Spitfire, Mk 1, 2, 3, GT6 Mk 1, 2, 3
Ginetta	G4 (Mk 3 only)	Turner	1500
Honda	S600, S800	TVR	All models to end 1969
ISO Grifo		Volvo	P1800, P1800S, P1800E
ISO Rivolta	IRS 300, IRS 340		

The above is not a wholly exhaustive list. Other makes/models may be considered for inclusion upon application to CAMS.

(b) **Wheels and tyres:** Wheels are required to be original in diameter. Replacement of standard style wheels by period style alloy wheels will be considered upon individual application.

Rim width may not exceed 5" for vehicles of up to 1300cc swept volume and 6" for vehicles over 1300cc, unless otherwise equipped as standard, in which case the original width must be retained.

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GROUP Sc

PRODUCTION SPORTS CARS (1970-1977)

A specific group of non-turbo charged production sports cars generally manufactured between 1 January, 1970, and 31 December, 1977, with the inclusion of model run-ons (eg, Datsun 260Z) as detailed in the following list. Vehicles classified in this group will not necessarily have a racing history. Factory-built, competitive variants of standard production vehicles are not eligible for this group, but could be eligible for Historic Group Q, subject to specific application.

Specific requirements additional to the General Requirements:

(a) **Eligible vehicles:**

Alfa Romeo	Spider 2000, GTV, Alfetta GTV 105 (2000), Alfetta 2.0 GTV, Montreal	Lamborghini	Urraco, Espada
Aston Martin	DB, DBS V8	Lancia	Beta coupe, Spider, Monte Carlo, Coupe 2000, 2000HF
Bolwell	Nagari	Lotus	Elite S1, Eclat S1, Europa T/C, 7 Series 4
BMW	2800CS, 3.0CS, 3.0CSI	Marcos	2 Litre, 2.5 Litre, 3 Litre
Chevrolet	Corvette	Maserati	Bora, Merak, Khamsin
Datsun	240Z, 260Z, 260Z 2+2, 280Z	Mercedes-Benz	350/450SL, SLC Coupe
Detomaso	Pantera	MG	BGT V8
Ferrari	308GT4, 365GTC, 365GTC/4, 308GTB, 365GTB B/B	Nota	Fang SL, TS
Fiat	X1/9 (1300/1500), 124 BC, 124CC, 124 Spyder 1.8, 2.0, B/S, M/SI, C/S, C/S Abarth, Dino 2400	Porsche	911 up to 3.0 litre, 914, 916, 924, 928
Jaguar	"E" Type V12	Triumph	Spitfire IV and 1500, TR7 Coupe, Stag
Jensen	Healey	TVR	1300, 1600M, 2500, 3000M, 5000M, Taimar
Jensen	Interceptor		

The above is not a wholly exhaustive list. Other makes/models may be considered for inclusion upon application to CAMS.

(b) **Wheels and tyres:** Wheels are required to be original in diameter. Replacement of standard style wheels by period style alloy wheels will be considered upon individual application.

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

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