5TH CATEGORY - HISTORIC CARS

3. Vehicle Eligibility

3.1 GENERAL REQUIREMENTS

3.1.1 General: Except where specifically identified these general requirements are applicable to all 5th Category vehicles. Further detail requirements for individual groups are listed separately in articles 3.2 to 3.5.

3.1.2 Philosophy: The express purpose of these regulations is to ensure that vehicles 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. CAMS reserves the right to reject any vehicle which it considers not within the spirit of these regulations. Vehicles must conform with the appropriate group date specification in concept and in detail and which must represent one point in time in the vehicle's history. Where any doubt exists between Historic regulations and the original period specification, the latter will take precedence.

For Historic Groups other than Jb, Kb, Lc, S and N, a full history of the ownership and competition record of each vehicle 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 vehicle until the present time. The "line of history" confirming the vehicle's provenance must follow the progressive history of the vehicle as an identifiable entity regardless of the possible replacement of any or, over time, all of the vehicle'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 vehicle. Where a chassis or body unit has been replaced this will normally be noted in the Certificate of Description.

3.1.3 Paintwork and signage: The original style of paintwork and livery is encouraged. Tobacco advertising signage in accord with that carried during the historic group period will, however, be acceptable only on privately owned vehicles 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 Certificate of Description evidencing the display of such signage.

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

A club badge, of an acceptable motoring club, can appear on the 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 of the vehicle.

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, one on each side of the vehicle.

No other advertising material or sign is permitted unless evident in the applicable group period (see relevant Group Articles) or, upon application by a promoter, specific approval is granted by the Historic Commission to allow the display of event sponsor signage. Applications should be submitted at least three months prior to the event in question. If approved, the positioning of such signage on the various Groups of historic vehicles will be determined by the Commission, 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.

3.1.4 Safety: Vehicles in all historic groups, while competing in competitions specifically limited to such vehicles and mixed category single-car speed competitions, are exempted from normal CAMS requirements in respect of:

fire extinguishing systems (but not fire extinguishers - refer Schedule H, "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport)	**scatter shields** (fitment of such is, however, recommended in vehicles where the plane of the flywheel or clutch crosses any part of the driver in the driving position - refer article 3.6.6)	**roll over protection structures bars** (subject to the limitations of article 3.1.5)
safety harness (subject to the requirements of article 3.1.6)	**minimum bodywork**	**towing eyes**
firewalls (although the fitment of these devices is in some cases desirable - refer article 3.6.6)	**starter motors**	**reverse gears**
	window nets	**safety fuel tanks**
	fuel cut-off switches	**rain lights**

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These exemptions will not be applicable to any vehicle 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.

All vehicles 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.

Vehicles using alcohol fuels must carry a fire extinguisher complying with Schedule H (refer "General Requirements for Cars and Drivers"), applicable for use on an alcohol fire.

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

Helmets: CAMS recommends that competitors wear an approved full-face helmet when competing in an open vehicle (refer Schedule D, "General Requirements for Cars and Drivers").

3.1.5 Roll bars: It is strongly recommended that effective roll bars be fitted to all competing vehicles but, in Groups Ja, Ka and Lb, those which cannot be so equipped without serious adverse impacts on standards of authenticity and originality may be exempted from the requirement. Owners and drivers will be required to attest in writing their understanding of the additional risk of death or injury arising from their use of the car without roll over protection equipment.

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

(a) no roll bar unless the vehicle was originally equipped with one (Groups Ja, Ka and Lb only); or

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

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

(d) a roll bar specifically approved by CAMS and conforming to the guidelines detailed in Standards 3.6.5.

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

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

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

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

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

(iv) be adequately braced longitudinally.

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

- Overall dimensions of main hoop members less than 600mm by 600mm: 1¼ inch (or metric equivalent) by 16 gauge.
- Overall dimensions of main hoop members more than 600mm by 600mm (eg, full-width roll bars on two-seat vehicles): 1¾ inch (or metric equivalent) by 12 gauge.
- 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 vehicle.

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

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

3.1.6 Safety harnesses: Safety harnesses in compliance with Schedule I (type A or B) (refer "General Requirements for Cars and Drivers") are compulsory for all groups other than those vehicles exempted from the fitment of roll bars in Groups Ja, Ka and Lb. In cars where belts are not compulsory, competitors are free to use a belt of their choice, but it is strongly recommended that belt types as described in Schedule I are used.

3.1.7 Fuel: Fuel as defined by CAMS must be used (refer Schedule G, "General Requirements for Cars and Drivers"). The use of fuel other than commercial fuel or leaded racing fuel is permitted only if it can be demonstrated that the subject vehicle 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 vehicle logbook. It is mandatory that vehicles using alcohol fuels (where permitted) also carry a symbol in the form of the letter "A" in white on a red circle of approximately 115mm diameter with a white border. This symbol must be placed adjacent to the racing number on each side of the vehicle, and at the fuel filler cap.

5th Category vehicles 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.

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

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

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

3.1.9 Forced induction: Vehicles 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.

3.1.10 Competition numbers: Competition numbers carried by 5th Category vehicles must comply with the requirements of Schedule K, article 2 (refer "General Requirements for Cars and Drivers") except as follows:

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- Groups J, K, L, Sa and Na are exempted from the requirements as to background specified in Schedule K, article 2.3.
- All 5th Category vehicles 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 Schedule K (refer "General Requirements for Cars and Drivers") 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 vehicle 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.

3.1.11 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.

3.1.12 Acceptable components: The 5th Category Equipment Charts, Article 3.6.7, list the components, SU carburettors and electronic equipment that are acceptable for vehicles in each historic group. Where a specific period specification varies from the listed component, then that vehicle's period specification will prevail.

3.1.13 Fuel pump cutoff switches: All vehicles fitted with electronic fuel injection systems must include an automatic cutoff that switches off power to the fuel pump after a maximum of six seconds' absence of crankshaft revolution.

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

3.1.15 Aerodynamic components: The use of an aerodynamic component which is mounted on an unsprung suspension component is prohibited.

3.1.16 Aerodynamic components: The use of an aerodynamic component which is adjustable while the automobile is in motion is prohibited.

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