5TH CATEGORY - HISTORIC CARS

3. Vehicle Eligibility

3.6 EQUIPMENT STANDARDS AND GUIDELINES

3.6.4 COMPONENT SUBSTITUTION CRITERIA

The following tests will be applied by the Historic **Production Based** Eligibility Committee to requests for usage of components in substitution for the original or genuine replacement original components:

1. **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:

2. **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.

3. **Is the substitute component similar in appearance and design to the original?**

   Some minor variations would be acceptable (eg, casting numbers).

4. **Is the substitute manufactured from similar materials to the original component?**

   An alloy head replacing a cast iron head would not be acceptable.

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