

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.

Owners of Group S cars with a competition history, who wish to have that history and specification recorded, but because that specification is outside the Group S rules, want to continue competition as a Group S car, can apply for an Approval in Principle which will record the competition history and specification. The Approval in Principle will not become active for competition until the car is restored to its historic specification and inspected for compliance. The car will then be classified as Group T.

- (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 fitted to Group Sa, Sb and Sc cars may be removed. For open/roadster Group Sa and Sb cars the windscreens may be removed in accordance with 3.1.2. This may also be permitted for Group Sc providing the car complies with the philosophy noted in 3.1.2. Single-seater type and/or wrap-around windscreens are not permitted, but other replacement screens are. When the windscreen is removed the side windows and associated winding mechanism and window guides may also be removed. 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.

- (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:** 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 permitted for Group Sb and Group Sc.

Electronic revolution limiters are permitted.

The distributor must be the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned.

Electronic Ignition: An ignition system relying on electronic triggering of the spark timing, which does not use mechanical contact points as the spark trigger.

Transistorised Ignition: An ignition system using conventional contact breaker points but which has a transistorised spark discharge enhancement, eg, capacitor discharge ignition.

See Group-specific regulations for details.

- (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.

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 Groups Lb or T subject to specific application.

Specific requirements additional to the General Requirements:

- (a) **Eligible vehicles:** A listing of eligible vehicles is available on the CAMS website: [www.cams.com.au/Sport/Historics/Logbooks and COD/Specification Sheets.aspx](http://www.cams.com.au/Sport/Historics/Logbooks%20and%20COD/Specification%20Sheets.aspx). This listing 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 100mm PCD wheels. Any replacement hubs must be of ferrous material.
- (e) **Ignition:** A distributor of a different make but similar design is permitted, but it must use the points and condenser components within.
It is specifically not allowed to use electronic ignition.

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, O or T, subject to specific application.

Specific requirements additional to the General Requirements:

- (a) **Eligible vehicles:** A listing of eligible vehicles is available on the CAMS website: [www.cams.com.au/Sport/Historics/Logbooks and COD/Specification Sheets.aspx](http://www.cams.com.au/Sport/Historics/Logbooks%20and%20COD/Specification%20Sheets.aspx). This listing 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.
- (c) **Ignition:** Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:
 - (i) all components, save for the coil, shall be an integral part of the distributor;
 - (ii) a maximum of two wires shall connect the low tension side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block;
 - (iii) Ignition advance shall be restricted to mechanical actuation within the distributor.

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 Groups **Q or T**, subject to specific application.

Specific requirements additional to the General Requirements:

- (a) **Eligible vehicles:** A listing of eligible vehicles is available on the CAMS website: [www.cams.com.au/Sport/Historics/Logbooks and COD/Specification Sheets.aspx](http://www.cams.com.au/Sport/Historics/Logbooks%20and%20COD/Specification%20Sheets.aspx). This listing 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.
- (c) **Ignition:** Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:
 - (i) all components, save for the coil, shall be an integral part of the distributor;
 - (ii) a maximum of two wires shall connect the low tension side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block;
 - (iii) Ignition advance shall be restricted to mechanical actuation within the distributor.