

# 5TH CATEGORY - HISTORIC CARS

## 3. Vehicle Eligibility

### 3.6 EQUIPMENT STANDARDS AND GUIDELINES

#### 3.6.8 GROUP Jb AND Kb SPECIALS GUIDELINES

The ability to create “new” pre-war cars was designed to support the authentic pre-war car that otherwise would not be able to assemble sufficient cars for dedicated Group J and K races.

The objective of the Jb and Kb groups is to portray competition cars of the 1920s and '30s and to give drivers the opportunity to experience the racing of these early period cars. Modernising and/or maximising of components would distort these vehicles' performance and is therefore contrary to the Jb and Kb concept and is not allowed.

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.

#### Other Components:

**Bodywork:** 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.

The height of the cars bodywork at the radiator (excluding the radiator cap), should be a minimum of 130% of the height to the top of the tyres, when fitted with correct period tyres. The scuttle will normally be taller than the radiator height.

**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 must be of a type typically used on that type of engine in competition in the period. For example, European cars tended to use vane or multi-lobe superchargers, whereas in America centrifugal blowers were the norm.

**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. 1920s and '30s US sprint car-style cars which typically had two-speed gearboxes and dog clutches may be modified to have period three-speed gearboxes and road-type clutches.

**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.

**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".

**Tyres:** Tyres for group Jb and Kb must be no greater than 185 or 6.00 with a minimum 70% aspect ratio. Radial tyres whilst not banned are not the ideal choice because they lack period style and impose extra loadings on the stub axles and suspension components. Crack testing of suspension components and regular maintenance is essential.

Any tyre fitments must comply with the tyre and rim manufacturers' specifications and guidelines.

**Radiators:** Should be period shape but can use modern finned core. Standard height and grille surround is encouraged.

**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:** Period shape. 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.

1920s and '30s US sprint car-styled cars which typically had only rear-wheel brakes may be modified to fit period four-wheel brakes.

**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. Inspection by an EO before work commences is mandatory.

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

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