



5TH CATEGORY - HISTORIC RACING
GROUP N
 APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with an Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current Motorsport Australia Manual.

Make of Car:	Holden	Model:	EH
Period of Original Manufacture:	1963-1964		
Motorsport Australia Historic Group:	Nb		
Date of Issue of this Document:	24 September 2021		



Refer to Motorsport Australia Manual of Motor Sport, Vehicle Eligibility, Historic Touring Cars, General Requirements & Nc Regulations for permitted modifications.

Update Log

SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Unibody four door sedan		
Period of Manufacture:	1963 - 1964		
Manufacturer:	General Motors Holden		
Chassis Number From:	EH 1010M???? EH – 215 – Standard sedan EH 225 – Special sedan (S4) EH 235 – Premier Sedan		
Chassis Number location:	Plate on LH side of firewall and on RH side front fender		
Material:	Steel		
Comments	None		

1.2. FRONT SUSPENSION

Description:	Independent - upper & lower wishbones		
Spring Medium:	Coil		
Damper Type:	Telescopic	Adjustable:	No
Anti-sway bar:	None	Adjustable:	N/A
Suspension adjustable:	Yes	Method:	Caster, camber and toe
Comments:	Refer Appendix A		

1.3. REAR SUSPENSION

Description:	Live rear axle		
Spring Medium:	Semi elliptical leaf		
Damper Type:	Telescopic	Adjustable:	No
Anti-sway bar:	No	Adjustable:	N/A
Suspension adjustable:	Yes	Method:	Spring height
Comments:	Refer Appendix A		

1.4. STEERING

Type:	Recirculating ball	Make:	Holden
Comments	RAM power steering is optional		

1.5. BRAKES

	Front	Rear
Type:	Drum	Drum
Dimensions:	229 mm x 44.1 (standard) 229 mm x 57.1 mm (commercial)	229 mm x 44.4 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	One	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	N/A	
Caliper type:	N/A	
Material:	N/A	
Master cylinder make:	Girlock / PBR	
Type:	Single	
Adjustable bias:	No	
Servo Fitted:	No	
Comments:	None	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	GMH		
Model:	149 or 179		
No. cylinders:	Six	Configuration:	In-line
Cylinder Block-material:	Cast iron	Two/Four Stroke:	Four
149 Bore - Original:	82.55 mm	Max allowed:	84.050 mm
149 Stroke - original:	76.20 mm	Max allowed:	76.20 mm
149 Capacity - original:	2447 cc	Max allowed:	2600 cc
179 Bore - Original:	90.487 mm	Max allowed:	91.78 mm
179 Stroke - original:	76.20 mm	Max allowed:	76.20 mm
179 Capacity - original:	3000	Max allowed:	3038 cc
Identifying marks:	The engine number is on the engine boss, right hand side of the engine. Various.		
Cooling method:	Liquid		
Comments:	The 173 block with the same crank journal size as the 179 can be used as a replacement for the 179 block. The later 2.8 block (Blue/Black block with large journal size {202}) is NOT permitted. The VC-VH block (don't have 173 or 2.8 on the side) is NOT permitted.		

2.1. CYLINDER HEAD

Make:	GMH		
No. of valves/cylinder:	Two	Inlet: One	Exhaust: One
No. of ports total:	Nine	Inlet: Three	Exhaust: Six
No. of camshafts:	One	Location: Block	Drive: Gear
Valve actuation:	Pushrod and rocker		
Spark plugs/cylinder:	One		
Identifying marks:	N/A		
Comments:	The Ian Moodie XU1 Cylinder Head casting No 2815843 is allowed. See Appendix A.		

2.2. LUBRICATION

Method:	Wet sump	Oil tank location:	N/A
Dry sump pump type:	N/A	Location:	N/A
Oil cooler standard:	No	Location:	N/A
Comments:	None		

2.3. IGNITION SYSTEM

Type:	Points, distributor & coil
Make:	Bosch or Lucas
Comments	Breakerless electronic ignition permitted

2.4. FUEL SYSTEM

Carburettor Make:	Stromberg	Model:	BXUV – 2 or BXV – 2
	Bendix	Model:	BXV
Carburettor Number:	One		
Size:	Various		
Fuel injection Make:	N/A	Type:	N/A
Supercharged:	No	Type:	N/A
Comments:	None		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	Holden
Type:	Diaphragm
Diameter:	203 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	None

3.2. TRANSMISSION

Type:	Synchromesh, not on first gear
Make:	Holden
Gearbox location:	Behind engine
No. forward speeds:	Three
Gearchange type and location:	Remote lever, steering column
Case material:	Cast iron
Identifying marks:	
Comments:	Holden HT three speed gear box is allowed. Original EH steering column to be retained & modified to operate HT gearbox. Manual gearbox vehicles require floor modifications to fit HT gearbox, automatic vehicles do not.

3.3. FINAL DRIVE

Make:	Holden	Model:	EH
Type:	Live axle, banjo type, semi floating		
Ratios:	3.31:1		
Differential type:	Open/free		
Comments:	None		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	One
Location:	Gearbox to final drive
Description:	Open tail shaft with twin uni joints
Comments:	None

3.5. WHEELS & TYRES

Wheel type - Original:	Pressed disc	Material - Original:	Steel
Wheel type - Allowed:	Alloy (period style)	Material - Allowed:	Alloy
Fixture method:	Studs	No. studs:	Five
Wheel dia. & rim width	FRONT	REAR	
Original:	4.5" x 13"	4.5" x 13"	
Allowed	6" x 13"	6" x 13"	
Tyre Section:			
Allowed:	Refer approved tyre list.		
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	None		

SECTION 4 GENERAL

4.1. FUEL SYSTEM

Tank Location:	Boot	Capacity:	42 litres
Fuel pump, type:	Mechanical, engine block	Make:	AC
Comments:	None		

4.2. ELECTRICAL SYSTEM

Voltage:	12	Alternator fitted:	Alternator
Battery Location:	Engine compartment		
Comments:	None		

4.3. BODYWORK

Type:	Closed	Material:	Steel
No. of seats:	Five	No. doors:	Four
Comments:	None		

4.4. DIMENSIONS

Track - Front:	1384 mm	Rear:	1384 mm
Wheelbase:	2667 mm	Overall length:	4511 mm
Dry weight:	1120 kg		
Comments:	None		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

Appendix A

Suspension

Front

Spring height adjustment permitted.

Rear

Spring height adjustment permitted.

Alternate Cylinder Head

Ian Moodie Cylinder head

- The Ian Moodie XU1 Cylinder Head casting No 2815843 is allowed.
- The cylinder head may be modified as permitted in the Group N regulations.
- The Ian Moodie Cylinder head requires the use of a MSD Soft Touch rev limiter Part No 8728 with a 7500 RPM limit. The limiter will be subject to testing at race meetings. The limiter will be located in an easily accessible position within the engine bay.