

SPECIFICATIONS OF AUTOMOBILES

5th Category – Historic Cars

Vehicle Eligibility – General Requirements

Modified Article	Date of Application	Date of Publication
1.9 Fuel	1.1.2019	1.1.2022
1.4 Signage	1.1.2022	1.1.2022

GENERAL REQUIREMENTS**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 in separate articles.

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. Motorsport Australia reserves the right to reject any vehicle which it considers not within the spirit of these regulations. Vehicles must conform to 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 conflict exists between the requirements of current Historic regulations or the relevant period regulations, and the original period specification of the particular vehicle, the latter will take precedence except where:

- (a) components in a vehicle’s original period specification have been deemed to be unsafe for use in current historic competition;
- (b) components not in compliance with the relevant period regulations have been the basis for the vehicle’s exclusion from a period event; or
- (c) a substitution of component/s has been approved.

The following evidence (given in order of priority) may be accepted to prove period specification:

- (i) Manufacturer’s specifications as evidenced by manufacturer’s handbook, workshop manual or spare parts list, sales brochures or magazine articles all of which must have been published in period.
- (ii) Any document, drawing, sketch or specification produced in period, which demonstrates that a manufacturer’s specification was varied in a period competition event. Specifications in magazines and periodicals of the period should desirably come from at least two sources.
- (iii) Reports from recognised experts who have inspected the car.
- (iv) Of lesser value will be:
 - (A) Books and magazine articles written out of period by reputable authors.
 - (B) Recent letters or statutory declarations by manufacturers, mechanics, engineers, designers, drivers and team members of the period.

Where acceptable evidence of a car’s actual period competition specification is not available reliance may be placed on any FIA or CAMS/Motorsport Australia recognition documents published in period for the relevant vehicle model.

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.

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.

- (a) 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.
- (b) 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.
- (c) 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.
- (d) No other advertising material or sign is permitted unless evident in the applicable group period (see relevant Group Articles) or, upon application by an Organiser or an individual club or competitor group subject to the prior approval of any affected organiser/s. Specific approval by the Australian Historic Motor Sport Committee is required to allow the display of event sponsor signage. Applications should be submitted well in advance of the event/s in question (a period of at least six weeks is envisaged) and be supported by full details of the event/s, the specific signage proposed and the benefits to be derived by competitors and/or organisers. If approved, the positioning of such signage on the various Groups of historic vehicles will be determined by the Committee, 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.

1.4 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:

- (a) Groups J, K, L, Sa and Na are exempted from the requirements as to background specified in Schedule K, article 2.3.
- (b) 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.

- (c) [Group N vehicles may use a windscreen competition number. The number must be white, bold sans serif condensed \(Helvetica Bold Condensed, Zurich Bold Condensed or Arial Narrow Bold\) and 100mm high. And should be located no more than 120mm from the top of the windscreen to the top of the number on the passenger side of the front windscreen.](#)

1.5 SAFETY:

- (a) Vehicles in all Category 5 groups:
 - (i) while in competitions specifically limited to Category 5 vehicles: or
 - (ii) mixed category and single-car speed competitionsare exempted from normal Motorsport Australia requirements in respect of:

fire extinguishing systems (but not fire extinguishers - refer Schedule H, "General Requirements for Cars and Drivers" in the Motorsport Australia Manual)	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 to 1.1 Firewalls, Scattershields and Chain Guards)	rollover protection structures bars (subject to the limitations of 1.1 Safety Cages/Roll Bars)
safety harness (subject to the requirements of article 1.7 Safety harnesses)	minimum bodywork	towing eyes
	starter motors	reverse gears
firewalls (although the fitment of these devices is in some cases desirable – refer to 1.1 Firewalls, Scattershields and Chain Guards)	window nets	safety fuel tanks
	fuel cut-off switches (subject to the requirements of 1.1.10(b) and (e))	rain lights (strongly recommended in compliance with Schedule C)

- (a) 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.
- (b) 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.
- (c) 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.
- (d) All tanks equipped with a quick-release filler cap shall have a secondary locking device or be wired shut.
- (e) Helmets: Motorsport Australia recommends that competitors wear an approved full-face helmet when competing in an open vehicle (refer Schedule D, "General Requirements for Cars and Drivers").

1.6 ROLL BARS:

Effective roll bars must be fitted to all competing vehicles, however Group Ja, Ka and Lb vehicles, which cannot be so equipped without serious adverse impacts on standards of authenticity and originality may be exempted from the requirement. Any exemption from the requirement to fit roll bars must be sought from and approved by Motorsport Australia.

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

- (a) a roll bar based on CAMS 1973 requirements; (see below).
- (b) a roll bar complying with Schedule J; or
- (c) a roll bar specifically approved by CAMS/Motorsport Australia and conforming to the guidelines detailed in 1.1 Safety Cages/Roll Bars.

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

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

- (A) be of height at least level with the top of the driver's helmet;
- (B) not overhang the driver's helmet, but be within six inches (150mm) of the driver's helmet;
- (C) in combination with the vehicle structure shall not leave unprotected any part of the driver's shoulder profile (when viewed from front or rear);
- (D) be adequately braced longitudinally.

- (a) **Material: Seamless or drawn welded steel tubing, either square or round in section, of minimum sectional dimensions as follows:**
- (i) Overall dimensions of main hoop members less than 600mm by 600mm: 1¼ inch (or metric equivalent) by 16 gauge.
 - (ii) 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.
 - (iii) 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.
- (b) **Fabrication:** Where tube bending is employed all bends shall be of smooth form without crinkling or significant section weakening.
- (c) **Mounting:** All points of mounting of the roll bar structure shall be to substantial structural components of the automobile.

1.7 SAFETY HARNESES:

Safety harnesses in compliance with Schedule I (type A or B) (refer “Technical Appendix of the Motorsport Australia Manual”) are compulsory for all groups other than those vehicles exempted from the fitment of roll bars in Groups Ja, Ka and Lb. Although not compulsory in vehicles not fitted with roll bars, the use of safety harnesses in such cars is strongly recommended.

1.8 FRONTAL HEAD RESTRAINTS (FHR):

In relation to only the following 5th Category groups, the requirements of section 2.1 of Schedule D shall be mandatory,

FRONTAL HEAD RESTRAINTS (FHR) – 5th Category	
Mandatory from January 1 2015	Groups A, C, N, S, T, U, M, O, P, Q, F5000, R, F and V
Exempt (strongly recommended)	Groups J, K and L

Notwithstanding the above, where the construction of a vehicle makes it impractical to utilize a FHR, an exemption may be sought from Motorsport Australia through an application to the Australian Historic Motor Sport Committee (AHMSC) in conjunction with Motorsport Australia Technical.

1.9 FUEL:

Only fuel as defined by Motorsport Australia must be used with reference to Motorsport Australia Manual Schedule G - Fuel, or as otherwise defined within these regulations. For Groups T, U, J, K, L, M, O, P, Q and R the use of fuel other than the fuel as defined, 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 or Certificate of Description. When an alcohol fuel is being used in competition, the car must display symbols with the letter “A” in white on a circular red background of at least 115mm diameter with a white border. One such symbol must be placed adjacent to the racing number on each side of the vehicle, and one adjacent to the filler point.

Specific alcohol based fuels with a constitution other than as described in Schedule G may be approved; the constitution of such fuels shall be listed on the Certificate of Description of the particular automobile in question and must be used unadulterated in that automobile.

All fuel used in competition must comply with the prescriptions of Motorsport Australia Manual, Schedule G – Fuel unless otherwise defined within these regulations. All fuel must be used without additives other than those permitted in Schedule G or otherwise as defined within these regulations. Other than for pump fuel, the mixing of fuels from different oil companies, or of different grades and/or types of fuel from the same oil company is forbidden. 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.

(a) Permitted Fuel and Additives only for 5th Category Historic Vehicles

~~(i) Leaded Fuel~~

~~Leaded Fuel is not permitted for use in any Motorsport Australia Events.~~

(ii) Unleaded Racing Fuel

Unleaded Racing Fuel is permitted as follows:

(A) In accordance with Motorsport Australia Manual, Schedule G – Fuel; or

(B) An Unleaded Racing Fuel with a maximum Ethanol content of 30% which is commercially available in Australia and distributed by a Fuel Supplier and which complies with the Fuel Standards Determinations made under the Australian Fuel Quality Standards Act.

(iii) Pump Fuel

In accordance with Motorsport Australia Manual, Schedule G – Fuel.

(iv) Ethanol Blended Fuel

In accordance with Motorsport Australia Manual, Schedule G – Fuel.

(v) Fuel Additive

A Fuel Additive is any additive which is commercially available in Australia and is distributed for the purpose of being added to a fuel to provide additional lubrication to the fuel or to effect the specification of the fuel (such as the Research Octane Number [RON]).

(b) 5th Category Historic Vehicles permitted Fuel and Additives by Group

This table details the permitted Fuel and Fuel Additive usage for each 5th Category Historic Group where indicated by the * mark.

GROUP	LEADED RACING FUEL ¹	UNLEADED RACING FUEL	ETHANOL BLENDED FUEL	PUMP FUEL	ADDITIVES ²	As per Log Book or COD
A	Refer to Group A in General Regs					
C	Refer to Group C in General Regs					
N		*	*	*	*	
S		*	*	*	*	
T		*		*	*	*

U		*		*	*	*
F		*		*	*	
V		*		*	*	
F5000		*		*	*	
JA / JB		*		*	*	*
KA / KB		*		*	*	*
LB / LC		*		*	*	*
M		*		*	*	*
O		*		*	*	*
P		*		*	*	*
Q		*		*	*	*
R		*		*	*	*

NOTE:

1: Leaded Racing Fuel or any Fuel containing Lead is not permitted for use in Motorsport Australia Motor Sport as of 1 July 2019.

2: Only those additives as defined within these regulations are permitted or each Group may use additives as permitted within Motorsport Australia Manual, Schedule G – Fuel.

1.10 FUEL TANKS AND FUEL SYSTEM:

- (a) Except those where the fuel tank is located wholly within the chassis frame, all cars in Groups F, M, O, P, Q, R, V and F5000 must be fitted with either FIA-approved safety fuel tanks or tanks filled with safety foam. The use of safety foam-filled tanks is recommended for all other Groups.
- (b) Fuel systems (electrical or mechanical) must have an isolating device which is clearly marked.
- (c) All quick-release (Monza-type) fuel filler caps protruding outside the silhouette of the bodywork must be fitted with a secondary device to prevent accidental opening.
- (d) It is recommended that all cars are fitted with a one-way safety valve in the filler neck as close as possible to the fuel tank.
- (e) All vehicles fitted with electronic ignition systems must include an automatic cut-off which switches off power to the fuel pump after a maximum of six seconds' absence of crankshaft revolution.
- (f) All fuel tanks must be vented externally to the bodywork.

1.11 TERMINOLOGY:

- (a) The term "style", where used in relation to wheels, refers to Sankey, wire, cast steel centre etc.
- (b) 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.
- (c) By "period" is meant the applicable group period of the vehicle in question.

1.12 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.

1.13 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.

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.

1.15 AERODYNAMIC COMPONENTS:

- (a) The use of an aerodynamic component which is mounted on an unsprung suspension component is prohibited.
- (b) The use of an aerodynamic component which is adjustable while the automobile is in motion is prohibited.