

HISTORIC COMMISSION

POLICY STATEMENT

This document presents the policy of the Historic Commission of CAMS for Historic motor racing in Australia. It provides the guidelines on which the management of the category and the rules for the 5th Category Historic Cars are based.

Overall Principles

Historic racing essentially provides the opportunity for drivers to race historic cars in an atmosphere somewhat similar to that enjoyed in the various historic periods.

The two major guiding principles of Historic motor sport must be authenticity and amateur sport. Keynote issues for the use of historic cars in racing, regularity trials, or demonstrations must be preservation, restoration and appropriate use in that order.

Whilst the category was designed originally to cater only for the actual cars that raced in the historic periods, the category has since been expanded to include some groups, being Jb and Kb, and N and S, for cars which, although not endowed with a racing history, are considered a suitable addition to Historic motor sport and are cars that are an appropriate representation of the period.

The Commission believes that, within the limitations of practicality, Historic racing should accurately depict the cars that existed in the past. Particular attention is paid to the periods of the cars, the authenticity of their specifications, and the group categories in which they compete.

The Historic Commission

The primary task of the Commission is to manage and guide Historic motor sport in Australia in a manner that is in the best interests of the sport.

The details of Commission's responsibilities are set out in its Terms of Reference which are authorised by the Board of CAMS. These cover the administration of the Commission, meetings and meeting procedure, the appointment of the Commission members, the powers of the Commission members, and the functions and responsibilities of the Commission. The Commission must work within its Terms of Reference.

The Commission wishes to ensure that the differing needs of competitors are met, and in order to achieve this the Commission has followed a long-established principle of only taking decisions which are in the interests of Historic motor sport as a whole. The members of the Commission are to be selected on the basis of their personal discipline and knowledge of both Historic motor sport in general and specific selected aspects of the 5th Category. As is also the case for many historic Technical

Commissioners and Eligibility Officers, situations will arise where Commission members will be faced with potential conflicts of interest, and where that occurs, Commissioners are required to declare such interest to other members of the Commission prior to the commencement of the subject discussion. To assist Commission members in deciding if such a statement is required, the following guidelines are used –

- Do I have personal or private interests that may conflict, with my duty as a member of the CAMS Historic Commission?
- Could there be benefits for me or my employer, now or in the future, that could cast doubt on my objectivity?
- How will my involvement in the decision or action be viewed by others?
- Does my involvement appear fair and reasonable in all of the circumstances?

Portfolios

Portfolios are to be allocated to the members of the Commission to cover the different responsibilities associated with Historic motor sport. The portfolios will cover:

- Pre 1960 Groups
- Touring Car Groups *and Sports Sedans*
- Production Sports Cars
- Safety Issues
- Post 1960 Racing and Racing Sports Car Groups
- Regularity Trials and Associated Events
- Event Promoters
- Historic Eligibility Committee (racing and sports racing cars) and Eligibility matters
- Historic Production car-based Eligibility Committee and eligibility matters
- Finance Committee

Other Portfolios may be included from time to time.

The Group Categories

An Historic racing car must be shown to be either a car, which has competed in some event in a particular historic period or, in some groups, a car that is representative of a particular period. These cars are then grouped by the Commission as follows:

Groups Ja and Ka are for cars built before the end of 1940 and include thoroughbred cars and Australian specials. Modern built J and K period specials are allowed in Groups Jb and Kb only under strict guidelines.

Group L is for cars built before the end of 1960, and includes cars with a racing history in the post-war period. Modern built "square-rigger" specials are allowed in Group Lc only under strict guidelines.

Group M is for cars with a racing history built before the end of 1965. This Group includes a period where technology moved rapidly with great advances in chassis, suspension and tyre development

Group O is for cars with a racing history built before the end of 1969, and includes a period when engine size and performance increased and when tyre technology made rapid development up to the arrival of the slick.

Group P is for racing and sports racing cars with a competition history established prior to the end of 1972, which are equipped with wings but still use treaded tyres rather than slicks.

Group Q is for cars with a racing history built before the end of 1977 when slick tyres and wings were the significant developments in the period.

Group R is for single seater racing cars and sports racing cars with a racing history established before various end dates in the 1980s, according to the category of the car. "Ground effect technology is the significant development of the period".

Group F5000 is for Formula 5000 cars with a racing history established before the end of 1977.

Group F is for Formula Ford racing cars with a competition history established prior to the end of 1983, divided into Group Fa for pre-1978 cars and Group Fb for 1978-1983 cars.

Group V is for Formula Vee racing cars with a competition history established prior to the end of 1985 Divided into Group Va for pre-1975 cars and Group Vb for 1975-1985 cars.

The broad description Historic Touring Cars covers Touring cars built and raced over several periods from pre-1957 until the end of 1992. Group N is for touring cars, not necessarily with a racing history, built before the end of 1972, and is divided into three subgroups. Group Na for cars built before the end of 1957, Group Nb for cars built before the end of 1964 and Group Nc for cars built before the end of 1972. Group C is for production touring cars with a racing history established in Australia between 1973 and 1984, and Group A is for production touring cars with a racing history established both in Australia and overseas between 1984 and 1992.

Group S is for production sports cars built between 1941 and 1977, and is split into three subgroups. Group Sa is for cars between 1941 and 1960. Group Sb is for cars between 1961 and 1969. Group Sc is for cars between 1970 and 1977. The cars are required to remain very close to original production specification. State of tune must be restricted in the interests of fair competition, safety, and authenticity. The use of components or assemblies which were not original equipment on a car, or which were not in common use in the period, are not allowed.

Group T is for historic genuine production sports cars with a competition history established prior to the end of 1981, and genuine factory-built competition variants with or without a competition history built before the end of 1977.

Group U is for historic sports sedans with a competition history established in Australia prior to the end of 1985.

A prime object of the Group philosophy is to portray, as faithfully as possible, each of these stages in the development of the racing car in motor sport. With less obvious definitions of technology development in 1980's, such criteria as stages of development of the racing car may not be able to be so clearly defined in the future. However, history is important, whether it be in preservation of the original cars that participated, or, in certain restricted areas, allowing the appearance of facsimiles of the type of car that raced in that era, and this overall philosophy will continue.

The National Competition Rules

The Commission will review annually, or more frequently if the need arises, the NCR's as they apply to Historic motor sport.

The specific rules of the "5th category – Historic Cars" are the exclusive responsibility of the Historic Commission and alterations or additions to the rules will be advised to CAMS as they are determined. Aspects of the NCR's, which are relevant to the Historic Category but are shown outside the "5th Category" chapter will also be considered and any alterations or additions, will be submitted to CAMS as proposals.

Wherever possible, the Commission will strive for consistency and stability, and frequent minor adjustments to the rules will be avoided. However, the Commission must be prepared to review some rules, such as the tyre rules, as necessary and permit items outside the rules as the availability or the economics may demand.

Fees and Expenses

The Commission will monitor fees and expenses as they apply to the Historic category and make appropriate recommendations with the aim of maintaining a reasonable net contribution to CAMS.

Vehicle Eligibility

Matters of vehicle eligibility will be the responsibility of the two Historic Eligibility Committees, one covering historic racing and sports racing cars, and the other all groups based on production sports and touring cars. They will both be subcommittees of the Historic Commission, and will be appointed by, and will report to, the Commission.

The Historic Eligibility Committees have the authority to determine matters relating to interpretations of the rules, compliance with the rules, and applications for Historic log books and Certificates of Description. They also have a responsibility for recommending any revisions or upgrades to the rules.

The responsibilities of the Historic Eligibility Committees are set out in detail in their respective Terms of Reference which are separate documents.

Advertising and Signage

The Commission strongly supports the guiding principle that advertising material or signage should not be permitted on competing vehicles unless it replicates period livery on a particular car. This is consistent with the firm view of the Commission that historic racing must remain an amateur sport. It follows that the Commission is also of the opinion that, as far as possible, the historic racing movement should be remote from commercial pressures.

However, the Commission recognizes that some support from commercial sponsors may be required:

- to facilitate the organization of a limited number of historic races as support events at high profile national and international meetings of a high cost nature; and/or
- to meet costs associated with the temporary importation of desirable historic racing cars to participate in 5th category events in Australia.

Such commercial support may be contingent on the display of sponsor signage on competing vehicles. Nevertheless, such signage will be acceptable only where the nature of the event can reasonably be regarded as promoting the best interests of historic motor sport in Australia and where the principles established in this policy statement are not prejudiced.

Safety

Matters of safety, be they relevant to the cars, the circuits or the competitors, will be considered without disregard for the ethos of Historic motor sport.

Proposals, on the pretext of safety but which have characteristics of performance improvement, will be critically evaluated.

Safety features, in the context of Historic motor sport, are those features of a racing car that reduce risk to humans or property without increasing performance.

Safety is not an absolute term. The Commission recognises that by its very nature, Historic motor racing may present risks that were typical of earlier eras but which may be higher than those which are now acceptable in contemporary motor sport. In recognising this, the Commission will manage those risks appropriately, having regard to vehicle safety equipment standards, driver apparel, monitoring of driving standards and the mixing of different historic vehicle groups. However, it is through the responsible and measured approach of competitors to Historic racing that these risks will also be kept to a minimum.

The Racing

Amateur motor sport in authentic vehicles is the keynote in Historic motor racing, thus the attitudes and behaviour of the owners and drivers must be effectively supervised.

The Commission is very conscious of the need for a high standard of both driving and track behaviour in this category. Professional cut and thrust is positively discouraged, as safety concessions are enjoyed by the movement and the vehicles are valuable. Aggressive driving is unwelcome, yet an attitude of good competition, within the bounds of good sportsmanship, is encouraged.

The Future

The Commission believes that there must be an on going review of future categories for Historic motor racing because the competing car of today is likely to be the Historic racing car of tomorrow. Therefore the consideration of new Groups will be examined when a need or a demand appears to exist.

The introduction of new historic Groups should not take place until after thorough vetting of the proposed rules and after circulation to interested parties for their comment. The Commission will favour extensive evaluation of such issues and will reject any superficial approaches. The following guidelines will generally be applicable to all proposals for the introduction of new groups:

- *Future vehicle groups should cater for vehicles with a racing history or those intended for racing use, rather than modified production cars with no competition history.*
- *Cut-off dates applicable to future groups should continue to be based predominantly on significant historical changes in regulations or vehicle design features, but future groups should also be geared to cater for specific vehicle categories or formulae, rather than covering all vehicles from a particular period in time.*
- *New vehicle groups should generally be restricted to those catering for types of vehicles with either:*
 - *An Australian competition history; or*
 - *A history of competition in international or national championship events where the vehicles are considered compatible with the general mix within the 5th. Category*
- *New vehicle types considered for inclusion within the 5th. Category should have no reasonable place in contemporary motor sport, and it would be expected that 10/15 years should have passed from the time of their competitive contemporary career.*
- *However, in this regard it should not be assumed that any vehicle/group/categories with a racing history that becomes superseded will automatically be considered for inclusion in the 5th Category.*