

## SCHEDULE OF MINUTES – SORTED BY HISTORIC GROUP

DATE*	MINUTE**	MARQUE/SUBJECT	GROUP(S)	COMMENTS
3/4/93	H198	REPLICAS	ALL	Confirmed there is no provision for replicas under current Historic regulations & philosophy.
3/4/93	H199	LOG BOOKS	ALL	Confirmed no car may hold more than one log book
3/4/93	H200	ELIGIBILITY	ALL	Requests for acceptance of out-of-period components were rejected in respect of:- electric fans, alloy engine/gearbox plates, high-backed seats in Sa/Sb, eccentric bushes and modified wishbones Sa/Sb.
3/4/93	H200	BRAKES	ALL	Conventional brake hoses may be replaced by braided, subject to fitment of cover to simulate original.
3/4/93	H200	IGNITION	ALL	Modern Bosch ignition coils may be used.
3/4/93	H200	FUEL PUMPS	ALL	Modern 'solid state' fuel pumps may be used.
3/4/93	H200	FUEL CELLS	ALL	Modern foam filled fuel cells may be used.
16/4/94	H232	IGNITION	ALL	Minute H200 re modern Bosch coils rescinded.
16/10/94	H267	FEES	ALL	Registration fee to be removed for all Historic cars as from 1995.
16/10/94	H277	TEMP. PERMITS	ALL	Conditional upon application received 1 month before meeting; no more than three per annum.
16/10/94	H278	ENGINE SEALING	ALL	If car not measured at meeting, must be sealed and measured within 30 days, or before competing next.
16/10/94	H285	ALCOHOL FUEL	ALL	Reaffirmed need for use to be officially confirmed by CAMS & log book endorsed.
2/9/95	HC018	TEMP. PERMITS	ALL	Confirmed Temp. Permits were to accommodate visiting overseas cars, & local cars under process.
24/3/96	HC025	ALCOHOL FUEL	ALL	Confirmed display of "A" symbol is mandatory.
2/9/95	HC025	FUEL CAPS	ALL	Resolved 'quick release' filler caps are required to have a secondary securing device.
2/9/95	HC030	ADVERTISING	ALL	Noted that 'period' tobacco advertising ( no financial gain) was permissible under T.A.P. Act.
11/5/96	HC042	CERT. OF DESCRIP.	ALL	Resolved that all 5th. Category cars (except N & S) would be required to have C.of D. by 1/1/2000.
26/10/96	HC084	REPLICAS	ALL	The Commission noted that the FIA was issuing HVIF to cars such as the CM250F and was not moved to recognise such cars under CAMS Historic protocols.
5/4/97	HC109	DORIAN TIMING	ALL	Confirmed there was no immediate need to make Dorian timing obligatory in all-Historic meetings.
19/7/97	HEC072	SPECIFICATIONS	ALL	The Committee recognised higher levels of current classification criteria, but agreed that in the cases of cars which had been classified as Historic under earlier criteria, these cars would continue to be accepted under the specifications accepted at the time. Where appropriate, differences to be noted in C. of D.
9/6/98	HEC211	ELECTRONIC EQUIPMENT	ALL	Survey results indicate there was little support for permitting the use of such equipment in 5 <sup>th</sup> . Category cars, save for the use of rev. limiters, in the interest of preserving engines. The Committee supports the proposition that such devices be permitted in 5 <sup>th</sup> Category.
27/6/98	HC180	REV. LIMITERS	ALL	The Commission resolved that only rev limiters which use spark frequency as the source data and that have the sole purpose of limiting engine speed would be permitted in 5 <sup>th</sup> . Category cars.

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5/12/98	HC209	MINUTES	ALL	The Commission endorsed the Minutes of the HEC meetings of 9 June 1998 and 29 October 1998.
22/8/99	HEC268	CLONED CARS	ALL	The Committee considered the question of 'cloned' cars being built up from damaged and/or discarded parts (eg a damaged chassis) and confirmed such cars possessed no line of history.
28/8/99	HEC275	CERT.OF.DESCRIP.	ALL	The Committee confirmed the principle that once a C. of D. had been issued, the specification of the car was bound by that document and no modifications were permitted without CAMS authority.
27/11/99	HEC304	IGNITION	ALL	'Electronic' ignition defined as a system where triggering is NOT effected by mechanical points.
27/11/99	HEC307	ADVERTISING	ALL	Confirmed prohibition on advertising applied to all events for Historic cars. Prohibition does not apply in cases where the Historic car is competing in other than a 5 <sup>th</sup> Category event.
27/11/99	HEC309	C. of D.	ALL	Confirmed "This form is intended solely for competition use, and is not to be used for commercial purposes or as proof of the cars history".
27/11/99	HEC312	BACKDATING &MODEL RUN-ON	ALL	Committee viewed 'backdating' with disfavour: where it had occurred the C. of D. should record the fact. 'Model Run-on' was conditional upon the specification remaining completely unchanged.
27/11/99	HEC313	CYLINDER HEADS	ALL	Modifications may involve only removal of metal – building-up by welding not permitted.
27/11/99	HEC318	BRAKE SWEEP AREA	ALL	Drum brakes: circumference of brake drum inner x brake shoe width. Disc brakes: the total area of the two annular areas swept by the pads.
27/11/99	HEC234	CASTING NUMBERS	ALL	Where in the group period, the manufacturer used in a particular model castings bearing differing numbers, any could be used provided they were dimensionally & visually similar.
27/11/99	HEC349	SHIFT LIGHTS	ALL	The Committee REJECTED the proposal to allow the use of shift lights.
28/11/99	HC321	APPROVAL IN PRINCIPLE	ALL	Approved that 50% of the current classification fee be required at lodgement of application with balance payable upon issue of C. of D. Approval lapses after 5 years if project not completed.
8/7/00	HC375	RECREATIONS	ALL	Article 1.7 to be removed from 5th Category; existing approvals to be honoured.
8/7/00	HC376	SCATTERSHIELDS	ALL	It is RECOMMENDED scatter shields be fitted where the plane of the flywheel impinges on driver.
5/5/01	HC484	STEERING WHEELS	ALL	Resolved that exemption of wood rimmed steering wheels (see Art.12 Sched.A)be included in Article 2.3 of 5 <sup>th</sup> . Category – Historic Cars General Regulations.
5/5/00	HC498	ISOLATION SWITCHES	ALL	Resolved from 1/1/02 all vehicles shall be equipped with a battery isolation switch, operable by the seated driver, which stops the engine and isolates the battery.
4/8/01	HEC376	ELIGIBILITY IN NON - HISTORIC EVENTS	ALL	It was acknowledged that an Historic car with Historic Log Book was eligible to compete in non-historic (i.e. contemporary) events subject to the car complying with all prescriptions applying to the event concerned. The Historic car also may enjoy freedoms (e.g. tyres) available to the contemporary class.
9/10/93	H213	SUPERCHARGING	J & K	Authentic J & K cars not permitted to fit superchargers unless so fitted in period.
24/3/96	HEC010	J & K SPECIALS	J & K	Resolved that Group J be divided into Ja (with a history) and Jb (built at any time specials) and Group K be divided similarly. Furthermore there was need for an increased level of scrutiny to ensure such cars were totally compatible in detail with the period they depicted.

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28/11/99	HC355	FORMULA JUNIOR	L & M	The Commission REJECTED the proposal that FJ cars be permitted to use the Richardson reproduction Ford 105E cylinder heads and limited slip differentials.
20/3/91	H145	TYRES	L & S	Minimum Durometer reading of 68 and 'period' tread pattern to be required. Tyre softeners prohibited.
20/3/91	H146	WHEELS & TYRES	L & S	Agreed within practical limits of tyre availability maximum tyre section allowed be listed for each model.
29/10/98	HEC224	SUSPENSION	L,M,O,Q & S	After considering several submissions the Committee resolved to reject the proposition that it should be permitted to replace non-adjustable dampers of the period with externally adjustable modern units.
5/12/98	HC200	SUSPENSION	L,M,O,Q & S	The Commission considered Minute HEC224 and endorsed the conclusion that the existing practicability of repairing period Armstrong adjustable units did not justify change to the existing regulations which required that adjustable dampers were permitted "only if fitted to the subject car in the group period.
9/6/98	HEC207	TYRES	M	The Committee conclude that tyres listed on the Group N & S were permitted in Group M subject to the aspect ratio and tread pattern meeting Group M requirements.
31/8/01	HC556	TYRES	M	Acknowledged was the concern of the HEC over the use of Formula Ford tyres (e.g. Avon ACB 9) on Group M & O cars – concern arising from the tyre construction being much more modern than the period. The Commission directed the HEC to prepare a list of tyres acceptable in Groups M & O, such list to be effective as of 1 June 2002. Such list not to include Formula Ford tyres.
16/4/94	H247	TYRES	M & O	Goodyear Blue Streak tyres approved subject to meeting minimum 60% aspect ratio.
1/4/99	HEC242	TRANSMISSIONS	M & O	The Committee considered the situation where cars originally fitted with VW 'Split-case' transaxles had been fitted in recent times with transaxles based on the later VW 40HP ('barrel type') units. The factors in such substitution were identified as the latter unit was more robust and replacement parts for the earlier unit (production ceased <i>circa</i> 1959) were increasingly in short supply. The Committee was not moved to recommend any change to regulations at this point in time.
28/8/99	HEC276	TRANSMISSIONS	M & O	Further to Minute HEC242, the Committee resolved that a reasonable time should be set for non-compliant cars to conform. 1 January 2001 was agreed as the prescribed date.
27/11/99	HEC351	VW TRANSAXLES	M & O	Confirmed that freedom of internals did not permit change of gearshift mechanism.
5/4/97	HC099	TYRES	M,O & Q	Hoosier Vintage 500x13 and 550x13 approved in Groups M,O & Q.
4/8/01	HEC386	TYRES	M,O,N & S	Resolved Avon ACB 9 tyres were not acceptable in Groups O & M. Furthermore the inclusion of the Avon ACB 9 on the Group N & S was reviewed and it was resolved it should be removed from the list.
21/3/98	HEC148	COOPER S BLOCKS	M,O,Q & S	It was agreed previous Minute HEC145 should be extended to include all relevant groups.
20/3/91	H138	SEATS	N	Approved replacement of original drivers seat with competition seat of a type approved by CAMS. In cars equipped with a bench front seat, the passengers seat to be from a corresponding model.
3/4/93	H189	SIGNS	N	Resolved the existing 40mm x 300mm maximum size remains, plus 2 each 150mm x 100mm club badges and state of origin.
3/4/93	H194	ELIGIBILITY	N	Proposed Group Na will be restricted to models raced in Australia.

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16/10/94	H272	WHEELS	N	Group Nc maximum rim width to be 5".
24/3/96	HEC 012	REPLICAS OF PERFORMANCE MODEL	N	It was resolved that only genuine cars (eg Lotus Cortina, Cooper S, Falcon GT HO) would be log booked as such and cars built up from standard bodies would be endorsed "Replica".
24/3/96	HEC015	COMP. HISTORY	N	It was resolved that where a car with a competition history had been damaged to the extent where replacement of the body shell was necessary, such replacement did not negate the status of the car.
11/5/96	HC055	REPLICAS OF PERFORMANCE MODEL	N	It was resolved that "Specification only" would be applied to the log book of cars built up from standard bodies to the specification of 'performance models'. (Refer minute HEC 012 of 24/3/96).
19/7/97	HEC067	HOLDEN FX/FJ	N	Confirmed that use of telescopic dampers on FX as late model FX cars used these in place of lever type.
19/7/97	HEC081	CORTINA	N	Confirmed fibreboard panels originally fitted on sides of radiator support panels are required to be fitted.
19/7/97	HEC082	TORANA BLOCKS	N	Confirmed out of period 'blue' or metric blocks were not acceptable as a replacement for 'red' block.
19/7/97	HEC082	FORD SVO PARTS	N	Confirmed current manufacture Ford SVO blocks & GT40 heads were not acceptable as replacements.
19/7/97	HEC084	LIVERY	N	Confirmed modern graphic paint schemes were not acceptable.
10/9/97	HEC105	BMC ENGINES	N	Confirmed Na: Minor 'split screen' 848cc s/v or 803cc OHV, A-30 803cc OHV;Nb:A-35 948cc, M/Minor (post 1963) 1098cc, A-40 Farina MkI 948cc, MkII 10908cc.
10/9/97	HEC119	FIA HOMOL.PARTS	N	Confirmed FIA Homologated parts were not necessarily acceptable under CAMS Touring Car regulations of the period as most such parts were post-production fitments. Where such parts are deemed acceptable, they must be original components (eg fibreglass copies of steel flares are not acceptable).
23/10/97	HEC136	MONARO WHEELS	N	On considering fact that under Australian Touring Car regulations of the era, Monaros used 15" wheels in competition, this alternative size is permitted for Monaros in Group Nc.
23/10/97	HEC145	COOPER S BLOCKS	N	In view of acute shortage of Cooper S blocks, it was agreed the Morris 1100 block was an acceptable replacement, particularly as the latter was a less robust block.(ie no technical advantage). Replacement to be conditional on the original Cooper side plates being used, to maintain original appearance of engine.
21/3/98	HEC157	TORANA BLOCKS	N	Reviewed Minute HEC082 and was not moved to change its previous decision.
21/3/98	HEC158	FORD 4-B BLOCKS	N	The Committee received evidence that in the period Windsor 302 Boss blocks (4-bolt) were used in Improved Touring racing. For all practical purposes these now are unobtainable and it was agreed under 'replacement criteria' the current FORD SVO block (Part No. M6010-A4) was an acceptable replacement
21/3/98	HEC159	FORD GT40 HEADS	N	A proposal that current Ford GT40 head be acceptable as substitutes for original Windsor 302 head was rejected on the ground that original head was not in short supply.
21/3/98	HEC161	CHEVROLET ENGINES	N	The Committee rejected a proposal that modern replacement heads for use on Chevrolet engines be accepted under Group Nc. Rejection was on the basis that there was no present shortage of the original.
21/3/98	HEC166	STUDEBAKER	N	The Committee approved the Studebaker Lark Daytona (2-door) in Group Nb.
21/3/98	HEC167	CHEVY NOVA	N	The Committee approved the Chevy Nova (2-door) in Group Nb.
21/3/98	HEC168	PLYMOUTH B/CUDA	N	The Committee approved the Plymouth Barracuda in Group Nb.

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21/3/98	HEC169	ELECTRONIC IGN.	N	The Committee noted that only Group Nb prohibits electronic ignition. Omission in to be corrected.
21/3/98	HEC170	AUSTIN A-35	N	The Committee reject this model for Group Na on the grounds it was not marketed in Australia.
9/6/98	HEC205	STEERING COLUMNS	N	The Committee considered the question of shortening steering columns in Group Nb and concluded such modification was not contrary to regulations. It was also agreed use of a column from another model was a preferred alternative to 'cutting & shutting' with its safety connotations.
9/6/98	HEC206	MAGNETO IGN.	N	The Committee concluded use of magneto ignition in Groups Nb & Nc is acceptable provided it can be proven that the model of car competed so equipped in the period.
27/6/98	HC162	TORANA BLOCKS	N	The Commission endorsed HEC157
27/6/98	HC163	FORD 4-B BLOCKS	N	The Commission endorsed HEC158
27/6/98	HC164	FORD GT40 HEADS	N	The Commission endorsed HEC159
27/6/98	HC165	ELECTRONIC IGN.	N	The Commission endorsed HEC169
29/10/98	HEC220	STEERING COL.	N	The Committee revisited Minute HEC205 and confirmed its earlier decision.
29/10/98	HEC221	MAGNETO IGN.	N	The Committee revisited Minute HEC206 and confirmed its earlier decision.
1/4/99	HEC250	ELECTRICAL	N	It was noted that in the 'tidying up' of Art. 3.7 Group Nb, the substitution of alternator for generator (which had been permitted previously) had been accidentally removed. Correction was endorsed.
19/6/99	HC266	ELECTRICAL	N	The Commission noted HEC250 and endorsed steps to correct the anomaly by Bulletin.
28/8/99	HEC265	SEATS	N	On the question of the replacement of the passenger seat in Group Nc, the Committee noted that whilst the meeting of the Group N Eligibility Officers on 15/2/97 recommended allowing such freedom, the recommendation had not been processed to become part of the regulations, which currently permit replacement of driver's seat only. The Committee concluded that any competitor who had been advised he could change the passenger's seat, and had done so, should apply for a dispensation.
5/5/01	HC481	WHEELS	N	Resolved that in Group Na, cars having 4" PCD bolt pattern could be modified to accept 100mm PCD steel wheels. Cars with other than 4" PCD would be considered upon application.
16/10/94	H273	TYRES	N & S	Lists combined for 1955. Dunlop CR48 & CR65, Hoosier Street TD & Goodyear Blue Streak added.
16/10/94	H295	ELECTRIC FANS	N & S	From January 1995 electric fans may be fitted in Groups N & S.
18/3/95	HC009	ROLL BARS	N & S	Resolved Roll-over protection be required in Group Na & S cars from 1/1/1996.
24/3/96	HEC021	TYRES	N & S	Falken RS410 tyre added to Group N & S Tyre
26/10/96	HC082	SEATS	N & S	Approved the installation of a second (ie for passenger) FIA approved seat where a car classified as Historic Group N or S also competes in classic rallies. Log Book to be noted in these cases.
19/7/97	HEC059	JAGUAR XJ-S	N & S	Because of significant history as a Touring Car, Jaguar XJ-S was exclude from list of Group S cars.
13/12/97	HC138	TYRES	N & S	Resolved Yokohama A008RS tyre be added to ther Group N & S Tyre List.

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9/6/98	HEC202	TYRES	N & S	Following tests, the Committee recommended the inclusion of Dunlop Formula R tyres to the Group N & S Tyre List, provided tread patterns were 'traditional'. The D98J tyre was specifically excluded.
5/12/98	HC201	TYRES	N & S	The Commission resolved that the Yokohama -Advan - 032R which is replacing the A008R be included on the N & S Tyre List subject to satisfactory testing results being circulated to the Commission.
1/4/99	HEC254	TYRES	N & S	The Chairman confirmed testing of the Yokohama/Advan 032R had proved positive and inclusion on the N & S Tyre List was foreseen.
27/6/98	HC175	TYRES	N & S	The Commission resolved that the Dunlop D93J tyre be added to the Group N & S Tyre List.
28/8/99	HEC264	SEATS	N & S	Following consideration of providing for crotch straps in replacement seats, the Committee recommended the inclusion of the Sparco Ultra (and subsequently the Sparco America) in the listing.
27/11/99	HEC323	FUEL TANKS	N & S	Confirmed that a safety fuel tank may replace an original tank in the same location. Where a different location is involved, the original must remain, in a drained and sealed state.
8/7/00	HC405	WINDOWNETS	N & S	The Commission was not moved to intervene where N & S cars chose to race in non-historic events.
5/5/00	HC508	TYRES	N & S	Resolved the following be added to the Group N & S Tyre List: Bridgestone RE711, Yokohama A539, Avon CR6ZZ and ACB 9.
24/3/96	HEC022	CYLINDER HEADS	N,S,M, O,Q	It was resolved that BDD and later (4 exhaust stud) cylinder heads and currently available 'replica' Lotus Twincam heads were not acceptable as replacement for original BDA & Lotus Twincam heads.
27/11/99	HEC322	AUSTIN A35	Na	Acceptance of the A35 in Group Na was rejected.
27/11/99	HEC328	VW CRANKCASES	Na	Agreed the 40HP crankcases could replace the 36Hp units subject to the engine internals all being 36HP parts and that the engine is sealed on assembly.
27/11/99	HEC299	SEATS	Nc	Where a CAMS approved drivers seat has been fitted, an identical seat may be fitted for passenger.
27/11/99	HEC316	FRONT AIR DAMS	Nc	Confirmed front spoiler (air dam) is part of original bodywork thus may not be modified for air ducts.
27/11/99	HEC319	OPTIONS	Nc	Where in the period 80% of the make and model used homologated or other modifications, then such components are to be included in the Specification Sheet Where only a single car competed, that actual car had exclusive use of the modifications.
27/11/99	HEC354	REAR DISC BRAKES	Nc	Confirmed that rear disc brakes were permitted if (a) the vehicle has a competition history fitted with rear disc brakes, or (b) the make & model had them fitted as a production item.
20/3/91	H147	TYRES	O	Introduction of Dunlop CR65 MkIII should obviate existing approval for grooving of slicks however this to continue for present with more attention to actual pattern produced by grooving.
8/7/00	HC409	TYRES	O	Avon tyres in tread pattern Historic Sports H005 accepted for Group O.
9/12/00	HC451	TYRES	O	Confirmed (HC409) that Avon tyres in tread pattern H005 (similar to CR65) and A11 compound are acceptable on Group O cars subject to actual dimensions falling within parameters approximating original period tyres and subject to the approved tyres being recorded in Log Book.
19/7/97	HEC079	CYLINDER HEADS	P	Confirmed Group P cars were required to use the type of head used on the particular car in the period.