

AHTCA GENERAL MEETING – 19/7/2022

CONDUCTED

Meeting commenced at 7:30pm and closed at 8:40pm.

ATTENDEES

Mark Byfield

Claude Ciccotelli

Martin Dennis

Nic van den Berg

Jervis Ward

APOLOGIES

AGENDA

Matters discussed were as follows and agreement was unanimous unless stated otherwise:

- **Opening**

The meeting was conducted via Zoom hook-up and was opened by Mr Jervis Ward, who welcomed all members present to the General meeting.

Apologies were read out and noted.

Eligibility

- **Tyre Approval process**

- The Members noted the existing rule to add a new tyre, in the Motorsport Australia Manual Specification of Automobiles – 5th Category – Groups N&S – Approved Tyre List at paragraph 1.2:
 - (f) An application to add a new tyre to the approved list must be made to the HPBEC and shall include the following information:
 - (i) Manufacturer's information sheets showing tyre make and model identification.
 - (ii) Tyre dimensions (overall diameter, section width and recommended rim widths).
 - (iii) Illustrations of the tread pattern.
 - (iv) Section sizes available in the model range.
 - (v) Where the tyre is produced in multiple compounds the range and the method of identification must be provided.
 - (vi) Any other relevant information that would be required in identifying the tyre at an eligibility check.
- Nankang tyre was the matter for discussion. These tyres are not on the approved list. Mr Dennis's objective is to have them on the list and he will work towards obtaining the above information to have them approved.
- Mr Ward to obtain clarification as to what compound type is allowed and then approach Mr Twigg.

The following updates were discussed and noted:

- **Specification sheets – new**

- New/revised Specification sheets have been published for:
 - Alfa Romeo Giulia Super and Super TI
 - Ford Cortina GT Mark 2 (gearboxes);
 - Ford Cortina TC (gearboxes)
 - Ford Cortina Mark 2- 220,240, 440
 - Jaguar Mark 2

- **MA Manual – 2020 Motorsport Manual – Specifications of Automobiles – 5th Category – Historic Cars – Group A, C, N, & U – Touring Cars**

The MA Manual and Technical Appendices are still under review to accommodate the following items². These will be updated at the end of this calendar year:

- Bodywork – inner lip of wheel opening for Group Nb
- Oil accumulator – placement in cabin - protection
- Signage and Competition numbers – Group Na (document references)

- **Fuel Cut-off switches**

The Members noted the background paper relating to fuel cut-off switches (at Attachment B) and the exemption that exists for Fifth Category vehicles.

Members agreed that advice goes in to the next Electronic newsletter.

- **Secretary/Treasurer report**

- **Bank statement**

The Members noted;

- Current balance of \$1,542.29; and
- financial activity for the period 1 May to 16 July 2022 as shown at Attachment A.

- **Associate club**

The report in the Secretary report that the club HGNA NSW had declined to join AHTCA as an Associate Club.

- **Rules of Association**

The Members agreed that the further revision of the Rules of Association (*revision "220508 – Rules of Association AHTCA"*) have been placed on the AHTCA website and are to be lodged with Consumer Affairs Victoria.

- **AHTCA Website**

Members noted the proposal to revamp the AHTCA website and agreed to:

- Obtain donations for the establishment costs of \$3,500, noting that HTCA NSW will commit \$2,000 towards this task;
 - All members support the concept;
 - SA has only 28 financial members and will not be able to contribute;
 - WA will examine and advise regarding funding;
 - QLD has the issue of two clubs and it may find funding problematic but will advise;
- Engage DesignID to complete this work for the quoted amount of \$3,500 once the donations have been obtained;
- Annual running costs of \$1,440, which will need to be funded – for example by all AHTCA member clubs by increasing the annual membership fee from \$150 to \$438.
 - SA has only 28 financial members and will not be able to contribute.

- **General Business**

- **HPBEC – Minimum weights**

The following request has been received from the Chair of HPBEC, Mr David Twigg:

The HPBEC is seeking the assistance of the AHTCA in circulating some important information to all Group N competitors and Clubs.

The HPBEC has been continuing to work on establishing minimum weights for Group N cars. We are now in the final stages of having a list for competitors to consider.

We intend to have a text page explaining the reasoning behind the establishment of a minimum weight, and an explanation of the working steps used to establish that minimum weight. There will also be a chart showing the workings and the proposed minimum weight for most of the currently competing Group N cars.

We understand that the AHTCA is able to email information directly to most Group N competitors. We request that, to provide each competitor with an equal amount of time to consider the documents, this method is used with these documents to ensure that the majority of Group N competitors receive the information at the same time.

The HPBEC's document will be requesting questions and feedback from competitors so we would also ask that these be forwarded to the various Club's AHTCA delegate and then collated by the AHTC and forwarded to the HPBEC. The wording that is being considered for this is "Please provide any questions or feedback to your Club's AHTCA delegate by August 31 2022. The AHTCA will collate your replies and forward them to the HPBEC".

We believe that the AHTCA has a Delegates meeting planned for July 19 and we would be

happy for the documents to be discussed at that meeting prior to their distribution to all competitors. We would of course have the final documents forwarded to you prior to that meeting.

Could you please inform us if these arrangements are possible and satisfactory to the AHTCA. Thank you.

Members agreed to assist HPBEC in the manner requested.

- **Safety Alert**

The Chair of HPBEC, Mr David Twigg, requested that the Safety Alert issued by Motorsport Australia on 19 July 2022 (Attachment C) be issued by AHTCA to all members.

Members agreed to assist HPBEC in the manner requested.

- **Electric Vehicles**

Members noted the issuance of a notice about electric vehicles by Motorsport Australia on 14 July 2022 (Attachment D).

- **All State President meeting**

Members noted that at the request of Chris Stern, the President of HTCAV, an “all President” meeting is to be held on 27 July 2022 at 8:00pm to discuss collaborating about the future of Group N nationally.

- **Meetings**

It was noted that upcoming meetings are as follows

Tuesday, 16 August 2022	Committee meeting
Tuesday, 20 September 2022	Committee meeting
Tuesday, 18 October 2022	General meeting
Tuesday, 17 January 2023	Committee meeting
Tuesday, 14 February 2023	AGM

The next meeting of the AHTCA will be a Committee meeting, and will be held on 16 August 2022.

Action Items - outstanding

ACTION	PERSON	DUE DATE
Tyre discussion to continue at next meeting	All	19/7/2022
Respond to HPBEC re AHTCA involvement and assistance requested re minimum weights	Jervis Ward/Nic van den Berg	22 July 2022
Develop and issue Electronic Direct Mail newsletter (Ed10): <ul style="list-style-type: none"> • 123 Distributor • Fuel cut-off switches <ul style="list-style-type: none"> ○ Oil lights Hobbs switch etc • Minimum weights • Safety Alert 	Jervis Ward/Nic van den Berg	3 August 2022
Lodge draft revised Association rules with Consumer Affairs Victoria	Jervis Ward/Nic van den Berg	19 August 2022
Encourage Tasmania to join AHTCA	All	On-going

Action Items - COMPLETED

ACTION	PERSON	DUE DATE
Advise HEC that Alfa Giulia Super Ti Spec sheet is supported	Nic van den Berg	26/5/2022
Write to invitation to Associate Club <ul style="list-style-type: none"> • To join General meetings starting 19/7/2022 • Invoicing for \$75 	Jervis Ward/Nic van den Berg	3 June 2022
Develop and issue Electronic Direct Mail newsletter: <ul style="list-style-type: none"> • Committee members • Vehicle signage • Specification sheet updates • MA Manual updates • Bonnet catches 	Jervis Ward/Nic van den Berg	3 June 2022
Obtain access to AHTCA bank account	Nic van den Berg	Before 19 July 2022

ATTACHMENT A – BANK STATEMENT

Thu 26 May 2022	Debit	Credit	Balance
+ Transfer To The Creative Parrot NetBank AHTCA - Cons Aff lodgement re...	-\$248.00		\$1,542.29
Wed 18 May 2022			
+ Transfer From SIMON NORTHEY AHTCA Membership		+\$150.00	\$1,790.29
Mon 09 May 2022			
Direct Credit 128594 HISTORIC TOU SA membership fee		+\$150.00	\$1,640.29
Fri 06 May 2022			
Direct Credit 421520 HISTORIC RACING Inv 22-003		+\$150.00	\$1,490.29
Mon 02 May 2022			
+ Transfer From NICOLAS VAN DEN BERG 2022 AHTCA membership fee HTCA NSW		+\$150.00	\$1,340.29

Summary

5th Category vehicles which compete in 5th Category, or mixed competitions:

- can substitute electric fuel pumps for mechanical fuel pumps;
- do NOT have to have a six second cut off device where they have an electric fuel pump;
- do have to have a fuel isolating device (for both mechanical and electric fuel pumps) which is clearly marked;
- do have to have a battery isolation switch, capable of being operated by a seated driver, with a recommended second switch on the outside of the vehicle.

It is suggested that this is because 5th Category vehicles are NOT allowed to run electronic ignition systems.

Detail

The rules about electric fuel pumps and cut out switches

Each automobile in a circuit race (except a superkart) shall, of necessity, also be required to comply with the following:

- (i) On each automobile, other than those of the 5th Category, fitted with an electric fuel pump, the pump power supply must cut off in a maximum of six seconds after the engine stops;
- (ii) Each automobile of the 2nd and 3rd Category shall be equipped with a battery isolation (master) switch which isolates the battery and stops the engine, and:
 - (i) it shall be capable of being operated by the driver in his normal seated position;
 - (ii) there shall be a second switch, or a remote means of operating the main switch, from the vicinity of the base of the A pillar on the driver's side or, for an automobile with no A pillar, in a comparable position; and

Note that 5th Category is exempted in this part of the MA Manual.

5th Category is also exempted in another part of the MA Manual BUT only for specific competitions:

Exemption for Group N

1.6 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 competitions
 are exempted from normal Motorsport Australia requirements in respect of:

That same part of the MA Manual then refers to fuel cut-out switches:

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 sys
	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)

Then we look at para 1.10 (b)

Group N has to have an isolating device which is clearly marked – for both electrical and mechanical fuel systems

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 F6000 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.

If you look at para 1.10.(e) the automatic cut-out switch relates to cars with electronic ignition systems. 3th Category cars are not allowed those. Look at [Ignition for 3th Category cars](#)

- (c) **Ignition:** May be of the same type, but not necessarily brand as supplied by the manufacturer for the make and model concerned. Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:
- (i) all components, save for the coil, shall be an integral part of the distributor.
 - (ii) A maximum of two wires shall connect the low tension side of the distributor to the coil. These wires shall be visibly continuous and not contain any supplementary connection to any other



- (i) component. Permitted is the fitment of an uninsulated earthing conductor between distributor body and cylinder block.
- (ii) Ignition advance shall be restricted to mechanical actuation within the distributor.

Isolation switch - battery

Isolation switches: All vehicles must be equipped with a Battery Isolation (Master) Switch which effectively isolates all electrical circuits from the battery and stops the engine. It should be capable of being operated by the seated driver.

It is recommended that there be a second switch, or a remote means of operating the main switch, which can be operated from outside the vehicle. This should be positioned in the vicinity of the base of the A pillar on the drivers side. This external switch or remote activation must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

Events**1. CIRCUIT RACES****1.1 GENERAL CONDUCT OF EVENTS:**

Circuit racing events for vehicles within the 5th Category may be programmed to cater for:

- (a) **Group racing:** specific individual groups within the category; or
- (b) **Combined group racing:** a combination of several specific individual groups; or
- (c) **Divisional racing:** a combination of vehicles from any of the individual groups with eligible vehicles selected on the basis of their perceived compatibility in performance potential. Any number of events of this type may be programmed at any one circuit race event to divide the overall entry into compatible performance divisions.
 - (i) Engine capacity classes may be incorporated in any of these types of events or an overall engine capacity limitation placed on any event. It would generally be preferred that any engine capacity limitations selected be consistent with those commonly in use during the relevant period.
 - (ii) No specific limitations are imposed on vehicle combinations which will be permitted in combined group or divisional events but fields should be structured in accord with the vehicle compatibility matrix set out in Table 1 and consist of vehicles which are generally compatible in performance potential.
 - (iii) Motorsport Australia will hold the absolute discretion to disallow any proposed vehicle combinations which it considers might create safety hazards arising from speed differentials or visibility problems.
 - (iv) Within any group or combined group event, it will be permissible to include by invitation individual vehicles from other groups where such action is considered desirable to achieve the most performance-compatible field. Where such action is taken notation should be made in the program to record the subject vehicles' correct group classification and the event should be described in the program as including vehicles from other groups by invitation.
 - (v) When programming combined group or divisional racing events, consultation with the state member of the Australian Historic Motor Sport Committee or Historic Eligibility Committees is encouraged to assist determination of the most compatible mix of vehicles.
- (d) **Period Category/Formula Racing:** Events restricted to vehicles with a history of competition in period events for a particular vehicle category or formula (eg. Formula 1, 2 or 3; Formula Pacific/Atlantic; Formula Junior etc). Such events may include provision for vehicles from more than one period category or formula and/or may include vehicles from more than one 5th Category vehicle group, subject to conformity with the limitations set out in the vehicle compatibility matrix (see page 2).

FROM THE MOTORSPORT AUSTRALIA WEBSITE

SAFETY ALERT: BRAKING SYSTEMS

Monday 18 July, 2022

Following recent incidents, Motorsport Australia is alerting competitors to be vigilant with the preparation, maintenance, and replacement programs regarding braking systems and components.

The braking system and components of a competition automobile are vital to ensuring safe competition in motorsport.

Competitors are directed to ensure that they:

- Regularly inspect braking systems and components;
- Perform regular maintenance of braking systems and components; and
- Establish replacement programs for high wear and high load carrying components to ensure their serviceability.

Whilst the most common checks are usually performed on the hydraulic (i.e. master cylinders, brake calipers, slave cylinders, fluid lines etc.) and friction components (i.e. disc rotors, brake pads or brake drums and shoes), it is equally important to inspect and establish replacement programs for those components that connect the driver to these systems.

These components carry high force loads during the application of the brakes in a competition automobile and include the brake pedal, pedal boxes and brake bias/balance adjustment components.

For any Motorsport Australia technical enquiries, contact technical@motorsport.org.au

[View this email in your browser](#)



Electric vehicle regulations released

Motorsport Australia has published new regulations, specific to electric vehicles.

The regulations, [available to read here](#), outline various technical and safety requirements for competitors, officials and event organisers.

A separate FAQ document has also been prepared, [which can be viewed here](#).

Motorsport Australia will also host information sessions for officials and event organisers to cover off key details and answer any questions about the new regulations.

Motorsport Australia Director of Motorsport Michael Smith said the regulations were an important step in allowing more electric vehicles to compete in the sport across the country.

“Whether it be international, national or grassroots events, there is a clear indication from manufacturers that electric vehicles are going to be a big part of our future, both in every day driving and in turn, we will see more electric vehicles in motorsport,”

Smith said.

“Motorsport Australia is well aware of the importance of being ready to welcome those electric vehicles which present different safety and technical requirements to the traditional internal combustion engine.

“These regulations are a starting point for those wishing to have electric vehicles be part of their event and highlight specific requirements for competitors, officials and event organisers.

“This is just a small step on the journey and from the Board down we are committed to ensuring we focus on making sure our sport is sustainable, safe and keeping up with current trends.

“We also know that traditional petrol engines have a future in our sport and will continue to be part of our events for many years to come.”

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