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HISTORIC TOURING CARS



G'day Nic,

We're a little over the half way point of 2022 and fortunately it looks like most parts of our lives are getting back to normal.

The AHTCA have regular meetings and look at ways we might be able to improve Group N competitors experiences on and off the track. We are looking at developing the national website to become a singular got to site for everything Group N. More on that as it develops.

As you may be aware the Historic Production Based Eligibility Committee (HPBEC) are looking at minimum weights for Group N cars, and supplied the AHTCA with a proposal to share with competitors around the country and have asked for comments. If you missed it [you can see it here...](#)

We are trying to make these communications more regular, and hope to give

you current and helpful information and tips. Below are some important articles that affect most of us.

And congratulations to the competitors who competed at The Bend on the weekend.

**Cheers,
The AHTCA Team.**

[ELIGIBILITY & SAFETY](#)

[123 Distrubutors](#)



The Historic Production Based Eligibility Committee (HPBEC) has researched the “123 Distributor” and found that these are a full electronic ignition system completely housed within the distributor body. The electronic ignition system controls the ignition advance curve which is programmable.

Please be advised that the “123Distributor” **does NOT comply with the Group N regulations** which do not allow the use of electronic ignitions and require ignition advance to be restricted to mechanical actuation; so these distributors should NOT be used in Group N competition.

Groups NB, and NC regulations state.

IGNITION

Contact breaker points and condenser may be removed and their standard operations performed by electronic components providing the following conditions are adhered to:

1. each replacement component, save for the coil, must be an internal part of the distributor;
2. 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 component;
3. a conductor may be fitted between the distributor body and the cylinder block; and
4. ignition advance shall be restricted to mechanical actuation within the distributor.
5. A distributor of a different make but similar design is permitted, in which case it must respect the original location of all components and must operate as originally designed by the manufacturer.

The HPBEC has requested Group N Eligibility Officers to be aware of and check for the possible use of the 123 Distributor units when carrying vehicle inspections at race meetings and Log Book inspections.

Fuel cut-off switches



Vehicles in all Category 5 groups (including Group N):

(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 fuel cut-off switches (an automatic cut-off which switches off power to the fuel

pump after a maximum of six seconds' absence of crankshaft revolution).

However, all Group N vehicles must

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.

AND

Fuel systems (electrical or mechanical) must have an isolating device which is clearly marked.

The fuel cut-off switch, often called a gas switch, is just a simple, common sense item, like an oil light, that can save you big time.

Safety Alert



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.

[Read more here...](#)

Battery Cut-off Switches



To properly isolate your battery from the ignition as well as the alternator, you need a switch with more than two posts. A lot of the popular car parts retailers sell the 2 post switches as battery isolation switches but they are not really doing that job.

Switches are cheap, but can be difficult to find. The one pictured is FIA Approved. Cheap insurance.

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Contact us

We are here to help please don't hesitate to call us, share your thoughts and ideas for the category, we would love to hear from you

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Regards,

AHTCA Committee

AUSTRALIAN HISTORIC TOURING CAR ASSOCIATION



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