

## AHTCA COMMITTEE MEETING – 20/9/2022

### CONDUCTED

Meeting commenced at 7:31pm and closed at 9:15pm.

### ATTENDEES

Mark Blyfield - Historic Touring Car Association of South Australia

Claude Ciccotelli - Historic Racing Car Club of Queensland

Martin Dennis - WA Historic Touring Car Club Inc.

Nic van den Berg - Historic Touring Cars Association of New South Wales

Jervis Ward - Historic Touring Car Association of Victoria

### 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 Committee meeting.

There were no apologies.

### **Eligibility**

- **Tyre Approval process**

- Nankang tyres continue to be trialled in Western Australia. These tyres are currently not on the approved list. Mr Dennis's objective is to have them on the list and he will work towards having them approved.
- Mr Dennis advised that:
  - Gordon Levin has applied for Nankang tyres to be approved by HPBEC.
  - Nankang are examining the production of 10" tyres.
  - Dunlop have indicated that they cannot supply the cross section of their tyres for Group N.
- Mr Ward to obtain clarification as to what compound type is allowed and then approach Mr Twigg.

- **Approved Tyre list**

- The Committee members agreed that the current tyre list be reviewed and subsequently reported to HPBEC, as many listed tyres are no longer available. AHTCA wants to work towards a more timely and proactive approach to tyre changes, keeping in mind that past approved tyres remain as approved.
- The tyre list is currently being examined and State suppliers are to be contacted to provide an evidence base as to which tyres are available.

The following were noted in the Secretary report:

- **MA Manual – 2020 Motorsport Manual – Specifications of Automobiles – 5th Category – Historic Cars – Group A, C, N, & U – Touring Cars**
- **Minimum weights**
- **Component Substitution – Holden EH – Disc Brakes**
- **Secretary/Treasurer report**
  - **Bank statement**

The Committee members noted;

    - Current balance of \$1,120.30; and
    - financial activity for the period 1 May to 23 August 2022 as shown at Attachment A.

- **Minimum weights**

The Committee noted the issuance of a further eDM on 3 September 2022 on this matter by AHTCA at the Chair of the HBEC's request.

The Committee noted the receipt of further correspondence from:

- Martin Dennis (in Secretary's report)
- Andrew Lane (attached to these Minutes);
- Stephen Page (in Secretary's report);
- Murray Patterson (attached to these Minutes);
- David Roberts (attached to these Minutes);
- Ben Tebutt (attached to these Minutes);

- Graeme Wakefield (attached to these Minutes);

The Committee agreed that:

- This is not an issue about parity
- HPBEC has advised that this will go ahead;
- AHTCA needs to take a stand.

AHTCA is to advise the Chair of the HPBEC that AHTCA:

- Supports the proposal (the concept of weights seem reasonable to AHTCA members);
- Agrees that it only proceeds on the basis that:
  - Documentation proving figures different to those being proposed, be lodged;
  - Communicate better by simplifying the message:
    - Wet weight, no driver;
    - Soft implementation;
    - Give a valid range of each vehicle's weight figure;
    - Point out the benefits of the weight rule.
- Will then address issues separately as AHTCA delegates from our respective States.

Further draft to HPBEC to be developed for examination pointing out that points made in the last letter were not addressed.

The next eDM is to explain what and who AHTCA is and does.

- **Component Substitution – Holden EH – Disc Brakes**

The Committee members noted a further response from HTCAV (attached to these Minutes).

The Committee members agreed to advise HPBEC that this submission is not supported, and that each AHTCA response received will be provided to the Chair of HPBEC.

AHTCA (Claude Ciccotelli) will continue to gather data about availability of drums and linings in preparation for a possible submission on parts quality to HPBEC.

- **AHTCA Website**

Establishment costs of \$3,500 needs to be obtained, noting that all Group N Club presidents support this concept and committed at a recent President meeting to advice of their respective ability to contribute:

- HTCA NSW will commit \$2,000 towards this task;
- HTCAV will advise on 20 September 2022 as to their contribution;
- SA will look again to contribute and will advise on 20 September 2022;
- WA will commit \$350;
- QLD will advise on 20 September 2022 as to their contribution;
- Funding was agreed as follows:
 

○ Historic Touring Car Association of Victoria	remainder
○ Historic Touring Cars Association of New South Wales	\$2,000
○ Historic Touring Car Association of South Australia	\$ 50
○ Historic Racing Car Club of Queensland	\$ (TBA 26 Sept)
○ WA Historic Touring Car Club Inc.	\$ 400

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 and suggested a commensurate increase in respective club fees of a modest amount to assist in covering this cost;

- WA is not keen to have the annual AHTCA fee increased.
- All members agreed at the meeting of 23 August 2022 to fund this recurrent cost via sponsorship and all Committee members will examine and suggest possible sponsors to be approached for this purpose.
- Mr Jervis Ward will approach one prospective sponsor on behalf of AHTCA.

- **General Business**

HTCAV has gained funding of \$10,000 to buy one-way radios for use in Victoria and they are being trialled this year.

The next meeting of the AHTCA will be a General meeting, and will be held on 18 October 2022.

### Action Items – outstanding

<b>ACTION</b>	<b>PERSON</b>	<b>DUE DATE</b>
Obtain clarification as to what tyre compound type is allowed and then approach Mr Twigg	Jervis Ward	20 October 2022
Review current tyre list. ❖ Compile current list for review re availability ❖ Provide list to Jervis Ward ❖ Prepare submission to HPBEC	All Nic van den Berg Nic van den Berg All	31 September 2022 21 September 2022 <del>20 September 2022</del> 20 October 2022
Encourage Tasmania to join AHTCA	All	On-going
Provide final response to Chair HPBEC re EH Holden front brake substitution submission	Jervis Ward Nic van den Berg	27 September 2022
Develop and issue Electronic Direct Mail newsletter (Ed11): ❖ Tips on new brakes pads/contamination ❖ Battery markings ❖ Tyre buffing ❖ Radios – Course to car ❖ Data logging	Jervis Ward/Nic van den Berg	<del>16 September 2022</del> 20 October 2022
Finalise AHTCA website ❖ Initial funding ❖ Sponsorship for ongoing costs	All Jervis Ward	<del>20 September 2022</del> 30 September 2022 30 September 0222
Gather data on drum brake and lining quality and availability	Claude Ciccotelli	20 September 2022
Prepare a further letter re weights to HPBEC	Jervis Ward Nic van den Berg	27 September 2022

### Action Items - COMPLETED

<b>ACTION</b>	<b>PERSON</b>	<b>DUE DATE</b>
Advise HEC that Alfa Giulia Super Ti Spec sheet is supported	Nic van den Berg	<del>26/5/2022</del>
Write to invitation to Associate Club ● To join General meetings starting 19/7/2022 ● Invoicing for \$75	Jervis Ward/Nic van den Berg	<del>3 June 2022</del>
Develop and issue Electronic Direct Mail newsletter: ● Committee members ● Vehicle signage ● Specification sheet updates ● MA Manual updates ● Bonnet catches	Jervis Ward/Nic van den Berg	<del>3 June 2022</del>
Obtain access to AHTCA bank account	Nic van den Berg	<del>Before 19 July 2022</del>
Develop and issue Electronic Direct Mail newsletter (Ed10): ● 123 Distributor ● Fuel cut-off switches ○ Oil lights Hobbs switch etc ● Minimum weights ● Safety Alert	Jervis Ward/Nic van den Berg	<del>3 August 2022</del>

<del>Tyre discussion to continue at next meeting</del>	All	19/7/2022
<del>Lodge draft revised Association rules with Consumer Affairs Victoria</del>	Jervis Ward/Nic van den Berg	19 August 2022
<del>Respond to HPBEC re AHTCA involvement and assistance requested re minimum weights</del>	Jervis Ward	25 August 2022

## ATTACHMENT – FURTHER COMMENTS ON MINIMUM WEIGHTS

**From:** Ben email <[ben\\_tebbutt@hotmail.com](mailto:ben_tebbutt@hotmail.com)>  
**Subject:** Re: AHTCA - More on Group N Minimum Weights  
**Date:** 8 September 2022 at 6:23:11 pm AEST  
**To:** Historic Touring Cars Australia <[contact@historictouringcars.com.au](mailto:contact@historictouringcars.com.au)>

Hello.

Thank you again for the information and opportunity to have input.  
 I was hoping to shed some light on a couple of points below.

**Impacts on smaller cars.**

To assist HPBEC understand the increased impact on smaller cars is simple maths.  
 If a smaller car is asked to carry more weight than a car is capable of being built to, then it impacts its performance significantly.  
 If a larger more powerful car was asked to carry the same increased weight it would have negligible impact.  
 For example, if a mini were made to carry an extra 60kg then this equates to roughly 10% extra weight vs less than 5%.  
 This weight affects acceleration, cornering and braking.  
 The same 60kg in a Camaro or Mustang is less than 5% so in fact half the impact or maybe less when compared to its HP  
 The comment also disregards the fact minis try to compete with bigger cars and is the context of my assertion.  
 In the case of a one make race I would agree it doesn't really matter.

	Mini		Mustang	
Starting weight	580	kg	1290	kg
Nom HP	110	hp	450	hp
<b>kg/hp</b>	<b>5.27</b>		<b>2.87</b>	
Starting weight + 60kg	640	kg	1350	kg
Nom HP	110	hp	450	hp
<b>kg/hp</b>	<b>5.82</b>		<b>3.00</b>	
Increase in weight kg/hp	0.55	kg	0.13	kg
Decrease in accel -	10.3%		4.7%	

**Penalising well built cars.**

I am not sure I agree with the below assertions, as adding weight to a well built car is an inherent penalty however you cut it.  
 It simply cannot accelerate and brake as well and is asking for of lateral grip  
 I think what you are describing may be more accurately expressed as  
*'adding weight is a disadvantage but a lesser disadvantage amongst the same make car if you can choose where to place it.'*

**The impact on smaller and less powerful cars.** The HPBEC did not really understand this comment as the weights are for groups of the same make of cars. For example, members of the HPBEC have had discussions with many Mini competitors and exponents in several states and all have agreed that the suggested 600Kg weight is fair and acceptable.

**Penalising well built cars.** As stated previously the HPBEC tried not to affect the majority of currently competing cars. We considered that if a competitor had gone to the trouble of reducing weight where possible, then that competitor would be capable of increasing weight in areas that most suited their car. So, in fact it could advantage well built cars.

In summary none of my assertions matter if the category isn't interested to recapture and promote strong competition between vastly different types of cars.  
 My assertion that Group N has most often received such good attention is the fact there is the existence of David and Goliath battles while still allowing David vs David and Goliath vs Goliath.  
 In fact, I would argue that there exists an opportunity to cultivate that with this very subject, however I won't use the "P" word.

Warm regards Ben - ph 0414 859 726

## ATTACHMENT – FURTHER COMMENTS ON MINIMUM WEIGHTS

From: Graeme Wakefield <[graeme@graemewakefield.com.au](mailto:graeme@graemewakefield.com.au)>

Date: 19/09/2022 18:42 (GMT+10:00)

To: Claude Ciccotelli <[claudeciccotelli@gmail.com](mailto:claudeciccotelli@gmail.com)>

Subject: FW: AHTCA - More on Group N Minimum Weights

Hi Claude,

I refer to below and would like to voice my strong disapproval of this.

The kerb weight scenario is ridiculous. If we look at my 2 vehicles the Mustang Kerb weight is 1158 kg and the Alfa is 1050kg, which is ridiculous.

This has not been thought through and I believe kerb weights have no relevance. The whole reason this was started was because it was suspected a car in Queensland is not legal and too light. If you look at the kerb weight for that car it is fact still above that, so how can we use kerb weights.

To make a statement that car that have a well-built care that is light will not be disadvantaged because they can add weight in the right places, I am sorry is again ridiculous.

We are grasping at straws with this and I am sorry, but they are also leaving themselves wide open to legal challenge and I reckon someone will do that particularly if they have built a car in the spirit of the rules and within regulations.

Without doubt you going to punish the well built and faster cars, which by the way are always the best presented. I have a grave fear we will lose competitors who will think it is all too hard.

Hopefully, you will reconsider this and common-sense will prevail.

The more important thing we should be looking at is letting competitors have controlled advertising on there cars. The cost of our vehicles is getting higher and higher every day, so we need to look at how we can help competitors keep their cars on the track. Attached is an example of what we could look at on the rear of the cars, but this is a more pressing thing than worrying about Vehicle weights that have no specific origin or in my view relevance.

Happy to discuss at any time.

Best Regards

Graeme Wakefield

Director



**ATTACHMENT – FURTHER COMMENTS ON MINIMUM WEIGHTS**

Remember, it's a lot easier to get the weight off yourself than off the car.

---

**From:** Historic Touring Cars Australia <[contact@historictouringcars.com.au](mailto:contact@historictouringcars.com.au)>  
**Sent:** Saturday, 3 September, 2022 13:44  
**To:** Rob <[rob\\_semple@bigpond.com](mailto:rob_semple@bigpond.com)>  
**Subject:** AHTCA - More on Group N Minimum Weights

**From:** "Josh & Julie" <[coalvalleycider@gmail.com](mailto:coalvalleycider@gmail.com)>  
**Subject:** Re: min weights  
**Date:** 5 September 2022 at 12:41:07 pm AEST  
**To:** Jervis Ward <[jervis@theparrot.com.au](mailto:jervis@theparrot.com.au)>

Thanks mate

Sounds like a can of worms to me

I have both a nc and nb Morris mini , the NC mini being about 20 kg lighter then the nb due to plastic windows, alloy pannels and less interior. How ever the nb mini is quicker..

The spec sheet says 600 kg for both classes so that's what I roll with, I don't see why it would differ for any cars spec sheet.

By the time you remove bits and bobs, then add sway bars and catch cans etc your so close to the original weight I think the weights stated on the homologation papers should be the ones used when building the car.

Well done on all the efforts put in, sounds like a night mare.

Keep up the good work

Regards josh

Obviously the channels of communication are not what they should be, this is the 1<sup>st</sup> time I have been made aware of the poll/s

For the record my Mk2 GT Cortina and Mk 2 240 Cortina weigh in @ ~900 kg , race ready.

This is per the scales at Wanneroo Raceway, proof of compliance unknown

Whilst weight is a parity issue , I feel that the aim of the exercise, is getting the maximum # Historic Touring and Sports cars whether they had race history or not competing. The clear majority of HTC cars are tribute / clones .

Regardless of Clone/Tribute history, all cars within a given era must be made eligible as historic.

Further instead of dealing with kerb weights look at using the published specifications and performance claims made by the manufacturer in respect to the vehicle of the day as the limiting criteria.

**Muzz**

0448194849

ATTACHMENT – FURTHER COMMENTS ON MINIMUM WEIGHTS

**From:** David Roberts <[david@image-fx.com.au](mailto:david@image-fx.com.au)>  
**Subject:** Contact from AHTCA eDM  
**Date:** 4 September 2022 at 2:52:43 am AEST  
**To:** [contact@historictouringcars.com.au](mailto:contact@historictouringcars.com.au)


Hi David Twigg  
Re the minimum weights

As I replied back when this proposal came out around 3 months ago I wholeheartedly support this and think it would be an advantage to fair competition

Obviously my reply did not get forwarded by the club that it was sent to.

In my opinion Group N competitors are slow to adapt to any changes and your reply rates will be below 5%  
Club and competitor surveys presented by me in my various past roles have always had extremely poor replies..... they simply can't be bothered!  
Cheers

Sent from my iPhone  
David Roberts  
0412245975



**From:** Les Walmsley <[leswalmsley@gmail.com](mailto:leswalmsley@gmail.com)>  
**Subject:** Re: AHTCA - Group N Minimum Weights  
**Date:** 4 September 2022 at 8:22:04 am AEST  
**To:** Andrew Lane <[ll201473@bigpond.net.au](mailto:ll201473@bigpond.net.au)>  
**Cc:** Historic Touring Cars Australia <[contact@historictouringcars.com.au](mailto:contact@historictouringcars.com.au)>, Andrew Fox <[andrewfox2607@gmail.com](mailto:andrewfox2607@gmail.com)>, Craig Lawrence <[craiglaurance55@gmail.com](mailto:craiglaurance55@gmail.com)>

Yes, I agree.

On Tue, 26 July 2022, 8:08 pm Andrew Lane, <[ll201473@bigpond.net.au](mailto:ll201473@bigpond.net.au)> wrote:

All in all looks fair enough, however clearly the 69 Camaro should be 1430kg to be in line with the 67 & 68 Camaro's. The extra 30kg over the 69 Mustang helps with their horsepower advantage.

Cheers

Andrew Lane



ATTACHMENT – FURTHER RESPOSNE ON EH HOLDEN BRAKE SUBMISSION



September 19, 2022

To the Secretary of the AHTCA (Nic van den Berg)

Good morning Nic,

Please find below the response from the Historic Touring Car Association of Victoria regarding the proposal for Disc Brakes for EH Holdens.

From the August 2022 HTCAV General Meeting Minutes:

*Eligibility: AHTCA had received submission for disc brakes for EH Holdens.*

*This was discussed at the general meeting and unanimously voted **NOT** in favour.*

Regards



Jervis Ward  
HTCAV Delegate

## ATTACHMENT – FURTHER RESPOSNE ON EH HOLDEN BRAKE SUBMISSION



Martin Dennis <dennisautomotivedevelopment@gmail.com>

Nic Van den Berg

8:42 PM

WAHTCC re EH Disc Brakes



Nic: The WAHTCC does not support the EH disc brake submission as it is not in fitting with the regulations.

regards  
Martin Dennis  
Secretary  
WAHTCC

--

*Martin Dennis*  
***Denn-Air Booster Services***  
*Dennis Automotive Development*  
226 Gray Road  
Bindoon 6502  
0427386166  
[dennisautomotivedevelopment@gmail.com](mailto:dennisautomotivedevelopment@gmail.com)