

AHTCA GENERAL MEETING – 18/10/2022

CONDUCTED

Meeting commenced at 7:34pm and closed at 9:15pm.

ATTENDEES

Mark Blyfield - Historic Touring Car Association of South Australia

Claude Ciccotelli - Historic Racing Car Club of Queensland (part of meeting)

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

Nil

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.

Mr Ciccotelli joined the meeting part way through, possibly due to the introduction of daylight saving.

Eligibility

- **Tyre Approval process**
 - Nankang tyres have been approved by the HPBEC as at 12 October 2022. The Committee noted the considerable efforts undertaken in this regard by Mr Martin Dennis.
 - Mr Martin Dennis advised that a WA competitor ran 12" Nankang for his Mini, and Nankang is awaiting 10" tyre production. Mark Blyfield pointed out that it is hoped that this will create pricing competitiveness among tyre suppliers.
 - State based supplier details will be provided to Mr Jervis Ward by each state delegate for inclusion in the next eDM.
- **Approved Tyre list**
 - The Committee members agreed that the review of the current tyre list continues and subsequently reports 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 following were noted:

- **MA Manual – 2020 Motorsport Manual – Specifications of Automobiles – 5th Category – Historic Cars – Group A, C, N, & U – Touring Cars**
 - Items are still to be published by Motorsport Australia.
- **Component Substitution – Holden EH – Disc Brakes**
 - The Chair of the HPBEC advised on 6 October 2022 that this application had not been accepted. All AHTCA members were notified on 6 October 2022.
- **Component Substitution –Chevrolet – Chevy Nova (Nb)– Disc Brakes**
 - Prior to 3 October 2022, the Chair of the HPBEC had determined that he would not circulate this application to the AHTCA until the EH Holden application had been decided.
 - On 3 October 2022, the application was then referred to the AHTCA by the Chair of the HPBEC.
 - On 17 October 2022, the Chair of HPBEC noted that he had not provided full pages relating to this application when he first issued it to the AHTCA on 3 October 2022.
 - On 17 October 2022, the Chair of the HPBEC also apologised and sent the fulsome application.
 - **Members also agreed that the AHTCA's role is to advise the HPBEC of the national view of Group N Clubs' consideration of the technical aspects of applications, which HPBEC then takes in to account when making their decision.**
 - The Members examined the full pages and noted that:
 - Mr Twigg also advised the Secretary of the AHTCA that there was another part to the submission (to do with power steering), but that he had taken care of that issue direct with the applicant, advising that this had been submitted previously, (the Ford RHD power steering application lodged on 8 April 2019, which was rejected on 8 April 2019. An appeal then lodged on 29 August 2019 was rejected on 9 October 2019);
 - The additional pages now received by the AHTCA relate to a medical condition suffered by the applicant. **The Members agreed that the matter of a medical**

condition has nothing to do with AHTCA and should be considered by Motorsport Australia via the HPBEC.

- This matter will be held over until next week in order to allow for responses from HTCAV following their Club meeting. A draft response to the Chair of the HPBEC is then to be compiled and circulated for comment and approval.
- **Minimum weights**
 - The note to the Chair of the HPBEC at Attachment A was issued on 22 September 2022.
 - No further update from HPBEC has been received at this time.

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; and
 - no transactions since the last period.

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	TBA
○ 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
○ WA Historic Touring Car Club Inc.	\$ 400
- This is to finalised by end October 2022 and Mr Jervis Ward is to advise the Secretary further on this in that time period.

Annual running costs of \$1,440.

- Mr Jervis Ward will approach one prospective sponsor on behalf of AHTCA. This is to finalised by end October 2022 and Mr Jervis Ward is to advise the Secretary further on this in that time period.

AHTCA Constitution

● **State based representation**

Members discussed the matter of State based representation on the AHTCA and agreed that the AHTCA Constitution be amended this calendar year as follows:

1. Insert the words:
 - a. *“Each State based representative will reflect the views and positions of their whole State’s Group N competitors, irrespective of which State based Club those Group N competitors belong to, and/or how many Group N competitors are in each State based Club.”;*
 - b. *“Each State representative (who is nominated on a “one-per State” basis) is entitled to one vote on the AHTCA.”*

● **Duality of State based Clubs**

Members also discussed the matter of duality of State based Clubs, where one State based Club is a Group N Club and another Club represents all historic racing categories – such a situation currently exists in Queensland.

Members agreed that the AHTCA is focussed on Group N only, and that this should be reflected in the AHTCA Constitution with regard to state based Clubs by inserting the following in the constitution:

2. Amend the existing words as follows:

“Membership will be open to nominated representatives of State based Associations as follows:

- (1) Historic Touring Cars Association of New South Wales;*
- (2) Historic Touring Car Association of South Australia;*
- (3) Historic Touring Car Association of Victoria;*
- (4) Queensland Historic Touring Cars Association or Historic Racing Car Club of Queensland;*
- (5) WA Historic Touring Car Club Inc.*

Where there is more than one Club in each State and each Club does not exclusively represent Group N, representation on the AHTCA will be decided by:

- Receipt of written nominations from each Club in that State, - if the representation is not resolved at this point, then;*
- Examination by the AHTCA of the objectives of each State based club to ensure that Group N is the primary focus of the Club, with the Club primarily representing Group N being elected, - if the representation is not resolved at this point; then*
- The AHTCA being advised of the number of Group N members of each Club, with the Club representing the largest number of Group N members being the elected, - if the representation is not resolved at this point; then*
- The AHTCA conducting an election by directly contacting Group N members in that State, with the winner, by majority vote, being elected.*

In such a circumstance, Associate membership of the AHTCA will be open to a representative from the losing Club.

Membership will be confirmed when the Membership fee is paid in accordance with paragraph 7 of this Constitution.

With regard to the situation in Queensland, Members agreed that the following steps are to occur in order to determine the representative State based club from Queensland for 2023:

1. A note is to be drafted by the Secretary of the AHTCA explaining the duality situation, the planned revision to the AHTCA constitution and requesting a response as to which State based Queensland club each Group N competitor member wants to represent Queensland Group N competitors;
2. The note is to be issued to all Queensland Group N competitors, regardless of which State based Club they belong to, by Mr Claude Ciccotelli;
3. Results are to be collected and collated by the Secretary of the AHTCA and advised to the AHTCA Committee

- **General Business**

Members congratulated Mr Martin Dennis for his achievement as a life member of WA Historic Touring Car Club.

The next meeting of the AHTCA will be a Committee meeting, and will be held on 15 November 2022.

Action Items – outstanding

ACTION	PERSON	DUE DATE
Review current tyre list. ❖ Compile current list for review re availability ❖ Provide list to Jervis Ward ❖ Obtain information from other state tyre suppliers ❖ Prepare submission to HPBEC	All Nic van den Berg Nic van den Berg Nic van den Berg All	31 September 2022 21 September 2022 30 October 2022 15 November 2022
Encourage Tasmania to join AHTCA	All	On-going
Develop and issue Electronic Direct Mail newsletter (Ed11): ❖ Tips on new brakes pads/contamination ❖ Battery markings ❖ Tyre buffing ❖ Component Substitution applications ❖ Outcome – Holden – EH Front disc brakes ❖ Under consideration – Chevrolet – Chevy Nova (Nb) – Front Disc Brakes	Jervis Ward/Nic van den Berg	16 September 2022 20 October 2022
Finalise AHTCA website ❖ Initial funding ❖ Sponsorship for ongoing costs	All Jervis Ward	20 September 2022 30 September 2022 30 October 2022 30 September 2022 30 October 2022
Gather data on drum brake and lining quality and availability	Claude Ciccotelli	20 September 2022
Develop and issue Electronic Direct Mail newsletter (Ed12): ❖ Radios – Course to car ❖ Data logging ❖ Component Substitution applications ❖ Outcome – Chevrolet – Chevy Nova (Nb) – Front Disc Brakes	Jervis Ward/Nic van den Berg	16 September 2022 30 November 2022
Compile a response to Chair, HPBEC for Chevrolet – Chevy Nova (Nb) – Front Disc Brakes application	Nic van den Berg	31 October 2022
Draft new version of AHTCA Constitution to include; ❖ State based representative responsibilities ❖ Duality of State based Clubs	Nic van den Berg	31 October 2022
Develop draft email to be issued to all Group N competitor members of both Queensland clubs	Nic van den Berg	24 October 2022
Issue email to all Group N competitor members of both Queensland clubs	Claude Ciccotelli	31 October 2022
Report results to AHTCA Committee	Nic van den Berg	15 November 2022

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
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
Tyre discussion to continue at next meeting	All	19/7/2022
Lodge draft revised Association rules with Consumer Affairs Victoria	Jervis Ward/Nic van den Berg	19 August 2022
Respond to HPBEC re AHTCA involvement and assistance requested re minimum weights	Jervis Ward	25 August 2022
Provide final response to Chair HPBEC re EH Holden front brake substitution submission	Jervis Ward Nic van den Berg	27 September 2022
Prepare a further letter re weights to HPBEC	Jervis Ward Nic van den Berg	27 September 2022
Obtain clarification as to what tyre compound type is allowed and then approach Mr Twigg	Jervis Ward	20 October 2022

AUSTRALIAN HISTORIC TOURING CAR ASSOCIATION

Chair
HPBEC

GROUP N - MINIMUM WEIGHTS

In my letter of August 2022, I advised you that the AHTCA did not support this concept but suggested that further work and consultation be done on the determination of weights and the monitoring methods and regime before the concept was further considered.

The AHTCA then issued, as you requested, a further eDM to Group N competitors on 3 September 2022. Your note of 30 August 2022 (as attached) was included in that newsletter.

Further feedback was received from some Group N competitors, and no new issues were raised.

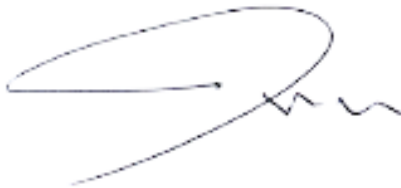
The AHTCA met on 20 September 2022 and we agreed that AHTCA does support the proposal about having minimum weights with an allowance for Group N cars, and that AHTCA will support the introduction of this new rule, but wishes to draw your attention to the following facts, which we recommend must be resolved first. Some of these matters of concern were raised to you in our letter of August 2022 and have not been fully answered:

- There is confusion about the roles and responsibilities of HPBEC and AHTCA respectively – HPBEC (an official committee of Motorsport Australia) makes the rules, while AHTCA is an advisory body that is consulted and then reflects, sponsors and supports a national view of Group N matters;
- There is no simple explanation given as to:
 - why the minimum weights rule is going to be introduced (and the AHTCA takes it that this is not an opportunity to introduce parity between smaller and larger cars), and
 - what benefits will result from this rule being introduced, and
 - why 5 individual cars that you mentioned in your note of 30 August 2022 have caused this significant reaction, a detailed/targeted scrutiny of these 5 cars under a Targeted Scrutineering Program as specified in paragraph 4 of the [2021 MOTORSPORT AUSTRALIA MANUAL - CIRCUIT RACE APPENDIX - Circuit Race Standing Regulations](#) by Technical Delegates/Chief Scrutineers using existing Motorsport Australia rules would surely identify how these 5 cars achieved their light weight, and which existing rules they did not comply with in doing so – for example the regulation in SPECIFICATIONS OF AUTOMOBILES - 5th Category – Historic Cars - Group A, C, N & U – Touring Cars *“The bodywork and body fittings must be as supplied by the manufacturer. Chassis or chassis-body unit, including the floorpan, must be original and unmodified, save for the strengthening techniques provided for under the Group N general regulations.”*;

ATTACHMENT A– LETTER OF 22 SEPTEMBER TO HPBEC ON MINIMUM WEIGHTS

- There is a lack of clarity about;
 - the actual source of each figure published for each vehicle;
 - whether or not the published figure is a dry or wet weight figure (it is taken from your note of 3 August 2022 that this will be a wet weight without the driver);
- There is no visibility about procedures and actions that competitors could be allowed to take to challenge a published weight;
- There is no full explanation about how this rule will be introduced:
 - the method and time of weight measurements (other than SMSP, Phillip Island, or The Bend as you mention) – what would be proposed for other tracks in Victoria and New South Wales and tracks in Queensland, Western Australia or Tasmania?;
- The resulting actions if/where a vehicle is found to be under the published weight;
- There is no explanation or recognition of who will conduct these weight tests, how many cars would be weighed at each meeting, how the cars would be selected for weighing and how the resultant increase in workload will be managed (this is of particular concern because the number of volunteers in motorsport continues to shrink).

The AHTCA agreed that the matters above need to be explained and that if this rule is to be introduced, a simple one-page communication covering these issues be developed, agreed with the AHTCA and then issued before this rule is formalised and implemented. The AHTCA would be pleased to work with you to develop this one-page communication.



Jervis Ward

Chair
AHTCA
22 September 2022

GROUP N MINIMUM WEIGHTS

The Historic Production Based Eligibility Committee (HPBEC) would like to thank those competitors who replied on this subject for their replies and thank the AHTCA for compiling the replies and presenting them to us. The HPBEC has read and considered all of the replies.

This has been a long term project instituted by requests from Group N competitors and group N Clubs in several states. The HPBEC has been weighing Group N cars at race meetings for a few years to obtain the data on currently competing cars and the information previously sent was the result of much consideration and debate amongst HPBEC members. We felt that it was time to make a presentation to Group N competitors so that they would be included in the process.

The advice previously distributed provided the outline of where the proposal is at and the replies received indicate that we should now provide more details and clarification to that outline.

The starting weight for each vehicle. The HPBEC considered there needed to be a base weight which needed to be a published weight, and, after considering all the various published weights available, Kerb Weight came up as the closest that covered all the cars. The Kerb Weights shown were found by members of the HPBEC in various publications and, of course, on Doctor Google.

It should be noted here that a few months ago, through the AHTCA, the HPBEC requested Group N Competitors to supply the published Kerb Weight for their cars. We received Zero replies from competitors. **The offer still stands.** Anyone who considers that the Kerb Weight shown on our chart is not correct please provide us with your car's Kerb Weight and the source.

Consistency and the Discounts. One of the HPBEC's aims with this exercise was for, as far as possible, it not to be seen as a new way of penalising existing competitors. The discounts to the Kerb Weight were only provided to groups of currently competing cars where a significant number of cars in that group were already below Kerb Weight. In some cases, there was still possibly one car which the discount did not cover. Out of the 40 groups of cars where we had weights listed, the HPBEC estimated approximately 5 individual cars that could be affected. If the entire group was above the Kerb Weight, then we considered there to be no need to provide a discount. The HPBEC considers that there will be no effect on the vast majority of currently competing cars.

It is recognised, however, that there will be some groups of cars that may require special consideration due to weight saving items that are permitted such as Lotus Cortinas with alloy panels, Group NC Minis, and Falcon Sprints. These would be subject to negotiation.

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.

Calibration of scales. Under normal Motorsport Australia operations it is considered that weights are taken by "the scales of the day". Group N is not a one make or control category. Any checks of weights would not be looking for 5kg or 10Kg. If for instance 5 cars were checked and all 5 showed the same variation, we would expect the Eligibility Officer to realise that the scales may have a variation.

The method and time of measurement. As stated in the previous document it is proposed the weight would be taken, without the driver, immediately after a race qualifying or practice session. To simplify the exercise, it is envisaged that this would be done at tracks with permanent scales installation, such as SMSP, Phillip Island, or The Bend, as was done when cars have been weighed in the past. It is not the intention to have cars weighed at every event.

ATTACHMENT A– LETTER OF 22 SEPTEMBER TO HPBEC ON MINIMUM WEIGHTS

Added complication for Group N Competitors and officials. The HPBEC does not agree with this. There is no requirement for added regulations. The Minimum Weight would be an addition to the car's Specification Sheet. It would actually be simpler as both the Competitor and the Official would have a firm figure to work from.

Penalties and ballast. There is no consideration of weight penalties or the addition of ballast in this exercise. If a competitor is found to be significantly under weight they would be advised of the discrepancy and be requested to have the car's weight rectified. Refer "Penalising well built cars".

I'm being discriminated against as my car is not given a weight. The chart that was distributed previously covered approximately 40 different make and model cars. These were cars that had been weighed at events. Currently there are over 100 different make and model cars that have Group N Specification Sheets. The HPBEC decided that we needed to get the exercise out to Competitors for their information and input and so to use the data that we had at hand. The HPBEC recognises that this is just the start.

Does not assist in making Group N more attractive. The HPBEC considers that having a listed minimum weight may in fact make Group N more attractive to a new competitor as they would be aware of a firm Minimum Weight for the make and model car they are considering.

Introduction Timetable. The introduction timetable being considered is for the proposed weights to be accepted by mid 2023 with an introduction by January 2024.

The HPBEC trusts this response provides the answers to Competitors questions and allays any fears. We also understand that there is a lot of work still to be done. We would welcome any further feedback or comment on this exercise and look forward to continued consultation.

To keep the exercise moving could we request that competitors provide any further questions or feedback to your Club's AHTCA delegate by 23 September 2022. We again request that the AHTCA collate your replies and forward them to the HPBEC. Thank you.

David Twigg

Chairman HPBEC

30/8/2022

ATTACHMENT – FURTHER RESPOSNE ON EH HOLDEN BRAKE SUBMISSION