

# HISTORIC TOURING CARS



G'day Nic,

**As the chequered flag falls on 2021 we, again, may not have got as much racing done in the Eastern states as we would have liked but we all managed to get on track at some point, have some fun, share a laugh, and get a kick out of going around in circles and turning money into noise!**

We all hope for the obvious in 2022, racing as planned, the opportunity to travel interstate and enjoy the mateship and the great tracks we have around the country. Some states have had and or completed there pointscore events for 2021 and congratulations to those states and winners, for those that couldn't have enough events to complete a point score (aka Championship 😊) our Christmas wish for you is for more track time in 2022.

Even throughout COVID we have seen new members, cars and competitors in just about all states which is fantastic and we hope this continues and we see more join in the fun and comradery that is Historic Touring Cars in 2022. The AHTCA committee has had a productive 2nd year of firing back up and we feel steady momentum and partnership across all states is building nicely, the AHTCA objectives are to support, coordinate and assist the development and growth of Historic Touring Cars / Group N across the country, yes we have more to do but we can be proud of the development of our relationships with each other and our stakeholders throughout Motorsport Australia that has already yielded results for all of us as competitors.

Enjoy your Christmas, prep your cars and look forward to racing and continued growth of one of, no make that, the greatest motorsport category in Australia in 2022.

Cheers,  
The AHTCA Team.

---

## Body Shells



Aftermarket body shells are now available for some models of car. However, the rules state "The original car/shell with Chassis No. must be used. So it must have started life as an *original car* not a new one.

---



Following a very nasty accident at Historic Sandown, caused by the breakage of a brake balance bar, we think Christmas is a good time to crack test, inspect or reach out to your club expert if you need help to check the critical components of your car.

By the way a new balance bar assembly with all hardware only costs \$100!

---

## 12 Volt Ignition Systems



Some competitors have been found to have ignition systems running more than 12 Volts.

You need to know the rules clearly state no more than '12 Volts at the Coil' is allowed. And advance must be 'mechanical'.

---

## Bonnet Mechanisms



There's been some talk about disabling/removing original bonnet latches/catches etc.

There is a rule about this:

### SCHEDULE C

(k) For a non-road-registered series production Automobile any cable-operated bonnet or engine cover release mechanism must be disabled and replaced with at least two fastening systems in accordance with Schedule B;

*That reads 'disabled' not remove.*

---

## The Numbers Game...



The AHTCA have finalised the proposal and wording for the allowance of windscreen numbers.

This has now gone to the HPBEC for their consideration and possible approval.

We'll notify you as soon as there is an answer

---



## Around the tracks



## HRCC Historic Warwick

Border restrictions once again played a big part in the low numbers of competitors present at this rescheduled event , although low in numbers (22 Group N) it was a very competitive group that rolled up on the dummy grid for qualifying on Saturday morning.

Craig Allan driving Ian Mewett's Nc Mustang top qualified, followed by another Mustang driven by Graeme Wakefield, Third spot went to local driver Matt Clift in the RX2. Craig Allan took out all the heats in a very composed and trouble free weekend.

Graeme Wakefield although on the pace lost momentum when gearbox issues necessitated a gearbox change, and a broken ball joint which caused some panel damage to the Mustang. The action was there right through the field with Russell Mc Dowell blue XY, Phil Spence in the ex Jackson Monaro and Grant Schneider in the RX2 hard at it the whole weekend.

- 1st Craig Allan Mustang
- 2nd Matt Clift RX2
- 3rd Grant Schneider RX2

### Combined Nb and up to 2lt Nc

The old master Ken Nelson top qualified in the Nb mini . Cameron Hein qualified first in the Nc up to 2lt and only just behind Nelson. This combined grid also had some hard close racing with Adam Duce in another Nb mini throwing everything into the race with John Tupicoff always nearby in the BMW. Final results for the weekend were:

#### Nb

- 1st Ken Nelson mini.
- 2nd Claude Ciccotelli Eh
- 3d Daryl Exelby mini.

#### Nc up to 2lt

- Cameron Hein Cortina
- John Tupicoff BMW
- Jim Waugh BMW





## HSRCA Back to Racing - Wakefield Park

A good field of 19 cars lined up for the recent HSRCA Back to Racing One day event at Wakefield Park.

Conditions were wet to very wet and the Group N field remained strong throughout, with David Noakes, Brad Tilley and John Harrison occupying the podium for most of the day. Noakes qualified fastest and won race one, with Brad Tilley getting the better of him in races two and three by the smallest of margins. John Harrison claimed third until race three, when Quentin Bland was able to bump him to fourth.



# VSCCWA Coalfields 500

What a fantastic event, thanks to the hard work of the Committee, the 25 WAHTC entrants and the supporting families and friends who travelled to Collie for the weekend.

Rob Semple also organised Golden West Network News to visit the Motorplex on Friday, and they ran a story on the Friday night News. This resulted in a big crowd on both Saturday and Sunday, who were wowed by the mighty historic vehicles running in the VSCCWA Coalfields 500. So impressed were they, that there was a follow up news item on the GWN Monday night News following.

WAHTCC Competitors undertook Qualifying and two races on Saturday, and a further two races on Sunday, and the running of the TRY Event at 2.30pm.

[Here is a link to some photos from the day...](#)

---





## Island Magic - Vic

Traditionally our last event of the year, again Island Magic was magic and our Championship decider to boot. This year was also the first running of the Al McKelvie Memorial Trophy.

Michael Miceli won all 3 races. A group of RX2s, including ex-supercar driver Darren Hossack were challenging all weekend but couldn't beat the V8s. In the end the results were:

- 1st Michael Miceli Mustang
- 2nd Trevor Talbot Camaro
- 3rd John Harrison Mustang

---

## Minimum Weights



Eligibility Officers have over many years collected car weights at different tracks across Australia. Reading through the numbers there are no big discrepancies between cars in classes.

However we would still be interested to compare the actual weights to 'kerb' or whatever different weights manufacturers state. Several months ago we asked competitors to send in their minimum weight of their vehicle together with certified/manufacture evidence. To date we have received 1 comment and NO weights at all. So it appears this issue may have every little interest in the group?

---

## Don't forget to charge your Dorian



Another reminder that to keep your Dorian in its best condition, you should regularly charge it.

Cheaper than buying a new one!

---

[Subscribe to get the latest news](#)

## 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

Chairman	<a href="#">David Noakes</a> (NSW)	0447 449 507
Vice Chairman	<a href="#">Mark Blyfield</a> (SA)	0418 836 672
Secretary/Treasurer	<a href="#">Jervis Ward</a> (VIC)	0409 137 629
Delegate	<a href="#">Martin Dennis</a> (WA)	0427 386 166
Delegate	<a href="#">Claude Ciccotelli</a> (Qld)	0415 136 098

[Or email us on here...](#)

Regards,  
*AHTCA Committee*

AUSTRALIAN HISTORIC TOURING CAR ASSOCIATION