

# HISTORIC TOURING CARS



## ***AN EXPLANATION ON MINIMUM WEIGHTS***

G'day ... ;

After the HPBEC announced that Group N cars would have minimum weights introduced, there were a lot of questions from competitors about how it might be calculated, why it was being done, how it might be applied, etc...

The AHTCA agreed that there was not a lot of explanation about it and we wrote to the Motorsport Australia Committee responsible for this, asking for clarification.

[Here is the response from the Chair of the Historic Production Based Eligibility Committee - A Motorsport Australia committee...](#)

If you still have questions please [email the AHTCA here...](#)

Regards  
AHTCA

For your diary.....

# 2 Days of Thunder

Queensland **H**istoric **T**ouring **C**ar **A**ssociation

Invites all **Group N** racers to the  
biggest racing event of the calendar



**WHERE:** Queensland Raceway

**WHEN:** 2 - 4 June: Practice 2 June

**DETAILS:** [queenslandraceways.com.au](http://queenslandraceways.com.au)

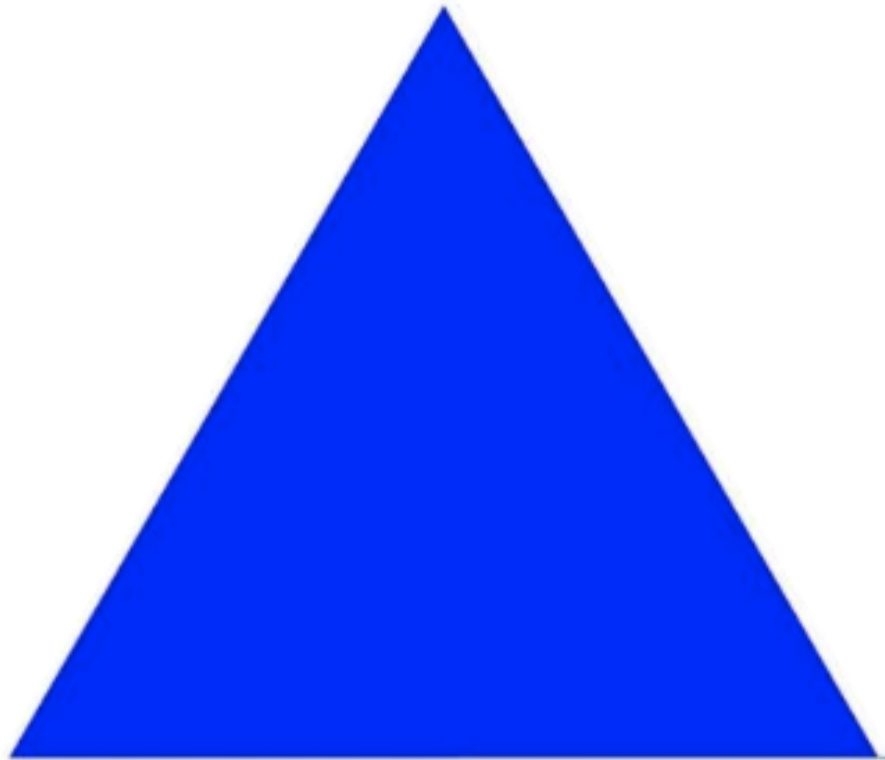
**4 Races / 2 Circuits**

**Sponsor: BLACK TRUCKS ISUZU UTE**

*Let's make some Group N thunder*

**Did you know?**

## **Battery Markings**



The battery may be relocated. If the battery is relocated, the battery must be either of dry cell construction or be fitted within a suitable container which will prevent spillage of battery acid outside the container. In all cases the battery must be securely attached to the vehicle and the terminals covered to prevent short circuits.

The location of the battery must be indicated by a blue triangle (with sides of 150mm) on the coachwork.

A battery fitted in the cockpit must have an additional blue triangle not less than 60mm sides fitted on the cover of the battery or immediately adjacent to the battery if uncovered.

## Tyres



NanKang AR-1 Tyres in the 60 Series sizes have been approved for use in Group N.

[Click here to see the full list...](#)

## Buffing



Tyre buffing in Group N is permitted.

In fact, some tyre suppliers only sell buffed tyres.

## Radios



Course-to-car radios (Raceceivers) are now being used at some race tracks.

These radios have 'one-way communication' – from the control tower to the cars.

These types of radio are allowed.

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## Data loggers



Any form of data logging is prohibited in Group N during a 'Race Event', including official practice & qualifying.

This includes lap times.

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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

Chairman	<a href="#">Jervis Ward</a> (VIC)	0409 137 629
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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

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## MINIMUM WEIGHTS – GROUP N

### What is this about?

From 2024, the Historic Production Based Eligibility Committee of Motorsport Australia will introduce minimum weights for Group N cars.

### Why is this happening?

Because Group N cars, like other historic categories should:

- have bodywork and body fittings as supplied by the manufacturer;
- contain components that are compliant with the Specification Sheet for that vehicle.
- not have modification that are outside the Group regulations.
- compete in a condition, mechanically and visually, compatible with the period of racing being portrayed;

### What is the weight?

The weight will be a wet weight, as the car comes off the race track, without the driver in the vehicle.

### Where did the weights for each vehicle come from?

The weights were sourced from information collected by Motorsport officials over the past three years, and from vehicle Kerb weight information found in manufacturers' specifications and from the internet.

An allowance of up to 5% has then been discounted from that starting figure.

### When is this happening?

Weights for each vehicle type will be finalised by mid-2023 and the Australian Historic Touring Car Association will publish the proposed weights to Group N Clubs and competitors. Those indicative weights will then appear in all vehicle specifications sheets.

### Who decides?

Motorsport Australia's Historic Motorsport Committee has responsibility for technical and sporting regulations.

The Historic Production Based Eligibility Committee of Motorsport Australia is responsible for rules, policies and procedures to enable the effective ongoing management of historic production-based vehicle eligibility and it reports to Historic Motorsport Committee of Motorsport Australia.

### Was there consultation?

Yes. A number of times, the Australian Historic Touring Car Association, a national advisory body for Group N liaised with Group N competitors and gave feedback to Motorsport Australia's Historic Production Based Eligibility Committee. Resulting feedback from competitors was taken into account.

### How will the rule be applied?

From January 2024, vehicles may be weighed at any selected event at any race track in Australia. The selection and weighing will be conducted by Motorsport Australia officials.

Where a vehicle is found to be under the agreed weight, the competitor will be advised and the underweight finding noted. It will be expected that the vehicle will comply with the agreed weight at the next event in which it competes.

If there is a second occasion, the vehicle will be log booked and the Stewards of the race event will be advised.

### Can you challenge the weight for your vehicle type?

If you have manufacturer information that shows a weight that is different to the weight that has been decided, you can provide that evidence to the Historic Production Based Eligibility Committee of Motorsport Australia and the weight will be reviewed.

David Twigg Chairman HPBEC