

## AHTCA COMMITTEE MEETING – 14/2/2023

### CONDUCTED

Meeting commenced at 8:15pm (AEST) and closed at 09:28pm (AEST), and it followed the Annual General Meeting for 2023.

### ATTENDEES

Ron Blake- Queensland Historic Touring Car Association

Mark Blyfield - Historic Touring Car Association of South Australia

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 Annual General meeting.

### **Secretary/Treasurer Report**

The Secretary/Treasurer Report was noted.

### **Eligibility**











The Committee noted updates provided in the Secretary's Report relating to Specification Sheets and Reference Sheets.

### **General Business**

## AHTCA



## Secretary/Treasurer Report for Committee meeting on 14 February 2023

## Action Items - outstanding

ACTION	PERSON	DUE DATE		STATUS
Tyre discussion to continue at next meeting	All	19/7/2022 19/11/2022		Ongoing Tyre suppliers provided by Ciccotelli, Ward. Ward provided info from two suppliers and is waiting on one other. Secretary to chase other State suppliers. Information obtained from Bill McKenna on 25 October 2022 and discussed by AHTCA on 14 November 2022.
Respond to HPBEC re AHTCA involvement and assistance requested re minimum weights	Jervis Ward/Nic van den Berg	22 July 2022		All members invited to comment on 26/7/2022 and 3/8/2022. Responses collated and report discussed at AHTCA meeting of 23/8/2022. Response issued to HPBEC on 25 August 2022. eDM issued 3/9/2022 Further response sent to HPBEC on 21 September 2022. Awaiting response from HPBEC. Draft one-pager sent to Chair of HPBEC on 3 November 2022. Revised one-pager at Attachment E provided by David Twigg on 11 January 2023 and circulated on same date to AHTCA. eDM (Ed12) issued on 2 February 2023
Finalise AHTCA website funding ❖ Establishment ❖ Annual running costs	All	18 October 2022	 	
Finalise eDM 12 – to be dedicated to the new AHTCA website	Jervis Ward/Nic van den Ber	1 February 2022		
Encourage Tasmania to join AHTCA	All	On-going		Being actioned by HTCAV
Develop and issue Electronic Direct Mail newsletter (Ed13) dedicated to the new AHTCA website	Jervis Ward/Nic van den Berg	1 February 2023		
Chase up MA on MA Manual and Technical Appendices updates	Nic van den Berg	1 February 2022		All updates completed on 3 February 2023
Chase up MA on Control tower to car radios appearing in 5 <sup>th</sup> Category Equipment Chart	Nic van den Berg	1 February 2022		Email to Col Haste on 22 September 2022. Reminder issued to Col Haste on 6 January 2022 Historic Equipment Chart updated on 2 February 2023
Finalise Discussion Paper 1	All	1 February 2022		Letter sent to CEO MA on 25 January 2023. Interim response received on 30 January 2023 Full response received on 6 February 2023.

Action Items - Completed

ACTION	PERSON	DUE DATE		STATUS
Advise HEC that Alfa Giulia Super-Ti Spec sheet is supported	Nic van den Berg	26/5/2022	●	Completed 25/5/2022. See Attachment B
Write to invitation to Associate Club ● To join General meetings starting 19/7/2022 ● Invoicing for \$75	Jervis Ward/Nic van den Berg	3 June 2022	●	Completed 9 June 2022. See topic "Associate club" in this report
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	3 June 2022	●	Completed 17 June 2022. See Attachment C. See also topic "Electronic Direct Mail" in this report
Issue draft revised Association rules with Committee before lodging with Consumer Affairs Victoria	Jervis Ward/Nic van den Berg	3 June 2022	●	Posted on AHTCA website. To be lodged with Consumer Affairs Victoria. Completed 25/5/2022
Obtain access to AHTCA bank account	Nic van den Berg	Before 19 July 2022	●	Completed 25/5/2022
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	3 August 2022	●	Completed 3/8/2022
Component Substitution— Holden EH— Disc Brakes	All	20 Sept 2022	●	To be finalised at meeting of 20 September 2022 HPBEC responded on 6/10/22
Component substitution— Chevrolet— Chevy Nova (Nb)	All	15 Nov 2022	●	Circulated 3 October 2022. Written responses to be lodged before 15/11/22. Response sent to Chair of HPBEC on 2 November 2022. HPBEC responded on 19 November 2022.
AHTCA Constitution	Nic van den Berg	31 December 2022	●	Draft revised Constitution and lodge with Consumer Affairs Vic Lodged 24 November 2022
Develop and issue Electronic Direct Mail newsletter (Ed11): ❖ What and who AHTCA is and does ❖ Tips on new brakes pads/contamination ❖ Battery markings ❖ Tyre buffing ❖ Tyre suppliers ❖ Radios— Course to car ❖ Data loggers ❖ Component substitution ❖ Outcome— Holden— EH Front disc brakes ❖ Under consideration— Chevrolet— Chevy Nova (Nb)— Front Disc Brakes	Jervis Ward/Nic van den Berg	30 October 2022	●	Issued 25 November 2022
QLD representation on AHTCA	Jervis Ward/Nic van den Berg	30 November 2022	●	Issue note to all QLD based Group N competitors and determine which Club is to represent QLD on AHTCA and collate results Note issued on 14 November 2022.

				Special meeting to be held on 22 November 2022 to determine outcome Special meeting held on 1 December 2022 to determine outcome
National Calendar	All	31 December 2022		Obtain dates and publish on new AHTCA website
Respond to Battersby email of 18 December 2022	Jervis Ward	18 December 2022		Completed – see Attachment D of 17 January 2023 report

## Memberships

Current status is below:

Paid                           4  
                                      4

## Bank Statement

The current bank statement is at Attachment A.

## Financial Reports

Financial reports for the year 2022 completed and is to be presented to the Annual General Meeting on 14 February 2022.

## Electronic Direct Mail

eDM12 was issued on 2 February 2023 and contained the one-page advice regarding weights (Attachment B).

The next eDM (eDM13) is to be dedicated to the launch of the new AHTCA website.

## Eligibility

### 1. Specification Sheets

- Specification Sheets for Group N vehicles below have been corrected and have been posted to the MA website:
  - Mark 2 Cortina and the Cortina Mark 2 -220,240, 440 (to include ALL the tall block numbers);
  - Ford Lotus Cortina Mark 1 – incorrect bore size and capacity.

### 2. Reference Sheets

- Reference Sheets for Group N vehicles will be published on the AHTCA website.

### 3. MA Manual and Technical Appendices

- The MA Manual and Technical Appendices have been updated with regard to:
  - Bodywork – inner lip of wheel opening for Group Nb
  - Oil accumulator – placement in cabin - protection
  - Signage and Competition numbers – Group Na (document references).

### Historic Equipment

#### Radios

The Historic Equipment Chart was updated on 3 February 2022 to include Race Management Listen Only radios.

#### AHTCA Website

The AHTCA website requires a major update to enable it to be relevant and useful for Group N competitors.

Funding possibilities for that work were discussed at the AHTCA meeting of 20 September 2022:

Annual running costs of \$1,440, are to be covered by sponsorship of AHTCA.

#### Discussion Paper

Discussion paper 1 was circulated on 15 January 2022 and led to the letter to the CEO of Motorsport Australia (Attachment C) and his responses at Attachment D.

ATTACHMENT A – BANK STATEMENT

Account Number 062654 10081070  
 Page 2 of 2

Date	Transaction details	Amount	Balance
12 Dec 2022	Fast Transfer From QUEENSLAND HISTORIC T QHTCA Website Contribution Inv012 AHTCA Website contribution	\$500.00	\$3,379.20
14 Dec 2022	Fast Transfer From SIMON NORTHEY 2023 annual subs inv 9	\$150.00	\$3,529.20
14 Dec 2022	Fast Transfer From SIMON NORTHEY Contribution to AHTCA inv 14	\$400.00	\$3,929.20
14 Dec 2022	Direct Credit 128594 HISTORIC TOU Inv 013 HTCASA web	\$50.00	\$3,979.20
14 Dec 2022	Direct Credit 128594 HISTORIC TOU Inv 009 HTCASA	\$150.00	\$4,129.20

Any pending transactions haven't been included in this list. Proceeds of cheques aren't available until cleared.

If you have questions or need more information, go to [commbank.com.au/support](http://commbank.com.au/support).

Yours sincerely,



Brian Moseley  
 General Manager, Retail Customer Service





## ***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)

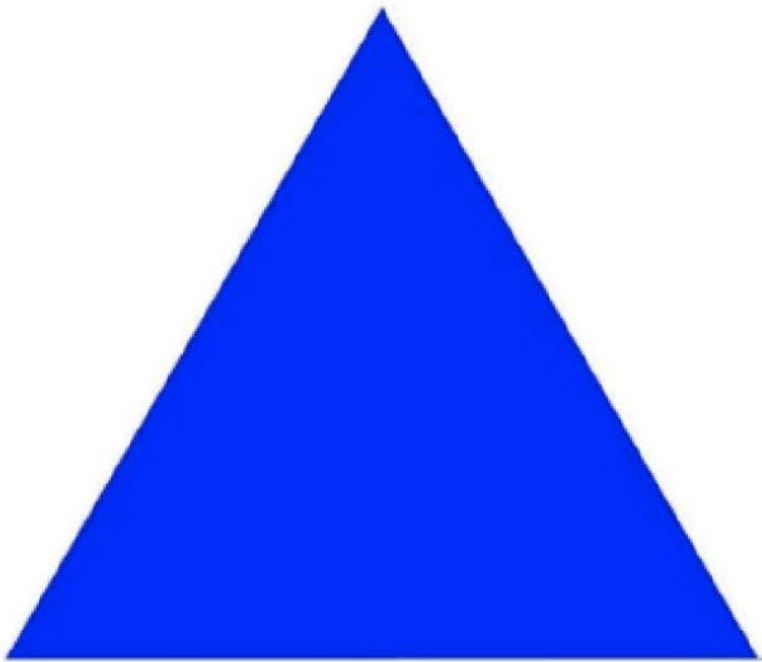
**4 Races / 2 Circuits**

**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.



## Data loggers



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

This includes lap times.

[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="#">Jervis Ward</a> (VIC)	0409 137 629
Vice Chairman	<a href="#">Mark Blyfield</a> (SA)	0418 836 672
Secretary/Treasurer	<a href="#">Nic van den Berg</a> (NSW)	0419 889 256
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



## 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

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

By email

23 January 2023

Mr Eugene Arocca  
Chief Executive Officer  
Motorsport Australia

Dear Mr Arocca

I write to you in my capacity as the Chair of the Australian Historic Touring Cars Association (AHTCA).

By way of background, the AHTCA is in place to be the voice for Group N (Historic Touring Cars) competitors across Australia. The AHTCA is an advisory body to Motorsport Australia, through the Historic Production Based Eligibility Committee (HPBEC). Our current committee has the clear view that we are the custodians of our category for the present and want to make sure it remains in place for the next generation.

Over the past two years, the AHTCA has been very active in getting Group N more consistent across all states and promoting Historic Touring cars nationally. We have successfully undertaken a number of initiatives, including establishing and promoting a national competition calendar, working with the HPBEC in examining applications for vehicle component substitutions, contributing to the correctness of, and actual application of rules and regulations for historic touring cars. Within the next month, AHTCA expects that we will launch a new website, which we hope will be the primary source of information about historic touring cars for competitors and the general public.

The AHTCA recently took stock of our situation. We are very encouraged by our progress with written material and communications with Group N competitors, although we not yet at the end of our journey with that, and will not be until we have introduced our new website. Much of this improvement has occurred through close contact with Mr Frank Adamson of Motorsport Australia and Mr David Twigg, the Chair of the HPBEC.

We have come to realise that the administration and management of those rules is the next major challenge, and that the pivotal volunteers who do this work are historic touring car technical delegates and eligibility officers, as well as members of the HPBEC. We have realised that the number of people who are involved in this important aspect are diminishing (through retirement of long-serving volunteers) and we have some suggestions as to how this might be addressed. The attached paper gives you some idea of our current thinking.

The AHTCA would welcome a discussion with you as to the way ahead for our racing category in the future. We believe that we have some solid ideas as to how the administration and management of historic touring cars could be improved.

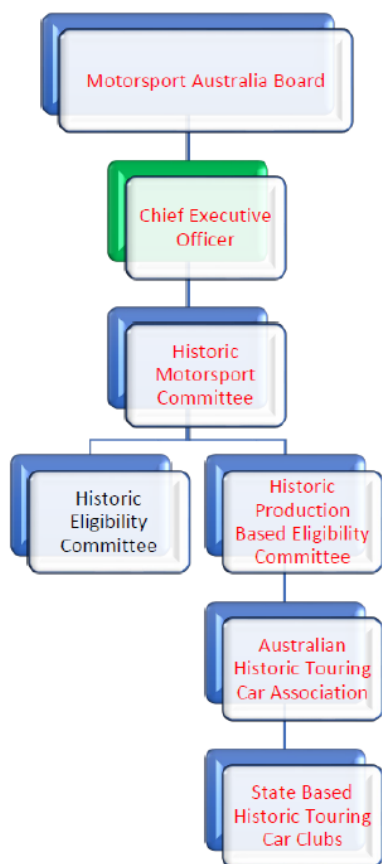
Jervis Ward  
Chair  
AHTCA

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

Discussion Paper - Administration and Management of the Historic Touring Cars Category – Group N

Background

Motorsport Australia administers and manages the Historic Touring car category through the following structure:



The national body for Group N is the Australian Historic Touring Cars Association (AHTCA).

- The AHTCA represents all State based Group N clubs.
- The AHTCA is an advisory body.
- The AHTCA interacts with Motorsport Australia through the Historic Production Based Eligibility Committee, which is a sub-Committee of the Historic Motorsport Committee.



## ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

## Operation

The Australian Historic Motor Sport Commission (AHMSC) existed up until late 2020, when it then became the Historic Motorsport Committee (HMC).

Issue 1 - The change of name (“AHMSC” to “HMC”) is not used by the Chair of the Historic Production Based Eligibility Committee (HPBEC), as evidenced in correspondence received as recently as 5 January 2023 (refer Attachment A).

Recommendation The Chair of the HPBEC should use the correct title of “Historic Motorsport Committee”.

Issue 2 - The title of the Committee “HMC” is not used by the Chair of the Historic Production Based Eligibility Committee, as evidenced in correspondence received as recently as 5 January 2023 (refer Attachment A). Rather, the Committee name is given as “Historic Committee of Motorsport Australia”.

Recommendation The Chair of the HPBEC should use the correct title of “Historic Motorsport Committee”.

Issue 3 - The current membership of the HMC is not published anywhere in the Motorsport Australia website.

Membership of the previous AHMSC can be located on the Motorsport Australia website in the News section (refer Attachment B), and is shown as follows:

Colin Haste - Chair  
 Bob Cracknell - Deputy Chair (Vic)  
 Christopher Bowden - Member (QLD)  
 John Bryant - Member (SA)  
 Bob Harborow - Member (Vic)  
 Michael Russo - Member (Vic)  
 David Twigg - Member (Vic)  
 John van Leeuwen - Member (WA)  
 Norman Gowers – Motorsport Australia Board Portfolio Holder  
 Trent Price - CEO Delegate

Given that the date of this announcement was December 2019, and given that the Motorsport Australia Standing Orders for Committees specifies an appointment period of three years, can it be taken that this membership remains current as at today?

Recommendation The current Membership of the HMC should be published on the Motorsport Australia website.

Issue 4 - The responsibilities of the Historic Motorsport Committee is shown at Attachment C. The explanation of the role of the HPBEC on the Motorsport Australia website (refer Attachment C) is incorrect in two respects:

- HPBEC is not a sub-committee of the Historic Committee. Rather, it is a sub-Committee of the Historic Motorsport Committee; and
- The HPBEC is not responsible for provision of advice to the Historic Commission. Rather, it is responsible for provision of advice to the Historic Motorsport Committee.

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

**Recommendation** The explanation of the role of the HPBEC on the Motorsport Australia website should be corrected.

**Issue 5 -** While it is known that the HPBEC (a sub-Committee of the HMC) is chaired by Mr David Twigg, that fact is not publicised anywhere in the Motorsport Australia website.  
Further, the full membership of the HPBEC is not known, as it is not published anywhere in the Motorsport Australia website.  
The most recent advice as to the membership of the HPBEC was provided in early 2020 by Mr David Twigg (refer Attachment E).

**Recommendation** The current Membership of the HPBEC should be published on the Motorsport Australia website.

**Issue 6 -** Group N representation on HPBEC  
According to the Chair of the HPBEC, HPBEC comprises four members, who are:

- David Twigg (Chair)
- Frank Lowndes
- Alan Pickstock
- Bruce Richards

The number of members, and their domicile, does not reflect that Group N has a presence in every State.  
Further, while the member can be recognised to have a “vested” interest in Group N, none of them are competitors within Group N. Group N competitors have an “invested” interest in Group N (as they own their cars and pay for their racing and all ancillary costs), but they are not represented on the HPBEC.

**Recommendation** Membership of the HPBEC should be expanded to include:

- all States; and
- actual competitors within the Group N category; and
- Eligibility officers from each State.

**Issue 7 -** While the Motorsport Australia Standing Orders for Committees provides requirements for the method, periodicity, conduct and recording of meetings of Committees (refer Attachment F, the operations of the HMC and the HPBEC are not known, as meeting Agendas, timetables and Minutes for both HMC and HPBEC are not provided and cannot be located anywhere in the Motorsport Australia website.

**Recommendation** Minutes of meetings of the HMC and HPBEC should be properly recorded and should be made available to all Group N competitors, through the AHTCA.:

**Issue 8 -** Documentation – Group N Specification Sheets  
In 2021, an exercise was conducted with these core documents to refresh their content, in terms of accuracy, and to introduce Specification Sheets for vehicles that competed but did not have a Specification Sheet.  
This culminated in every one of the then existing 72 Specification Sheets being redone and an additional 31 being created. This exercise was conducted with the initial denial by the Chair of the HPBEC that the Specification Sheets contained errors, and that there were competing vehicles that did not have Specification Sheets.  
The sheets are continually monitored and corrected through the office of Mr Frank

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

Adamson of Motorsport Australia and a member of the AHTCA.

**Recommendation** Group N Specification Sheets should continue to be kept up-to-date and accurate through the existing working arrangements between MA administration and a skilled member of the AHTCA.

**Issue 9 - Documentation –Motorsport Australia Manual**  
 In 2021, during the exercise conducted with Specification Sheets, errors and omissions were found in the Motorsport Australia manual. Some have been remedied, while others still remain outstanding. Again, these errors and omissions were begrudgingly acknowledged by the Chair of the HPBEC.

**Recommendation** Errors within the Motorsport Australia Manual should continue to be identified and corrected.

**Issue 10 - Documentation –Ease of location of Group N vehicle and associated information**  
 On 29 July 2020, a submission which was lodged with the AHMSC about the introduction of Reference Sheets for Group N.  
 The intent of these sheets was explained in that submission – that the rules and regulations were difficult for Group N competitors to navigate and locate, let alone comply with, and for their direct benefit, a better way to navigate to them was the target.  
 On 11 August 2020, the Chair of the HPBEC advised that the HPBEC had accepted a submission which was lodged with the AHMSC on 29 July 2020, and that he would *“be liaising with Motorsport Australia regarding the placing on the website and will keep you informed of the progress of that.”*.  
 The undertaking given by the Chair of the HPBEC has never eventuated.

**Recommendation** The Reference Sheets that have been developed will be published and maintained by the AHTCA.

**Issue 11 - Application of rules and regulations – Eligibility Officers**  
 There are nominated personnel whose task it is to examine eligibility matters, but there is no operating framework set down for these people. In the past, there was an annual conference, where matters could be discussed, but that has not occurred for many years.  
 Recent attempts to have such a forum re-established have been met with the response from the Chair of the HMC and the Chair of the HPBEC that they are not affordable. In this day and age, this could be achieved at no cost, by adopting modern techniques such as teleconferencing.  
 A serious consequence of this is the number of appropriately credentialled and experienced personnel to conduct volunteer positions such as Eligibility Officers, has reduced, and there are no new starters for these positions.

**Recommendation** A forum for Eligibility Officers should be established and maintained.

**Issue 12 - Application of rules and regulations – Consistency across States**  
 The application of rules, regulations and specifications relating to vehicles has never been applied consistently across all States.  
 This is evidenced by the fact that vehicles from one State are examined (deliberately targeted) by another State’s Eligibility Officer and issues, which are “allowed” in one

## ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

State are typically found. Those issues are often interpretations of rules, rather than anything else – for example:

- Signage:
  - Allowing/ignoring:
    - rear windscreen signage on a visiting WA vehicle;
    - approve door banners being placed on other areas of vehicles, other than the four possible positions;
    - a NSW vehicle (a Mazda RX2) which has non-original Japanese inscriptions on it;
    - A Holden Torana GTR XU-1 from Tasmania, which has a racing number on the bonnet of the vehicle;
    - Allowing a company name to be on a vehicle, while the signage rules are not clear about this (a Mini, which has “Batmac” displayed on it, and a Ford Mustang in Victoria that has “Barwon Timbers” displayed on it;
    - “In memoriam” and/or “Thank you Volunteers” signs on vehicles.

**Recommendation** Signage rules should be examined, agreed and then policed correctly.

The conditions relating to “In memoriam” and/or “Thank you Volunteers” signs on vehicles should be explained in the rule book.

- Not checking signage sizes:
  - The signage rule for competitor/driver states that *“The total area of all such signs (that is, the name of the competitor and/or the driver and/ or the State of their residence) shall not exceed 75mm in height and 600mm in length on each side of the vehicle.”*
  - The signage rule for club badges, and Territory of origin also require a certain size.

**Recommendation** The prescribed signage sizes should be policed.

- Tyres:
  - Group N has an approved tyre list. To obtain a change/addition to the tyre list typically takes considerable effort and evidence (which is required by the tyre manufacturer).  
A particular specification tyre from Hoosier was used on a Group Nb Mustang at an event in Victoria in early 2021. The tyre combination with the rim size did not permit the use of that tyre on the vehicle’s rim size. A letter was obtained by the competitor from the tyre manufacturer overnight sat that meeting and the tyre/rim combination was approved by the Chair of the HPBEC at that race meeting. The Chair of HPBEC subsequently sent a note out on 7 March 2021 to reflect same. The tyre list was updated on 1 January 2022 – some eleven months later - to

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

reflect this decision.

amended for the 25.5 x 8.0-15 and 25.5 x 8.5- 15 tyres, as follows, :	
<b>Current</b>	
<b>Size imperial</b>	<b>Approved rim size</b>
25.5 x 8.0-15	6.0-9.0
25.5x8.5-15	7.0-10.0
<b>Amendment</b>	
<b>Size imperial</b>	<b>Approved rim size</b>
25.5 x 8.0-15	5.5-9.0
25.5x8.5-15	6.0-10.0

- o There is no possible way that the Chair of the HPBEC could have had an HPBEC Committee meeting about this – he had a letter from Hoosier delivered during the race meeting and then made a decision on his own, at that race meeting;  
This type of activity leads to the belief that favouritism is shown with particular Group N competitors by the Chair of the HPBEC. In the case of the tyre/rim combination, no other competitor had the same opportunity at that race meeting.

**Recommendation** Changing rules at a racetrack, and without proper Committee process should not occur.

These issues often come down to interpretation, and often by the Chair of the HPBEC himself. For example, in the case of the company name on a vehicle, the Chair of the HPBEC advised that:

- both the Competitor and/or Driver name are permitted,
- the “Competitor” is the entrant or the car owner, in Historic racing the entrant must also be the owner of the car as shown in the logbook - therefore the “competitor” is the owner of the car, and if that owner is a company name, it is legal to display the company name;
- the “Driver” is the person driving the vehicle at each particular event the vehicle has been entered.

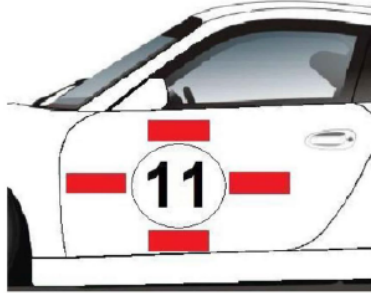
The subtlety of this difference is NOT explained in the rule book. It should be.

**Recommendation** The full explanation of the meaning of “Competitor” and “Driver” should appear in the Motorsport Australia signage rules.

Issue 13 - Application of rules and regulations – Shifting sand  
The advice given out by the Chair of the HPBEC often contains subtle changes to what is actually written and practised.  
The subtlety of the driver/Competitor given above is one example.  
Another example is advice received on 5 January 2022, where the Chair of the HPBEC advised that “any door signage position nominated in an application and accepted by the AHMSC will be required to be in that position on all competing cars”, and that “The AHMSC’s preferred position is above the race number.”  
Aside from the obvious error made by the Chair of the HPBEC in referring to the AHMSC which no longer exists and has been replaced with the HMC, the signage rule advises that the positioning of such signage on the various Groups of historic vehicles will be determined by the Committee, having regard to vehicle type and historic precedent.

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

Signage applications submitted have nominated one of four possible positions for the signage (in accordance with the diagram in the rules as follows:



Approvals have NEVER stated any preferred position. Further, how could the approval be so prescriptive, given that there is an allowance for “vehicle type” in the rule, and Group N has many vehicle types.

**Recommendation** Verbal direction about the interpretation of rules should be followed up by the official who gave that interpretation with written advice relating to that verbal direction, and that written advice should be made available to all Group N competitors.



## ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

## ATTACHMENT A

## Informal Minutes

A meeting was held in the Hinxman Room at SMSP on 3<sup>rd</sup> December 2022 at the request of David Twigg. Invited to the meeting were the president and Secretary of the Historic Touring Car Association NSW and the President and Secretary of the Historic Group N Association NSW. While no formal Minutes were taken during the meeting below is the Minutes as written from David Twigg's notes of the meeting.

## MEETING HELD IN THE HINXMAN ROOM AT SMSP ON DECEMBER 3 2022

## Present

Mr Colin Haste (Chair, **Historic Committee of Motorsport Australia**);  
 Mr David Twigg (Chair, HPBEC of Motorsport Australia);  
 Mr David Noakes (President HTCA NSW);  
 Mr Nic van den Berg (Secretary/Treasurer HTCA NSW);  
 Mr John Battersby (President HGNA);  
 Mr Paul Tierney (HGNA)  
 Mr Steve Pitman (HGNA)

David Twigg opened the meeting and thanked all present for their attendance.  
 David Twigg advised that the meeting had been called regarding vehicle signage approvals for both clubs for 2023 and beyond.

Colin Haste advised the meeting that from 2023 on, only one application for vehicle signage, windscreen banner and door sticker, for Group N cars competing in a series of promoter organised events such as ARDC, HSRCA will be accepted.

David Twigg advised that where a club was acting as the organiser of an event, e.g. at the Bathurst 6 Hr, a separate application could be made as is the current practice.

David Twigg stated that the current arrangement of allowing both clubs to have their own vehicle signage was first accepted approx. 3 years ago when there was a split within Group N in NSW and there was a highly political atmosphere. The decision to end the current arrangement was made as over the 3 years that the arrangement was in place, there had been comments raised re the arrangement from members of the Australian Historic Motor Sport Committee, **AHMSC**, questions and comments re the arrangement from other Historic categories, and questions and comments on the arrangement from other state Group N clubs. These questions have been ongoing over the 3 years that the arrangement was in place. It was also seen to be confusing for other categories and for spectators.

There had also been reports of Interstate group N competitors being "encouraged" to display the windscreen banner from the different club, and the inclusion of special wording in the Supplementary Regulations at SMSP re the displaying of two different windscreen banners, which raised further questions from interstate clubs.

David Noakes raised that clubs may have commercial arrangements being worked on or agreed to which may be affected by this decision.

David Twigg pointed out that any Signage Application had to be renewed annually and required the **AHMSC** to approve the application so any commercial arrangement would be conditional until an application was approved. The timing of this meeting was to allow clubs to consider their planned commercial arrangements for 2023 and beyond.

David Noakes raised the issue of some interstate clubs using signage which did not comply or different signage in the one event.

David Twigg replied that in the case of Queensland, many Group N races are held at events that are not Motorsport Australia sanctioned events. This also applies to the Austin 7 Club's



ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

ATTACHMENT A

Winton Historic event in May which is not a Motorsport Australia sanctioned event. The AHMSC has no control of the regulations at these events. Colin Haste advised that recently an interstate Group N club was told again that rear widow signage is not permitted

David Twigg referred both Clubs the Motorsport Australia 5thCategory Regulation 1.3 Paintwork and Signage, which includes reference to “the benefits to be derived by competitors and/or organiser”. This reference is to Competitor and not a Club Member. Motorsport Australia Signage application form H103 also only refers to the Competitor not a Club Member. Therefore, any benefit from the signage sponsorship should be provided to each competitor at a nominated events regardless of which club the competitor is a member of.

David Twigg pointed out that any door signage position nominated in an application and accepted by the AHMSC will be required to be in that position on all competing cars. The onus will be on the applicant to ensure that all cars comply. The AHMSC’s preferred position is above the race number.

While the AHMSC will apply this decision across all States, it may occur that a Promoter will apply to have extra signage for a particular race event eg Phillip Island Classic. However, this extra signage would be required on all competing cars in all categories and any benefits from the sponsorship signage would apply to all competitors.

David Twigg  
Chairman HPBEC

## ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

## ATTACHMENT B

1. [Home](#)
2. [News](#)

## 2020 MOTORSPORT AUSTRALIA COMMISSIONS APPOINTMENTS

THURSDAY 19 DECEMBER, 2019



The CAMS Board has confirmed its Commissioner appointments for 2020 to serve under the new Motorsport Australia banner.

With the official rebrand of CAMS taking place on 1 January 2020, the seven Motorsport Australia Commissions will continue to serve in the same manner as they have in previous years and play a vital role in ensuring the continued success of their respective disciplines.

CEO Eugene Arocca congratulated the new appointees, along with those who had been chosen for another term.

“Every year a number of Commissioner terms come to an end and these positions are opened for nomination to anyone who believes they can serve in the role, including those who wish to be considered for a re-appointment,” Arocca explained.

“The Board considers every nomination that we receive to determine who is best suited to the role of Commissioner to best reflect the interests of the sport.”

“There is no doubt that our Commissioners work tirelessly and give up a significant amount of their own time to benefit motorsport and we are extremely grateful for their contributions. We are excited to work with these Commissions in 2020 and congratulate all those who were appointed for 2020.”

Arocca also praised those outgoing Commissioners who had served on their respective Commissions in 2019.

“We thank all those Commissioners who will not be going on next year for their dedication and commitment to motorsport, however we are delighted that a number of

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

ATTACHMENT B

new Commissioners will come on board in 2020 which confirms there is some terrific succession planning in place," Arocca added.

As Commissioners are delegates of the Board of Motorsport Australia, they must meet the requirements of a Director under the Corporations Act 2001.

The 2020 Motorsport Australia Commissions and Commissioners are as follows:

(\* denotes new Commissioner in 2020)

(^ existing Commissioner reappointed for 2020)

**Australian Historic Motor Sport Commission (AHMSC)**

Colin Haste - Chair

Bob Cracknell - Deputy Chair (Vic)

Christopher Bowden - Member (QLD)

John Bryant - Member (SA)

Bob Harborow - Member (Vic)

Michael Russo - Member (Vic) ^

David Twigg - Member (Vic)

John van Leeuwen - Member (WA) ^

Norman Gowers – Motorsport Australia Board Portfolio Holder

Trent Price - CEO Delegate

## ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

## ATTACHMENT C

## The Historic Motorsport Committee

## 1.3 Responsibilities

## (a) The HMC has responsibility:

- (i) For matters relating to the support, development and growth of **historic motorsport** activities, in accordance with policy or plans as expressed by the Board and/or CEO from time to time;
- (ii) To consider and make recommendations to the Board and CEO on National Competition Rules and appendices as they may apply to **historic motorsport**.

(b) The HMC is specifically charged with the responsibility for strategic planning and development of the Historic function and the development and monitoring of technical and sporting regulations.

(c) Notwithstanding clause 1.3(b), when developing and monitoring technical and sporting regulations for Historic level speed events, the HMC must ensure that it maintains consistency, where possible, with the technical and sporting regulations for other non-Historic speed events.

## 1.4 Functions

## (a) The HMC will be required to attend to the following specific matters:

- (i) Develop and maintain a Historic Motorsport Policy Statement setting out the philosophy governing Motorsport Australia's management of the Historic function and a vision for the future development of the function. The Historic Motorsport Policy Statement and any amendments proposed to it must be submitted for the approval of the Board;
- (ii) Develop a Historic Motorsport Strategic Plan for consideration and approval by the CEO. The plan must identify and prioritise key issues on the business agenda of the HMC and must be updated at least annually.

(b) The HMC shall consider and make recommendations to the CEO and Board as necessary regarding:

- (i) The development, establishment and recognition of new automobile groups designed to cater for Historic automobiles within the Historic function. Once approved by the Board, the responsibility for maintenance of the technical regulations for each group of automobiles within the Historic function shall be the responsibility of the HMC;
- (ii) Subject to the prior approval of the Board for the introduction of any new automobile groups designed to cater for historic automobiles, the maintenance, updating and amendment of the technical and sporting regulations set out in the "5th Category - Historic Cars" section of the Motorsport Australia Manual.

(c) On developing the strategic plan the Committee shall take into the consideration the following:

- (i) Compliance with the Historic Motorsport Policy Statement and all other policy requirements of Motorsport Australia and the FIA;
- (ii) The needs of competitors, event organisers, promoters and officials;
- (iii) The needs of venue operators;
- (iv) Any requirements of government bodies and relevant legislation;
- (v) Costs to participants and organisers including fees and other costs, to keep the Historic function attractive to existing participants, provide a reasonably priced entry point for new participants and to provide the appropriate contribution to Motorsport Australia;
- (vi) The promotion of the Historic function to generate greater patronage and favourable public awareness and to stimulate existing and potential sponsors;
- (vii) Eligibility, technical and safety issues and support for the administration of such issues by the Historic Eligibility Committee, the **Historic Production Based Eligibility Committee**, the Technical Committee, the National Track Safety Committee and the Motorsport Australia Administration;
- (viii) Communications, with particular emphasis on the circulation of proposals, the seeking of comments and the circulation of decisions made;
- (ix) To work in partnership with promoters to establish the National Historic Motorsport Calendar.<sup>1</sup>

<sup>1</sup> <https://www.motorsport.org.au/docs/default-source/default-document-library/structure/committee-standing-orders.pdf> - Pages 1 3-16

ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

ATTACHMENT D

## Eligibility Committees

### [Historic Production Based Eligibility Committee \(HPBEC\)](#)

The Motorsport Australia Historic Production Based Eligibility Committee (HPBEC) is a sub-committee of the **Historic Committee** and has been established by Motorsport Australia to administer the eligibility classification of historic touring cars, production-based sports cars, and sports sedans competing in 5th Category events.

The HPBEC is responsible for provision of advice to the **Historic Commission** regarding:

- The current state of eligibility of historic production-based vehicles competing in historic motorsport in Australia; and
- Rules, policies and procedures to enable the effective ongoing management of historic production-based vehicle eligibility.

## ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

## ATTACHMENT E



## Membership Profiles

**David Twigg**

Has been involved with Group N since its Victorian inception.

A life member of the HTCAV.

Has not been a competitor but has been involved in the technical and administrative side of Group N all that period.

Has also been a Committee member.

**Frank Lowndes**

Has retired from his Technical Delegate positions with modern categories

Is still active as an Historic Eligibility Officer and a very active member of the HPBEC.

Has vast knowledge of Groups A & C and has until recent months been involved with engine building and preparation of current Group N cars.

**Alan Pickstock**

Is a senior Scrutineer in Adelaide.

Has been the Group N and Group S Eligibility Officer in South Australia for approx eight years.

**Bruce Richards**

Raced Group N cars both a Mini and a Jaguar in the mid 1980s before moving to Group S where he raced a Datsun.

Has been an Eligibility Officer for Group N and S for 20 years.

Has been a CAMS appointed Technical Commissioner for over ten years.

Is the immediate past chair of the HPBEC.

Currently liaises with both the Group N competitor groups in Queensland

## ATTACHMENT C – LETTER TO CEO OF MOTORSPORT AUSTRALIA – 25 January 2023

## ATTACHMENT F

## 9. Operation

## 9.1 Rules of Operation

Each Committee shall be responsible for creating and using its own operating procedures as are necessary to facilitate the fair and expedient operation of each Committee, save that those operating procedures shall comply with the requirements set out in this clause

9. A Committee's operating procedures shall be invalid to the extent that they do not comply with the requirements of this clause 9.

## (a) Procedures

- (i) A Committee shall meet as required either in person, by teleconference, video conference or other electronic means as determined by the Chair;
- (ii) The date, time and place of each meeting of a Committee shall be notified to all eligible persons at least seven (7) days prior to the meeting;
- (iii) The Chair may convene a meeting of a Committee at any time but must convene a meeting within thirty (30) days when requested to do so by at least three (3) Committee members;
- (iv) The agenda and papers for each meeting of a Committee shall be forwarded to all eligible persons at least seven (7) days prior to the meeting.
- (v) The draft minutes of a Committee meeting shall be issued within fourteen (14) days of the date of that meeting; (vi) All Committee members and attendees should declare any pecuniary interests and/or potential conflicts of interest pertaining to any agenda item.<sup>2</sup>

---

<sup>2</sup> <https://www.motorsport.org.au/docs/default-source/default-document-library/structure/committee-standing-orders.pdf> - page 5



ATTACHMENT D –RESPONSES FROM CEO OF MOTORSPORT AUSTRALIA

**From:** Eugene Arocca <[earocca@motorsport.org.au](mailto:earocca@motorsport.org.au)>  
**Subject:** RE: Group N Discussion Paper  
**Date:** 29 January 2023 at 6:01:19 pm AEDT  
**To:** Jervis Ward <[jervis@theparrot.com.au](mailto:jervis@theparrot.com.au)>

Hi Jervis

Thank you for forwarding the below email and attachment – I will discuss internally and get back to you this coming week with a discussion plan.

Kind regards  
Eugene

**Eugene Arocca**  
Chief Executive Officer

phone +61 3 9593 7775  
email [earocca@motorsport.org.au](mailto:earocca@motorsport.org.au)

ATTACHMENT D –RESPONSES FROM CEO OF MOTORSPORT AUSTRALIA

**From:** Eugene Arocca <[earocca@motorsport.org.au](mailto:earocca@motorsport.org.au)>  
**Subject:** RE: Group N Discussion Paper  
**Date:** 3 February 2023 at 4:09:41 pm AEDT  
**To:** Jervis Ward <[jervis@theparrot.com.au](mailto:jervis@theparrot.com.au)>  
**Cc:** Frank Adamson <[fadamson@motorsport.org.au](mailto:fadamson@motorsport.org.au)>

Hi Jervis

I hope you are well.

Just by way of update I have drafted a response and am just double checking on some matters before I forward to you either over the weekend or early next week.

Cheers  
Eugene

## ATTACHMENT D –RESPONSES FROM CEO OF MOTORSPORT AUSTRALIA



6 February 2023

Mr Jervis Ward  
Chair  
Australian Historic Touring Cars Association

By email

Dear Mr Ward

I refer to your letter of the 23 January, 2023 concerning various issues pertaining to historic motorsport.

Thank you for bringing these matters to our attention. Please find below our response to the issues raised:

**Issues 1 and 2**

We agree that the correct title is Historic Motorsport Committee (HMC). We will remind the Chair about the correct title.

**Issues 3, 4 and 5**

The current makeup of the Committee is:

- Colin Haste - Chair
- Bob Cracknell - Deputy
- John Bryant - Member SA
- Bob Harborow Member Vic
- David Twigg - Member Vic
- Adam Berryman Member Vic
- John van Leeuwen Member WA
- Norman Gowers Motorsport Australia Board
- Frank Adamson E.O.

Both Michael Russo and Christopher Bowden resigned due to personal reasons.

The term of appointment for the Committee members is 3 years and this Committee was appointed on the 1 January, 2021. Accordingly, the terms of all current members will expire on 31 December, 2023.

We will ensure that the membership of the Committee will be published on our website next week and that an explanation of the role of the Committee and of the HPBEC is also published..

**Issue 6**

The makeup of the HPBEC is a HMC decision and we have scheduled a meeting for 1st March for the HMC to review the membership of the HPBEC.

**Issue 7**

Meetings of the HMC and HPBEC are recorded and minuted however, these are not required to be published. There are matters discussed that may not be concluded which are best not published due to the need for confidentiality while a matter or issue is being considered. We will consider providing an abridged or summary version of the minutes to only cover matters that can be placed in the public domain.

**Issues 8 and 9**

Motorsport Australia and Mr Nic van den Berg liaise on the Group N spec sheets and the Manual and will address any errors or corrections as required.

Motorsport Australia ABN: 55 069 045 665  
275 Canterbury Rd, Canterbury VIC 3126  
Phone: +61 3 9593 7777 Hotline: 1300 883 959  
motorsport.org.au



## ATTACHMENT D –RESPONSES FROM CEO OF MOTORSPORT AUSTRALIA

**Issue 10**

This was raised by Nic van den Berg and he submitted a sample of the document he wished to have published on the Motorsport Australia website. He was informed by our staff that the document was too large and the system of creating links (which might lose currency) within that document was not preferred. It is Motorsport Australia's responsibility to publish the rules and spec sheets however if the AHTCA wished to publish their own documents that was not an issue. Mr Van den Berg agreed to this.

**Issues 11 and 12**

We do intend to conduct an EO conference this year however we have not yet determined whether it will be face to face or via zoom. A face to face forum presents some difficulties from a logistical point of view and can be quite an expensive exercise. Motorsport Australia is currently creating a presentation for this conference. We have spoken to Mr van den Berg and we agreed there is a need to have a dedicated Group N EO Forum to deal with the matters and points identified in your letter. We will raise this matter with David Twigg, as Chair of the HPBEC.

**Issue 13**

We agree that any interpretation made by an official should be forwarded to Motorsport Australia for consideration and by the administration and the relevant committee. If a rule then needs to be corrected or clarified, then this should be done using the correct procedure.

Your correspondence was passed on to Scotty McGrath and Frank Adamson of our office who have obviously assisted me in providing the above responses. Overall, we do not take issue with many of the matters raised and we are certainly happy to discuss these matters as required.

We thank you for your support and look forward to working together to continue making historic motorsport such an important part of our sport.

Yours sincerely,

**Eugene Arocca**  
**Chief Executive Officer**  
**Motorsport Australia**