

AHTCA COMMITTEE MEETING – 15/8/2023

CONDUCTED

Meeting commenced at 7:38pm (AEST) and closed at 21:30pm (AEST).

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 Committee present to the Committee 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.

Component Substitution

The Committee noted an approval for a Lexan windscreen for a Jaguar Mark 1.

EO Forum

The Committee noted that the next EO forum will be held on 23 August 2023.

Wheels and tyres – pumping guards

The appropriateness of modifying inner guards by way of, for example, "pumping out the inner guards" to enable the fitment of wider tyres, the example given being the use of 8" tyres on a 5½" and/or a 6" wheel on a 1964/1965 Ford Mustang. This was recommended to be raised at the next EO Forum.

Minimum Weights

The Committee noted that the AHTCA has finalised the weights and will issue an updated list to MA, HPBEC and all competitors by the end of August 2023.

Control Tyres

Focus on this matter is to be applied once the weights issue has been completed. Mr Martin Dennis has provided a contact for Nankang.

General Business

5 Year plan

The Committee agreed that in coming months, AHTCA Committee turn our attention to:






- Developing a five-year plan for the AHTCA's activities with and for Historic Touring Cars, that plan including matters such as:
- as vehicles age and original parts become harder to source, proactive attention to developing a list of suitable substitute components through our own research, so as to be ready for a Component Substitution application to the HPBEC;
- as costs for components, vehicle preparation and event entry fees increase, researching and developing alternative solutions to attracting sponsorship for our category, including, but not restricted to markings on motor vehicles.





Motorsport Australia

The Committee noted that a proposal to move AHTCA from an Advisory body to a Consulting body is to be developed and presented to MA before the end of 2023 (refer to Attachment E in the Secretary/Treasurer report - THE FUTURE – GOVERNANCE, ADMINISTRATION AND STRATEGY).

This proposal is to be drafted and then cleared by all AHTCA Committee.

Action Items – outstanding




ACTION	PERSON	DUE DATE		STATUS
Finalise AHTCA website funding ❖ Establishment ❖ Annual running costs	All	18 October 2022	 	Finalise possible sponsor 15 February 2023. Alternative plan is to seek \$600 per annum funding each from HTCAV and HTCANSW to launch website ASAP. Website went live on 3 March 2023. HTCA NSW has paid the \$600 for 2023. HTCAV has paid \$600 for 2023 on 6 April 2023. Sponsor still being pursued
Encourage Tasmania to join AHTCA	All	On-going		Being actioned by HTCAV
Write to Chair HPBEC re provision of indicative weights	Jervis Ward/Nic van den Berg	1 March 2023		Draft completed 16 February 2023. Awaiting response Commitment from HPBEC Chair to complete by June 2023 HPBEC delivered list on 17 April 2023. Note issued to all via Newsletter (eDM14) on 19 April 2023 Extension to AHTCA to deliver final list on 30 June 2023 agreed by Chair HPBEC on 5 May 2023 Meeting held with MA and Committees on 1 June 2023. Scenario spreadsheet developed and being discussed Meeting held with HPBEC rep on 16 June 2023. Response issued to MA et al on 21 June 2023
Write to CEO Motorsport Aus re assistance AHTCA can provide to EO forum	Jervis Ward/Nic van den Berg	1 March 2023		Draft completed 16 February 2023. Letter sent 16 February 2023. Papers developed and sent to Frank Adamson 13 March 2023. Now await his approval and setting of the date of the meeting. EO Forum conducted on 12 April 2023. Next EO forum meeting is 18 May 2023. Next forum meeting is to be advised Reminder list sent to MA on 6 April 2023. Status report sent to Arocca on 19 April 2023
Tyre discussion – develop one-page survey for Committee about concept of control tyres	Nic van den Berg	1 March 2023		Draft completed 16 February 2023. Topic included in eDM 13 about new website. Concept to be further discussed by AHTCA

ACTION	PERSON	DUE DATE		STATUS
Develop topics for eDM 15	All	31 April 2023		
Component substitution – Datsun 1600	All	31 May 2023		Chair of HPBEC circulated application on 24 April 2023. Circulated to AHTCA reps on 24 April 2023. Responses to be collated and discussed by AHTCA. Response to be sent to Chair, HPBEC Response sent to MA, HPBEC on 21 June 2023
Prepare submission about shift lights	Nic van den Berg	30 June 2023		To be drafted and circulated to AHTCA
List items for EO Forum: <ul style="list-style-type: none"> • Wheels and tyres protruding from guard • Modifying inner guards to fit wider tyres 	Nic van den Berg	22 June 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 <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	●	Completed 9 June 2022. See topic "Associate club" in this report
Develop and issue Electronic Direct Mail newsletter: <ul style="list-style-type: none"> ● Committee ● 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): <ul style="list-style-type: none"> 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): <ul style="list-style-type: none"> ❖ 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






ACTION	PERSON	DUE DATE		STATUS
Tyre discussion to continue at next meeting	All	19/7/2022 19/11/2022 Ongoing	●	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.
Finalise eDM 12 – to be dedicated to the new AHTCA website	Jervis Ward/Nic van den Ber	1 February 2022	●	eDM (Ed12) issued on 2 February 2023. Dedicated to weights.
Chase up MA on Control tower to car radios appearing in 5 th 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
Chase up MA on MA Manual and Technical Appendices updates	Nic van den Berg	1 February 2022	●	All updates completed on 3 February 2023
Finalise Discussion Paper 1 – MA administration	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.
Respond to HPBEC re AHTCA involvement and assistance requested re minimum weights	Jervis Ward/Nic van den Berg	22 July 2022	●	All Committee 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
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

ACTION	PERSON	DUE DATE		STATUS
Respond to Battersby email of 18 December 2022	Jervis Ward	18 December 2022		Completed — see Attachment D of 17 January 2023 report
Develop and issue Electronic Direct Mail newsletter (Ed13) dedicated to the new AHTCA website	Jervis Ward/Nic van den Berg	1 February 2023 1 March 2023		Flier developed and issued on 3 March 2023. Handed out at Philip Island on 12-13 March 2023. eDM drafted on 14 March 2023
Lodge annual return to Consumer Affairs (Vic)	Jervis Ward	1 March 2023		Lodged on 9 May 2023

AHTCA

Secretary/Treasurer Report for Committee meeting on 20 June 2023

Action Items - outstanding

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SECRETARY/TREASURER REPORT

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Component substitution – Datsun 1600	All	31 May 2023	●	Chair of HPBEC circulated application on 24 April 2023. Circulated to AHTCA reps on 24 April 2023. Responses to be collated and discussed by AHTCA. Response to be sent to Chair, HPBEC
Prepare submission about shift lights	Nic van den Berg	30 June 2023	●	

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Memberships

Current status is below:

Paid	4
	4

Bank Statement

The current bank statement is at Attachment A. The Balance sheet is at Attachment B.

Electronic Direct Mail

Topics for the next eDM (eDM15) need to be agreed. Suggestions:

- Minimum weights;
- EO Forum;
- New standard EO activities and processes

Eligibility

1. Minimum weights

- The letter at Attachment C was issued on 22 May 2023. This led to a meeting on 1 June 2023 with:
 - Frank Adamson (MA)
 - Colin Haste (Chair, HMC)
 - David Twigg (Chair HPBEC)
 - Jervis Ward (chair, AHTCA)
 - Nic van den Berg (Secretary AHTCA)
- It was agreed that a scenario spreadsheet would be developed and examined by all parties. This was completed on 3 June 2023. The scenario is based in two principles;
 - Manufacturer's Kerb weight; and
 - Percentage discounts based on weights grouped as follows in order to achieve openness, fairness and equity to all car types, based on the fact that components (such as a battery, or seats etc) from a lighter vehicle have a greater significance with power to weight performance than from a heavier vehicle:
 - Under 700Kg = 5% discount off kerb weight
 - 700kg to 899kg = 4.3% off kerb weight
 - 900kg to 1099kg = 3.2% off kerb weight
 - 1100kg to 1299kg = 2.1% off kerb weight
 - 1300kg or more = 1% off kerb weight
- The HPBEC advised on 8 June 2023 that they "support the AHTCA's objectives" and is examining the prospective results with AHTCA representative Ron Blake and Bruce Richards from HPBEC.

2. Specification Sheets

- Specification Sheets for Group N vehicle below have been corrected (contained typographical errors) and are still to be posted to the MA website:
 - Ford- Falcon XR – incorrect fuel tank size and incorrect RHS Pro Action head number
 - Ford Falcon – XT - incorrect RHS Pro Action head number
 - Ford Mustang 1964-1965 - incorrect RHS Pro Action head number
 - Ford Mustang 1966 - incorrect RHS Pro Action head number
 - Ford Mustang 1967 - incorrect RHS Pro Action head number
 - Ford Mustang 1968 - incorrect RHS Pro Action head number
 - Falcon Rally Sprint - incorrect RHS Pro Action head number
 - Ford Galaxie R – Nb
 - Ford Mustang – 1968
 - Ford Mustang Boss 302
- Specification Sheets for Group N vehicle below have been created and are to be approved and posted to the MA website:
 - Austin A40 Mk 2 Farina
 - Chev Belaire
 - Chev Impala
 - Chev Corvair Corsair

3. Reference Sheets

- Reference Sheet for the following Group N vehicle has been created on the AHTCA website:
 - Austin A40 Mk 2 Farina
- Reference Sheets for the following Group N vehicle are being created on the AHTCA website once the Specification Sheets have been approved:
 - Chev Belaire
 - Chev Impala
 - Chev Corvair Corsair
 - Falcon Rallye Sprint – complete rewrite required

4. MA Manual and Technical Appendices

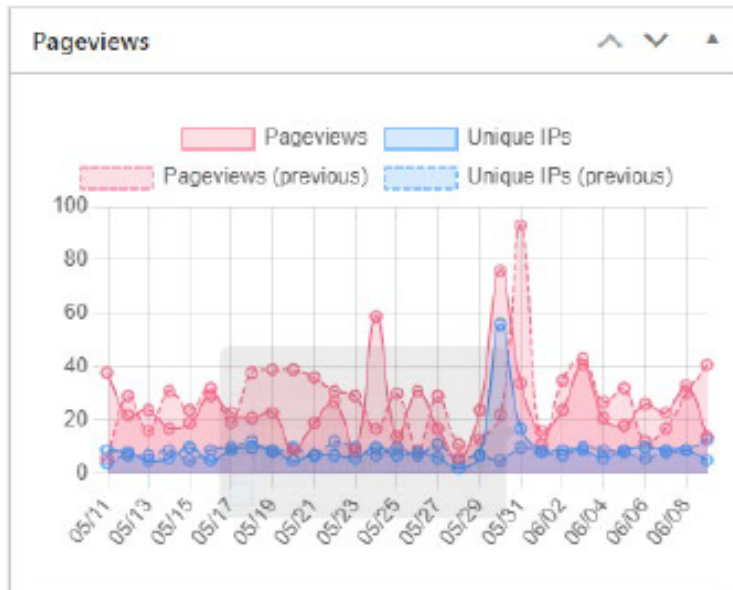
- The following items have been agreed through the EO forum to be actioned for 2024 by Frank Adamson of MA:
 - Look at the sporting regulations to confirm that words to the effect of parc ferme may be included, thereby removing the need to include those words in every Supplementary Regulation for every event.
 - Make the wording about bonnet latches clearer in the 2024 version of the Motorsport Australia manual

- Make the wording about rev limiters clearer in the 2024 version of the Motorsport Australia manual
- Consider a revision of the wording for the 2024 version of the Motorsport Australia manual in order to make it clearer about the rotor for Group Nb

AHTCA Website

Funding possibilities for the AHTCA website:

- Sponsorship of website annual running costs of \$1,200 is still being sought.
- Access to the AHTCA website is shown below:



MA Administration

Discussion paper 1 was circulated on 15 January 2022 and led to the letter to the CEO of Motorsport Australia and his response on 6 February 2023.

A reminder was issued to Motorsport Australia on 6 April 2023 about commitments from the CEO of Motorsport Australia on 6 April 2023.

The letter at Attachment D to Eugene Arocca, CEO, MA was issued on 19 April 2023.

No update has been received to date.

EO forum

- An EO Forum meeting was held on 17 May 2023.
- The next EO Forum meeting is to occur on a date to be advised by MA.
- Submission about shift lights to be prepared for HPBEC by AHTCA. Criteria for shift light to be discussed and agreed:
 - Ignition activated
 - Singular function
 - Pencil sized
 - Mounted in instrument panel

ATTACHMENT A – BANK STATEMENT

Thu 01 Jun 2023	Debit	Credit	Balance
+ Transfer To Daniel Moody NetBank AHTCA website mtce May	-\$100.00		\$2,430.85
<hr/>			
Thu 18 May 2023			
+ Transfer To Jervis Ward NetBank AHTCA Mailchimp - May 23	-\$29.15		\$2,530.85

ATTACHMENT B – BALANCE SHEET

Balance Sheet for AHTCA													
Balance Sheet	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-22 - Dec-22
Current Assets													
Bank Account	\$ 4,129.20	\$ 1,679.20	\$ 1,679.20	\$ 2,279.20	\$ 2,721.20	\$ 2,530.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 1,200.00
Donations	\$ -	\$ -	\$ 600.00	\$ 600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sponsorships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Memberships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank refund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Income	\$ -	\$ -	\$ 600.00	\$ 600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200.00
Total assets	\$ 4,129.20	\$ 1,679.20	\$ 2,279.20	\$ 2,879.20	\$ 2,721.20	\$ 2,530.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 1,200.00
Current liabilities													
Bank fee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Accounts payable	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Trophies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consumer Affairs	\$ -	\$ -	\$ -	\$ -	\$ 61.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61.20
Web - Development	\$ 1,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500.00
Web - site subscription	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Web - Maintenance	\$ -	\$ -	\$ -	\$ 100.00	\$ 100.00	\$ 100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300.00
Domain Subscription	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Zoom Subscription	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mailchimp Subscription	\$ -	\$ -	\$ -	\$ 58.00	\$ 29.15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87.15
Photography/TV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Printing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Promotion material	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ 850.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850.00
Total Expenses	\$ 2,450.00	\$ -	\$ -	\$ 158.00	\$ 190.35	\$ 100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,898.35
Net Worth	\$ 1,679.20	\$ 1,679.20	\$ 2,279.20	\$ 2,721.20	\$ 2,530.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ 2,430.85	\$ -

ATTACHMENT C – LETTER TO MA RE MINIMUM WEIGHTS

HISTORIC TOURING CARS

By email

22 May 2023

Mr Frank Adamson
Motorsport Technical Executive - Historics
Motorsport Australia

Mr Colin Haste
Chair
Australian Historic Committee

Mr David Twigg
Chair
Historic Production Based Eligibility Committee

HISTORIC TOURING CARS – MINIMUM RACING WEIGHTS

The Australia Historic Touring Cars Association is the representative advisory body for all competitors in Historic Touring cars.

The AHTCA fully supports the introduction of minimum racing weights, an initiative of the HPBEC, from 1 January 2024.

The AHTCA has offered to participate with the HPBEC in this initiative. This has been accepted by HPBEC but only to disseminate information about minimum weights. The AHTCA has issued newsletters about the matter. Those newsletters have explained the HPBEC method of determining minimum racing weights, which is *"published curb weight with a possible discount of up to 5% "*.

HPBEC has not been fulsome in explaining their method and the AHTCA has identified flaws with that HPBEC method:

- What is the source of the "published weight";
- When does a "possible discount" apply;
- What is the "possible discount" applied for each car and why

The HPBEC will not permit the AHTCA being involved in establishing or agreeing the method of determining minimum racing weights.

The HPBEC has simply mandated their method and expects it to be followed, even without full detail about that method. HPBEC contends that consultation has occurred. The AHTCA disagrees. The AHTCA does so because a large number of Group N competitors have contacted the AHTCA and have advised the AHTCA that:

- All of them want to contribute to the METHOD; and
- They want to be assured that the process is open and consistent; and
- They want their contribution to be heard, valued and taken into consideration; and
- This approach is already causing conflict as certain cars appear favoured over others.

AHTCA is aware that HPEC is using data collected over some years about the weights of cars. This information has not been shared with the AHTCA. AHTCA does not agree that this data should be used in determining minimum racing weights because if underweight cars are included in the HPBEC formula, the result is skewed – AHTCA contended that this method recognises and accepts non-compliance that has already occurred.

The AHTCA has pointed out major flaws with the HPBEC method. The HPBEC has rejected or ignored these flaws.

The AHTCA has suggested an alternative method, which is fair and consistent. That method is:

- The base weight will be the manufacturer's kerb weight because Historic Touring Cars is a production-based class;
 - The manufacturer's kerb weight:
 - Is the real minimum weight of the empty car (without persons or luggage aboard) fully equipped and ready for delivery to a purchaser;
 - Includes:
 - the weight of a spare-wheel equipped with a tyre similar to those mounted on at least 2 of the 4 wheels;
 - the normally supplied repair kit (jack, tool-kit);
 - All liquid tanks (of lubrication, cooling system, braking, heating system, if need be), except for the fuel tank, being full;
 - Does not include accessories normally mounted on the least expensive model of the series concerned being removed.
- The formula for minimum racing weight will be the manufacturer's kerb weight less 1%;
- That manufacturer's kerb weight will be sourced from, and in the following order;
 - Manufacturer's manuals
 - Workshop manuals
 - FIA Historical database data
 - Credible sites on the internet
- The source of the base weight will be published for every vehicle.

The AHTCA believes that a transparent process will be a significant ingredient to success.

The AHTCA sees two options at this time. We will either let the current HPBEC process run its course or we will conduct a survey of all Group N competitors telling them the two possible methods and asking them to vote on the preferred method:

- The HPBEC method; OR
- The AHTCA method

It should also be noted that the data about weights given in all Group N specification sheets under the heading "Dry Weight" is erroneous and inconsistent, has been so for many years, and cannot be relied upon.

The AHTCA does not see that the HPBEC method will succeed. We believe that it will create significant issues after the date of implementation and cause much conflict amongst competitors.

We seek your agreement to the AHTCA having full and open involvement with the HPBEC in the establishment of minimum racing weights. In the event that this is not achieved, the AHTCA will conduct the survey to provide further confirmation to you that Historic Touring cars members want to be involved in the process, and want to have ownership of the result, and before the date of implementation.

Whilst the AHTCA fully supports minimum weights we believe a fully transparent, equal and logical method of calculating such is the only way our competitors will be satisfied with the concept.



Jervis Ward
Chair
AHTCA