

HISTORIC TOURING CARS

MINIMUM WEIGHTS

G'day,

In July the AHTCA was requested by the 'Historic Production Based Eligibility Committee' (HPBEC) to notify all competitors that the HPBEC were looking at minimum weights in Group N. They gave us their initial weights document, which we forwarded to all competitors (who's emails we have) and asked for your feedback. We received approximately 28 replies.

The AHTCA replied to the HPBEC that we believed further work needed to be done before we could agree to it. And we forwarded all your replies to them as well.

The HPBEC have now replied to us. The complete letter from the chairman is below. But in a nut shell:

- Group N - Minimum weights
- HPBEC has replied to AHTCA's note.
- HPBEC has already given indicative weights for some cars. This information comes from weights collected over the past three years, and from Google.

- HPBEC has asked for feedback on these figures through the AHTCA.
- Proposed weights to be decided by mid 2023. These weights will be shown on the Specification Sheets for each vehicle.
- AHTCA will be asked to publish the proposed weights in mid 2023.
- From January 2024 HPBEC proposes the introduction of minimum weights for Group N vehicles.

If you have information about your vehicle's weight, please tell your AHTCA representative and provide that information to them as soon as possible.

THIS IS YOUR CHANCE TO HAVE SOMETHING TO SAY!

Reply from the HPBEC

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.

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

Please provide your feedback by email to your Club's AHTCA delegate.

Your AHTCA club delegates are:

VIC – Jervis Ward - email - jervis@theparrot.com.au

QLD – Claude Ciccotelli - email - claudeciccotelli@gmail.com

NSW – Nic van den Berg - email - pennic@grapevine.com.au

WA – Martin Dennis - email - dennisautomotivedevelopment@gmail.com

SA – Mark Blyfield - email - mbag@adam.com.au

**Cheers,
The AHTCA Team.**

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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	<u>Jervis Ward</u> (VIC)	0409 137 629
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Secretary/Treasurer	<u>Nic van den Berg</u> (NSW)	0419 889 256
Delegate	<u>Martin Dennis</u> (WA)	0427 386 166
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[Or email us on here...](#)

Regards,

AHTCA Committee

AUSTRALIAN HISTORIC TOURING CAR ASSOCIATION
