

## AHTCA COMMITTEE MEETING – 15/9/2023

### CONDUCTED

Meeting commenced at 7:34pm (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.

### **EO Forum**

The Committee noted that the next EO forum will be held on 11 October 2023.

### **Minimum Weights**

The Committee noted that the AHTCA has finalised the weights and issued an updated list to MA, HPBEC and all competitors at 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 was developed and presented to MA before the end of 2023 (refer to Attachment F in the Secretary/Treasurer report - LETTER TO MA RE GROUP N ADMINISTRATION).

## 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. Website updated and Repco removed
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 Final list to be issued by end August 2023 Final list published to website end August 2023 and 7 September 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. Reminder list sent to MA on 6 April 2023. Status report sent to Arocce on 19 April 2023 Next forum meeting is 23 August 2023 Next forum meeting is 11 October 2023

<b>ACTION</b>	<b>PERSON</b>	<b>DUE DATE</b>		<b>STATUS</b>
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
Develop topics for eDM 17	All	30 September 2023		Suggestions •
Prepare submission about shift lights	Nic van den Berg	30 June 2023		
Prepare submission about management of Group N	All	30 September 2023		Submission sent to CEO MA on 31 August 2023 (see Secretary report for meeting of 19 September 2023)
Prepare and issue note to Chair HPBEC re processes and procedures for Minimum weights	Nic van den Berg	30 September 2023		Email issued on 21 September 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"> <li>● To join General meetings starting 19/7/2022</li> <li>● Invoicing for \$75</li> </ul>	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"> <li>● Committee members</li> <li>● Vehicle signage</li> <li>● Specification sheet updates</li> <li>● MA Manual updates</li> <li>● Bonnet catches</li> </ul>	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"> <li>123 Distributor</li> <li>Fuel cut-off switches</li> <li>Oil lights Hobbs switch etc</li> <li>Minimum weights</li> <li>Safety Alert</li> </ul>	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"> <li>❖ What and who AHTCA is and does</li> <li>❖ Tips on new brakes pads/contamination</li> <li>❖ Battery markings</li> <li>❖ Tyre buffing</li> <li>❖ Tyre suppliers</li> <li>❖ Radios — Course to car</li> <li>❖ Data loggers</li> <li>❖ Component substitution</li> <li>❖ Outcome — Holden — EH Front disc brakes</li> <li>❖ Under consideration — Chevrolet — Chevy Nova (Nb) — Front Disc Brakes</li> </ul>	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 <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
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 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
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

<b>ACTION</b>	<b>PERSON</b>	<b>DUE DATE</b>		<b>STATUS</b>
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
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 HPBEC decision received 20 July 2023 – application rejected
Develop topics for eDM 15	All	31 April 2023	●	Issued 15 June 2023: ● New website ● Minimum weights





## AHTCA

## Secretary/Treasurer Report for Committee meeting on 19 September 2023

## Action Items - outstanding

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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 finalized at meeting of 20 September 2022. HPBEC responded on 6/10/22
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Develop topics for eDM 15	All	31 April 2023	●	Issued 15 June 2023: ▲ New website ● Minimum weights

## Memberships

Current status is below:

Paid	5
	5

## Bank Statement

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

## Electronic Direct Mail

[EDM16](#) was issued on 16 August 2023. Topics were:

- New website
- Minimum weights
- Planning
- Lexan windscreen
- Protruding wheels and tyres
- Fire Extinguishers
- Rev limiters
- Sequential shifters

Three complaints were lodged about a picture used in the EDM. An apology was issued by the Secretary to those complainers as follows:

*The AHTCA Newsletter is a publication that is produced for the betterment of the Historic Touring Car category.*

*Any offence that may have been caused by the Newsletter issued today was unintended and we unreservedly apologise for any offence that might have been taken is sincerely regretted.*

Topics for the next eDM (eDM17) need to be agreed.

## Eligibility

## 1. Minimum weights

- The AHTCA has agreed that the current weights for both vehicle types have been amended. A revised and final list of all vehicles and agreed kerb and racing weights at Attachment C in this report was issued by AHTCA on their website by end August 2023 and was further updated on 7 September 2023.
- Enquiries were received about Mini weights and Ford Galaxie R weights. A response to the Mini weights was provided by Mr Jervis Ward on 27 and 28 August 2023. The Ford Galaxie R weight was subsequently amended.

## 2. Specification Sheets

- Specification Sheet for Group N vehicle below has been created and is awaiting approval:
  - Isuzu Bellet
- Specification Sheets for Group N vehicles below have been amended:
  - Ford Escort RS1600 – replacement block wording added “*Any 8.21” height deck block with the following Engine Casting Block number: 681F-6015BA, 691M-6015BA, 691F-6015BA, 711M-6015BA, as well as new Ford Motorsport block Part number M-6010-16L* following confirmation by Mr David Twigg on 7 September 2023.
  - Leyland Mini Clubman GT – incorrect location of camshaft
  - Mini Cooper S Mk1 - incorrect location of camshaft
  - Mini Cooper S Mk1 - incorrect location of camshaft
  - Jaguar Mk 1 - 2.4
  - Jaguar Mk 1 - 3.4 - overdrive
  - Jaguar Mk 1 - 3.4 - no overdrive
  - Jaguar Mk 2 - 3.8 - overdrive
  - Jaguar Mk 2 - 3.8 - no overdrive
- Specification Sheets with Approved Kerb Weight and Approved Minimum Racing Weight have been prepared for publication by MA on 1 January 2024
- On 16 August 2023, the Chair of the HPBEC was requested to advise on the following:

*Attached is the list of approved replacement blocks and heads, and where rev limiters are required.*

*In examining this list, it has come to light that for any Ford V8 replacement block, a rev limiter is always required:*

<i>Ford M-6010-Boss 302 block with a rev limit of 7500</i>
<i>Windsor engine, part number M-6010BOSS35195</i>
<i>ARROW Ford 351 Cleveland Small Block</i>



Ford M6010BOSS35195

For any V8 Chevrolet blocks, a rev limiter is **not** required:

Spare part 10066034 GM performance parts replacement small block 305, 327 & 350, four bolt design with split rear seal.

Spare part 88962516 GM performance parts replacement small block 305, 327 & 350, four bolt design with one-piece rear seal, a kit to retain split rear seals is available and will be permitted.

Could AHTCA please be advised as to the reason/s this is the case, and why the rev limiter requirement is not applied consistently across both manufacturers.

A response was received from the Chair of the HPBEC as follows:

*The original Ford Windsor 289, 302 and 351 production engine cylinder blocks were all a light casting 2 bolt main bearing cap engine block.*

*The application in 2009 for the use of the Ford Motorsport M-6010-BOSS302 engine block listed its differences as featuring greater strength, street capable cooling system, and 4bolt main bearing caps on 3 of 5 main bearing journals. It also stressed that allowing this block would provide reliability by reducing the number of retirements.*

*However, the added features of the Ford Motorsport M-6010-BOSS302 engine block could also be seen as providing some performance gain. Therefore, the HPBEC imposed the 7500 RPM limit to negate any performance advantage yet retain the reliability factor.*

*The Ford Motorsport M-6010-BOSS35195 engine block has similar features over the standard production Ford Windsor 351 engine block so the HPBEC imposed the same 7500 RPM limit to again negate any performance advantage yet retain the reliability factor.*

*A replacement Ford Cleveland 351 engine block is not produced by Ford. The is an Australian made Ford Cleveland engine block the ARROW Ford 351 Cleveland Small Block. This engine block has been designed with improvements including improvements to the lubrication system. Therefore, the HPBEC applied the 7500 RPM limit to negate any perceived performance advantage yet retain the reliability factor.*

*The production GM Chevrolet 327 and 350 engine block was a much sturdier engine casting than the Ford Windsor and was produced in both 2 bolt and 4 bolt main bearing configurations. Various blocks were installed in different model Chevrolet vehicles. The Motorsport Australia Specification sheets for Chevrolet engine cars list period production engine blocks that can be used in these cars. A great many of these blocks are 4 bolt main bearing cap engine blocks. Also, a modification was available in the Group N period to convert 2 bolt main bearing cap blocks into 4 bolt main bearing cap blocks.*

*The Chevrolet engine blocks that have been permitted, 10066034 and 88962516, are both listed as Production Blocks and the only difference is that they are a later casting. These engine blocks offer no perceived or actual performance advantage over a period production 4 bolt main bearing cap engine blocks therefore rev limit was not imposed.*

### 3. Reference Sheets

- Reference Sheets will all require updating on 1 January 2024.

### 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:

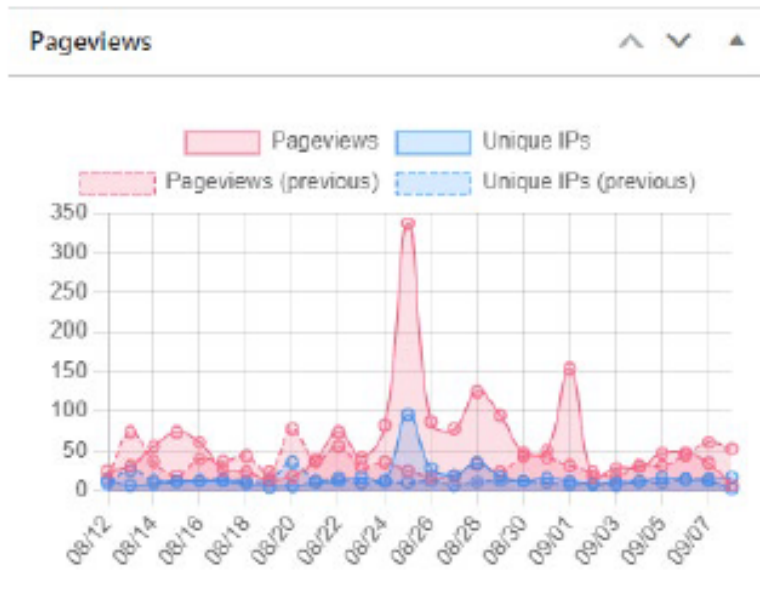
- Look at the sporting regulations to confirm that words to the effect of parc ferme may be included, thereby removing the need to include those words in every Supplementary Regulation for every event.
- Make the wording about bonnet latches clearer in the 2024 version of the Motorsport Australia manual
- 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 from 14 July 2023 to 10 August 2023 is shown below:



### Group N Administration

The past 3 years has been spent in remediating documentation (Specification Sheets) and establishing information that is easy to find (Reference Sheets).

AHTCA now wishes to focus efforts on the future. The letter at Attachment F was issued to the CEO of Motorsport Australia on 31 August 2023.

AHTCA now awaits a response from MA.

### EO forum

- An EO Forum meeting was held on 23 August 2023. Matters discussed were:
  - \* Rev limiters – The type and the location of the Rev Limiter are currently not specified with vehicles that have an approved replacement block Ford M6010 BOSS 302 block (apart from the 1968 Ford Mustang and Ford Mustang Boss 302). New draft wording is to be placed in Schedule A of the MA manual in 2024 covering the type, location and wiring of rev limiters in all cars;
  - \* Rev limiters seals - examples of the seals are to be provided for further discussion;  
Ohm readings for rev limiters – a checklist has been developed and has been provided to all EOs - (see Attachment E)
  - \* EO Checklist - it has been placed on the AHTCA website for all competitors to use (Menu - [Cars/Preparing your car](#));

- \* Sequential shifters – a suggested checking procedure has been developed and has been provided to all EOs – (see Attachment E);
- \* Modifying Ford Mustang inner and outer guards to fit wider tyres;
- \* Poly fuel tanks are likely to be banned in the future;
- The next EO Forum meeting is to occur on 11 October 2023.
- 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

Wed 06 Sep 2023	Debit	Credit	Balance
+ Transfer To Jervis Ward NetBank Zoom subscription to 9/24 - r...	-\$230.89		\$1,825.74
<b>Mon 04 Sep 2023</b>			
+ Transfer To Daniel Moody NetBank AHTCA website - Mtce - Aug 23	-\$100.00		\$2,056.63
<b>Tue 15 Aug 2023</b>			
+ Transfer To Jervis Ward NetBank Mailchimp refund - July 2023	-\$45.07		\$2,156.63
<b>Wed 02 Aug 2023</b>			
+ Transfer To Daniel Moody NetBank AHTCA web - July	-\$100.00		\$2,201.70

ATTACHMENT B – BALANCE SHEET

Balance Sheet for AHTCA											
Balance Sheet	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan 22 - Dec 22
<b>Current Assets</b>											
Bank Account	\$ 1,579.20	\$ 2,279.20	\$ 2,721.20	\$ 2,530.85	\$ 2,401.70	\$ 2,301.70	\$ 2,156.63	\$ 1,825.74	\$ 1,825.74	\$ 1,825.74	
Donations	\$ 600.00	\$ 600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200.00
Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sponsorships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Memberships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bank refund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Income</b>	\$ 600.00	\$ 600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200.00
<b>Total assets</b>	\$ 2,279.20	\$ 2,879.20	\$ 2,721.20	\$ 2,530.85	\$ 2,401.70	\$ 2,301.70	\$ 2,156.63	\$ 1,825.74	\$ 1,825.74	\$ 1,825.74	\$ 1,200.00
<b>Current liabilities</b>											
Bank fee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Accounts payable	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Trophies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consumer Affairs	\$ -	\$ -	\$ 61.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61.20
Web - Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500.00
Web - site subscription	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Web - Maintenance	\$ -	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ -	\$ -	\$ 600.00
Domain Subscription	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Zoom Subscription	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230.89	\$ -	\$ -	\$ -	\$ 230.89
Mailchimp Subscription	\$ -	\$ 58.00	\$ 29.15	\$ 29.15	\$ -	\$ 45.07	\$ -	\$ -	\$ -	\$ -	\$ 161.37
Photography/TV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Printing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Promotion material	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850.00
<b>Total Expenses</b>	\$ -	\$ 158.00	\$ 190.35	\$ 129.15	\$ 100.00	\$ 145.07	\$ 330.89	\$ -	\$ -	\$ -	\$ 3,503.46
<b>Net Worth</b>	\$ 2,279.20	\$ 2,721.20	\$ 2,530.85	\$ 2,401.70	\$ 2,301.70	\$ 2,156.63	\$ 1,825.74	\$ 1,825.74	\$ 1,825.74	\$ 1,825.74	\$ -

ATTACHMENT C - WEIGHTS

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## ATTACHMENT C - WEIGHTS

## Method

1. The method employed uses three discounts, all based on the kerb weight:
  - a. Under 899Kg = 3% off kerb weight
  - b. 900kg to 1099kg = 2.5% off kerb weight
  - c. Over 1099kg = 2% off kerb weight
2. By using Kerb weight as the base, cars which have modern produced panels (lighter than original) do not have an advantage
3. Kerb weights have been sourced from credible web sites or paperwork such as Workshop manuals or CAMS papers
4. Kerb weights and racing weights do not include driver weight or helmet weight
5. The method recognises the relative impact of removing/replacing items from lighter cars is greater in percentage terms than in heavy cars
6. The method makes no allowance for alloy roll cages as this is a competitive advantage - new car builds cannot have this so it should not be discounted

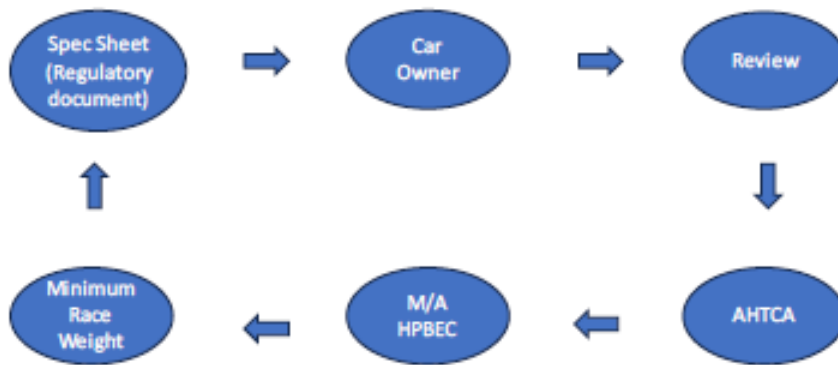
## Benefits

1. All Group N cars can be allocated a kerb weight and a minimum racing weight
2. The method is fair and consistent, regardless of car type
3. Each kerb weight and minimum racing weight can be proven
4. The method is simple and can be easily explained
5. All Specification Sheets (the Regulatory documents) can be updated to reflect the Kerb and Minimum racing weights

Note that where a kerb weight can be proven to be more favourable, it can be easily accommodated and the result can be adjusted as and when approved (see flow process diagram).

Process flow diagram

Group N Minimum car weight process



**MINIMUM WEIGHTS**  
**ATTACHMENT C - WEIGHTS**

Table - Recommended Kerb and Minimum racing weights

Vehicle type (Spec Sheet description)		Class	Recommended Kerb weight (without driver)	Recommended Minimum Racing weight
<a href="#">Alfa Romeo Giulia 1600 TI</a>		Nb	<u>1060</u>	1034
<a href="#">Alfa Romeo Giulia 1600 TI Super</a>		Nb	<u>960</u>	936
<a href="#">Alfa Romeo GTAM 105</a>		Nc	<u>970</u>	946
<a href="#">Alfa Romeo GTV1750 105s</a>		Nc	<u>920</u>	897
<a href="#">Alfa Romeo GTV 2000 105s</a>		Nc	<u>970</u>	946
<a href="#">Austin 1800</a>		Nb	<u>1143</u>	1120
<a href="#">Austin A30; A35</a>		Na	<u>705</u>	687
<a href="#">Austin A40 Farina</a>		Nb	763	744
<a href="#">Austin A90; 95; 105</a>		Na	<u>1360</u>	1333
<a href="#">BMW 1600; 1602</a>		Nc	<u>920</u>	897
<a href="#">BMW 2002</a>		Nc	<u>940</u>	917
<a href="#">Chevrolet Bel Air</a>	409 2 door	Nb	<u>1847</u>	1810
<a href="#">Chevrolet Bel Air</a>	409 4 door	Nb	<u>1851</u>	1814
<a href="#">Chevrolet Camaro 67 350</a>		Nc	<u>1474</u>	1445
<a href="#">Chevrolet Camaro 68 SS 350</a>		Nc	<u>1474</u>	1445
<a href="#">Chevrolet Camaro 68 SS 396</a>		Nc	<u>1560</u>	1529
<a href="#">Chevrolet Camaro 69 SS 350</a>		Nc	<u>1474</u>	1445
<a href="#">Chevrolet Chevy II Nova</a>		Nb	<u>1392</u>	1364
<a href="#">Chevrolet Chevy II Nova Super Sports Coupe 1967</a>		Nc	<u>1392</u>	1364
<a href="#">Chevrolet Corvair Monza Spyder</a>		Nb	<u>1134</u>	1111
<a href="#">Chevrolet Impala</a>	327 4 door	Nb	<u>1790</u>	1754
<a href="#">Chevrolet Impala</a>	409 4 door	Nb	<u>1856</u>	1819
<a href="#">Chevy II Nova 1964</a>		Nb	<u>1260</u>	1235
<a href="#">Chevy Nova 1966 II Super Sports Coupe</a>		Nc	<u>1215</u>	1191
<a href="#">Citroen Traction Avant</a>		Nc	<u>1360</u>	1333
<a href="#">Datsun 1200 B110</a>		Nc	<u>695</u>	674
<a href="#">Datsun 1600</a>		Nc	<u>940</u>	917
<a href="#">Ford Anglia</a>		Nb	<u>754</u>	731
<a href="#">Ford Capri V6 30</a>		Nc	<u>1080</u>	1053
<a href="#">Ford Cortina 220 240</a>	2 door	Nb	835	810
<a href="#">Ford Cortina 440</a>	4 door	Nb	885	858
<a href="#">Ford Cortina GT Mk 1</a>	2 door	Nb	826	801
<a href="#">Ford Cortina GT Mk 1</a>	4 door	Nb	876	850
<a href="#">Ford Cortina GT Mk II</a>		Nc	<u>908</u>	885
<a href="#">Ford Cortina Mark 2 220 240</a>	2 door	Nc	876	850
<a href="#">Ford Cortina Mark 2 440</a>	4 door	Nc	876	850
<a href="#">Ford Cortina -TC</a>		Nc	<u>960</u>	936
<a href="#">Ford Customline</a>		Nb	<u>1540</u>	1509
<a href="#">Ford Escort Mk1 1300 and 1300GT</a>		Nc	785	761
<a href="#">Ford Escort Mk1 1300 and 1300GT</a>		Nc	785	761
<a href="#">Ford Escort RS1600</a>		Nc	785	761



MINIMUM WEIGHTS

ATTACHMENT C - WEIGHTS

Vehicle type (Spec Sheet description)		Class	Recommended Kerb weight (without driver)	Recommended Minimum Racing weight
<a href="#">Ford Escort Twin-Cam</a>		Nc	785	761
<a href="#">Ford Falcon Rally Sprint</a>		Nb	1100	1100
<a href="#">Ford Falcon XK</a>		Nb	1103	1081
<a href="#">Ford Falcon XL</a>		Nb	1106	1084
<a href="#">Ford Falcon XM</a>	2 door	Nb	1106	1084
<a href="#">Ford Falcon XM</a>	4 door	Nb	1225	1201
<a href="#">Ford Falcon XR GT</a>		Nc	1429	1400
<a href="#">Ford Falcon XT GT</a>		Nc	1444	1415
<a href="#">Ford Falcon XW GT</a>		Nc	1500	1470
<a href="#">Ford Falcon XY GT</a>		Nc	1524	1494
<a href="#">Ford Galaxie R</a>		Nb	1589	1557
<a href="#">Ford Galaxie R</a>		Nc	1589	1557
<a href="#">Ford Lotus Cortina Mk1</a>		Nb	824	799
<a href="#">Ford Lotus Cortina Mk2</a>		Nc	914	891
<a href="#">Ford Mercury Comet Caliente</a>		Nb	1370	1343
<a href="#">Ford Mustang 1964-1965</a>		Nc	1333	1306
<a href="#">Ford Mustang 64 65</a>		Nb	1333	1306
<a href="#">Ford Mustang 66</a>		Nc	1333	1306
<a href="#">Ford Mustang 67</a>		Nc	1333	1306
<a href="#">Ford Mustang 68</a>		Nc	1319	1293
<a href="#">Ford Mustang 68 69 Boss 302</a>		Nc	1475	1446
<a href="#">Ford Mustang Fastback 351</a>		Nc	1480	1450
<a href="#">Ford Zephyr Mk2</a>		Na	1275	1250
<a href="#">Ford Zephyr Mk3</a>		Na	1252	1227
<a href="#">Hillman - Hunter GT, Hustler, Royal 660</a>		Nc	958	934
<a href="#">Hillman - Arrow, Hunter, Hunter GT</a>		Nc	945	921
<a href="#">Hillman Imp Mk.1</a>		Nb	698	677
<a href="#">Hillman Imp Mk 2</a>		Nc	712	691
<a href="#">Holden EH</a>		Nb	1119	1097
<a href="#">Holden FC, FE</a>		Nb	1080	1053
<a href="#">Holden FX FJ</a>		Na	1018	993
<a href="#">Holden FX-FJ</a>		Nb	1018	993
<a href="#">Holden HD</a>		Nc	1216	1192
<a href="#">Holden HG GTS 350 Coupe</a>		Nc	1495	1465
<a href="#">Holden HK GTS 327 Coupe</a>		Nc	1495	1465
<a href="#">Holden HQ GTS 350</a>		Nc	1470	1441
<a href="#">Holden HQ Kingswood 308</a>		Nc	1420	1392
<a href="#">Holden HR</a>		Nc	1183	1159
<a href="#">Holden HT GTS 350 Coupe</a>		Nc	1495	1465
<a href="#">Holden Torana LC XU1</a>		Nc	1031	1005
<a href="#">Holden Torana LJ XU1</a>		Nc	1048	1022
<a href="#">Honda 7S 9S Coupe H1300C</a>		Nc	895	868
<a href="#">Isuzu Bellett</a>		Nb	910	887

**MINIMUM WEIGHTS**  
**ATTACHMENT C - WEIGHTS**

Vehicle type (Spec Sheet description)		Class	Recommended Kerb weight (without driver)	Recommended Minimum Racing weight
<a href="#">Jaguar Mk 1</a>	2.4	Na	1367	1340
<a href="#">Jaguar Mk 1</a>	3.4 - overdrive	Nb	1419	1391
<a href="#">Jaguar Mk 1</a>	3.4 - no overdrive	Nb	1418	1390
<a href="#">Jaguar Mk 2</a>	3.8 - overdrive	Nb	1419	1391
<a href="#">Jaguar Mk 2</a>	3.8 - no overdrive	Nb	1418	1390
<a href="#">Jaguar Mk 7 Mk 8 Mk 9</a>		Na	1820	1784
<a href="#">Leyland Mini Clubman GT</a>		Nc	680	660
<a href="#">Mazda 1300</a>		Nc	780	757
<a href="#">Mazda R100</a>		Nc	805	781
<a href="#">Mazda RX2</a>	4 door	Nc	955	931
<a href="#">Mazda RX2</a>	2 door	Nc	955	931
<a href="#">Morris/Austin Cooper S Mark 1</a>		Nb	617	598
<a href="#">Morris/Austin Cooper S – Mark 2</a>		Nc	640	593
<a href="#">Morris Oxford</a>		Na	1100	1078
<a href="#">Plymouth Valiant</a>		Nb	1252	1227
<a href="#">Plymouth Valiant Barracuda</a>		Nb	1335	1308
<a href="#">Porsche 911s</a>		Nc	1050	1024
<a href="#">Porsche 911s rally</a>		Nc	1050	1024
<a href="#">Renault R8 Gordini</a>		Nc	855	829
<a href="#">Simca Aronde</a>		Na	930	907
<a href="#">Simca Vedette</a>		Na	1280	1254
<a href="#">Studebaker Lark Daytona</a>		Nb	1220	1196
<a href="#">Toyota Corolla KE11</a>		Nc	700	679
<a href="#">Toyota Corolla KE17</a>		Nc	700	679
<a href="#">Toyota Corolla KE20</a>		Nc	700	679
<a href="#">Triumph 2000 Mk1</a>		Nb	1170	1147
<a href="#">Triumph Mk2 PI</a>		Nc	1175	1152
<a href="#">Valiant Charger VH, VH XL, VH RT</a>		Nc	1352	1325
<a href="#">Valiant Pacer VG VH</a>		Nc	1311	1285
<a href="#">Valiant S Series</a>	Auto	Nb	1184	1160
<a href="#">Valiant S Series</a>	Manual	Nb	1227	1202
<a href="#">Volkswagen 1200 Sedan</a>		Na	730	708
<a href="#">Volvo 122</a>	2 door	Na	1090	1063
<a href="#">Volvo 122</a>	4 door	Na	1090	1063
<a href="#">Volvo 122</a>	2 door	Nb	1090	1063
<a href="#">Volvo 122</a>	4 door	Nb	1090	1063
<a href="#">Volvo 122</a>	2 door	Nc	1090	1063
<a href="#">Volvo 122</a>	4 door	Nc	1090	1063
<a href="#">Volvo 140</a>	2 door	Nc	1170	1147
<a href="#">Volvo 140</a>	4 door	Nc	1170	1147
<a href="#">Volvo 164</a>		Nc	1320	1294

ATTACHMENT C – WEIGHTS - VARIATIONS

Variations to original weights have occurred for the following vehicle, and credible source papers are provided herein:

Ford – Galaxie R

OVERALL WEIGHT WITH WATER, OIL, AND SPARE WHEEL, BUT WITHOUT FUEL— 1589.0 KG.

The weight saving is achieved by doing these things listed in the FIA paper:

GENERAL DESCRIPTION OF CAR (SPECIFYING MATERIALS OF BODYWORK):

CHASSIS FRAME: STEEL, ELECTRICALLY-WELDED LADDER TYPE.  
 BODY SHELL: STEEL, WELDED.  
 BODY PANELS: MIXED CONSTRUCTION, AS FOLLOWS:  
 DOORS, ENGINE HOOD, FRONT FENDERS, LUGGAGE COMPARTMENT LID--  
 OPTIONALLY OF FIBERGLASS-REINFORCED PLASTIC RESINS OR PRESSED  
 STEEL;  
 FRONT BUMPER, REAR BUMPER, BUMPER BRACKETS-- OPTIONALLY OF  
 ALUMINUM ALLOY OR PRESSED STEEL;  
 ROOF, REAR FENDERS, QUARTER PANELS, SILLS-- PRESSED STEEL;  
 GRILLE, BRIGHTWORK, AND MISCELLANEOUS EMBELLISHMENT-- VARIOUSLY  
 ALUMINUM ALLOY, STAINLESS STEEL, AND PLATED STEEL.

The MA Spec sheet permits these components:

4.3. BODYWORK

Type:	Fixed head coupe	Material:	Steel/Fiberglass
No. of seats:	Five	No. doors:	Two
Comments:	Fibreglass panels for the doors, engine hood, front guards, and boot lid permitted. Bonnet must be flat. Bumpers must be either steel or aluminium. Fiberglass not permitted.		

1

1

[https://historicdb.fia.com/sites/default/files/car\\_attachment/1600931701/homologation\\_form\\_number\\_1214\\_group\\_t.pdf](https://historicdb.fia.com/sites/default/files/car_attachment/1600931701/homologation_form_number_1214_group_t.pdf)

ATTACHMENT D – OHMS CHART

Ohms readings to RPM for the MSD rev limiter chips



RPM	OHMS	RPM	OHMS
2000	1152	5800	4383
2100	1224	5900	4475
2200	1297	6000	4584
2300	1370	6100	4693
2400	1444	6200	4788
2500	1518	6300	4901
2600	1592	6400	5014
2700	1668	6500	5112
2800	1744	6600	5232
2900	1820	6700	5349
3000	1896	6800	5449
3100	1978	6900	5569
3200	2049	7000	5689
3300	2132	7100	5793
3400	2215	7200	5919
3500	2288	7300	6043
3600	2373	7400	6150
3700	2460	7500	6277
3800	2534	7600	6406
3900	2622	7700	6517
4000	2710	7800	6649
4100	2787	7900	6782
4200	2877	8000	6897
4300	2969	8100	7034
4400	3048	8200	7171
4500	3141	8300	7291
4600	3235	8400	7432
4700	3316	8500	7575
4800	3412	8600	7699
4900	3509	8700	7845
5000	3592	8800	7994
5100	3691	8900	8122
5200	3791	9000	8274
5300	3877	9100	8428
5400	3979	9200	8561
5500	4082	9300	8719
5600	4171	9400	8879
5700	4277		

<https://www.dragstuff.com/techarticles/MSDchipvalues.html>

## ATTACHMENT E – SEQUENTIAL SHIFTER CHECKLIST

## PROCEDURE FOR CHECKING FOR A SEQUENTIAL SHIFTER

This is a suggested procedure for checking for a sequential shifter.

1. Have the competitor sit in the race car.
2. Have the competitor select neutral (clutch disengaged).
3. Have the competitor turn the engine off.
4. Have the competitor select first gear.
5. Then have the competitor select third gear.
6. Then have the competitor select reverse.

All shifts must be seen to follow an "H" pattern

If still unsure, have the competitor then select first or second gear. Again, all shifts must be seen to follow an "H" pattern.

The reason for the random selection is that if a sequential shifter has been installed, it will not be possible to select the gears and an H pattern will not be present. The shift pattern with a sequential shifter is up or down.

1.

## ATTACHMENT F – LETTER TO MA RE GROUP N ADMINISTRATION

**HISTORIC TOURING CARS**

By email

31 August 2023

Mr Eugene Arocca  
Chief Executive Officer  
Motorsport Australia

Cc: Mr Frank Adamson  
Motorsport Technical Executive - Historics  
Motorsport Australia

Cc: Mr Colin Haste  
Chair  
Australian Historic Committee

Cc: Mr David Twigg  
Chair  
Historic Production Based Eligibility Committee

**HISTORIC TOURING CARS – ADMINISTRATION AND OPERATION**

The Australia Historic Touring Cars Association (the AHTCA), presently the representative advisory body for all competitors in Historic Touring cars, is writing to you to seek the agreement of Motorsport Australia to recognise the AHTCA as the representative consulting body for the Historic Touring car (Group N) category.

The AHTCA represents all Group N Historic Touring Car category competitors, regardless of any person's membership of state based approved Sporting or Enthusiast Motorsport Australia Member Club. The Group N Historic Touring Car category has the largest number of competitors of all 5<sup>th</sup> categories and the AHTCA is the only national Group N body with Group N member details. The AHTCA informs our members through a bi-monthly electronic Newsletter.

In recent years the AHTCA has been heavily involved in contributing to the betterment of the Historic Touring Car category in a variety of ways, including revising, and creating regulatory Motorsport Australia documentation (Specification Sheets) and developing Reference Sheets for each eligible historic touring car, and developing and assisting with marketing a minimum weight regime which is to take effect on and from 1 January 2024. All of these activities were performed in collaboration with Motorsport Australia personnel. The AHTCA has also introduced a [new website](#) which contains all information related to Historic Touring cars and the operation of the AHTCA, and which exists in concert with the MA website.

The AHTCA believes that, having been the major contributor to getting the foundation documentation in to proper shape, we now need to turn our attention and effort towards matters relating to eligibility of vehicle componentry and planning for the future of our category.



## ATTACHMENT F – LETTER TO MA RE GROUP N ADMINISTRATION

## HISTORIC TOURING CARS

The span of ages of vehicles in the Historic Touring Car category is from pre 1958 through to 1972. It has always been a challenge to find a balance between keeping these vehicles competitive and available to the general public, while trying to maintain the purity of state of the original manufacture of those vehicles. This challenge is becoming more pressing as time goes on - our youngest cars are now reaching 50 years of age and component availability is more and more difficult, particularly since the COVID period, where we have seen supplies affected, and in some cases, they have not, and will not recover.

The AHTCA does not approach you with a suggestion to modify the basic principles and spirit of Historic Touring Cars – that *“that automobiles in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed”*. The AHTCA does, however, submit to you that rigidity in the application of these principles has already, and will continue to severely affect the ongoing survival of Historic Touring Cars.

The AHTCA understands that that:

- Motorsport Australia, under its Constitution, has the power to delegate. It has various Committees (previously Commissions) for this purpose;
- The committees are named in the Motorsport Australia [Committee Standing Orders](#);
- All Committees report to you in your capacity as the Motorsport Australia CEO;
- For Historic motorsport, the Committee is the Historic Motorsport Committee and Schedule 5 of those Standing Orders relates to the Historic Motorsport Committee (HMC);
- The roles and responsibilities of the HMC are explained in the Motorsport Australia [Committee Standing Orders](#);
- For Historic motorsport, there are two sub-Committees that answer to the HMC:
  - – the Historic Eligibility Committee; and
  - – the Historic Production Based Eligibility Committee (HPBEC);
- For Group N (Historic Touring Cars), the Committee answering to the HMC is the Historic Production Based Eligibility Committee (HPBEC);
- The roles and responsibilities of the HPBEC are explained in the Motorsport Australia Historic Administration section of the MA website;
- Position holders of those Committees are volunteers, supported by paid administration personnel in Motorsport Australia.

Accordingly, we submit to you a revised model of management for Group N Historic Touring Cars, which would see the introduction of a Technical panel, operated democratically by resourcing it with one technically proficient member from each State, each of those nominees being nominated by each respective owning state. This Technical panel would work with the Motorsport Technical Executive – Historics in examining, determining and documenting all technical and component substitution matters, having in mind component cost and availability, potential performance improvements, and potential handicap techniques (for example, engine limiters and vehicle weight). This proposed Technical panel would also have as part of its membership representatives of the Historic Production Based Eligibility Committee. The Technical panel could also have at its convenience, a panel of experts for particular vehicle types. This panel of experts would also be resourced by each respective owning state.

By introducing this model, responsibilities and decision-making would be shared, but still within the existing parameters of Group N Historic Touring Cars.

Coupled with this technical panel, the AHTCA would continue to attend to administrative matters such as working in concert with Motorsport Australia, setting national calendars, marketing the category, keeping documentation such as Specification and Reference Sheets up-to-date.

## ATTACHMENT F – LETTER TO MA RE GROUP N ADMINISTRATION

**HISTORIC TOURING CARS**

Most importantly, the AHTCA administration would devote our efforts towards developing a strategic plan for our category. At present such a plan for our category does not exist. While the AHTCA is aware that a strategic plan for the 5<sup>th</sup> Category is a requirement for the HMC, we believe that a specific plan for Group N Historic Touring Cars is fundamental to our future existence.

The model proposed above by the AHTCA would also operate with complete transparency and visibility.

The Group N Historic Touring Car category has people who have a diverse background. We have a potential pool of expertise in areas including marketing, executive management, quality assurance, and engineering. Many of these people wish to contribute to the on-going well-being and sustainability of the category. The AHTCA would propose to utilise these areas of expertise to fully document all policies and procedures.

A summary of our proposed objectives and necessary actions is attached.

The AHTCA looks forward to a favourable response to this proposal so that can mobilise our pool of expertise to implement this new model of management for Group N Historic Touring Cars.

Jervis Ward  
Chair AHTCA  
AHTCA Delegate HTCAV

Mark Byfield  
AHTCA Delegate HTCASA

Ron Blake  
AHTCA Delegate QLD HTCA

Martin Dennis  
AHTCA Delegate WA HTCC

Nic van den Berg  
AHTCA Delegate HTCA NSW



## ATTACHMENT F – LETTER TO MA RE GROUP N ADMINISTRATION

**HISTORIC TOURING CARS**

**Aim: To transform the Australian Historic Touring Car Association (AHTCA) from a representative advisory body to a representative consulting body**

Objective	Proposed Activities
1) Ensure AHTCA operates on behalf of the Group N community	<p>All technical and substitution matters to be decided by majority vote of all log booked Group N car owners Should a matter be undecided by a national vote Motorsport Australia (MA) shall make the decision</p> <p>Administration matters shall be decided by majority vote of State Delegates Two State Delegates for each state shall be elected/appointed. One elected by Car Clubs which represent log booked Group N car owners and one Technical Delegate/Eligibility Office (E/O) appointed by MA. Each Delegate carries one vote</p>
2) Ensure continuity into the future	<p>Each state elected Delegate shall be elected for a two-year term which shall rotate between states E.g. NSW, WA, SA elected in odd years and VIC, QLD TAS elected in even years</p>
3) Ensure AHTCA operates within reasonable boundaries	<p>Amend constitution to reinforce basic principles and spirit of Historic Touring Cars and reflect the above countermeasures and to clearly highlight AHTCA aims and objectives That is: To represent the Group N community in Technical, Substitution, Promotion and administrative matters</p> <p>Produce a Policy and Procedures manual that clearly defines how matters are handled</p> <p>Establish a Technical Panel: Membership to include one delegate per State, HPBEC Historic Touring Car members and MA Motorsport Technical Executive - Historics</p> <p>Establish a Panel of Experts: Where possible at least two members of the Group N community who are experts for each model racing shall be used to consult on technical matters. Oversight of these Experts shall be by the MA Technical Delegates.</p>
4) Ensure Group N community is informed on all matters	<p>Utilise the current AHTCA direct electronic email system and AHTCA website</p> <p>Include information about AHTCA administration meetings, Technical Panel meetings and EO forum meetings</p>