

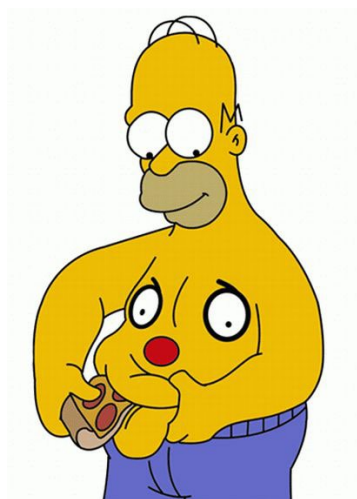
HISTORIC TOURING CARS



G'day ,

There's a lot going on as usual, and lots of things coming up you need to know about.

Updates and information



Minimum Weights

The revised list is on the [AHTCA website here...](#)

The method of applying the new rule can be found on page 8 [of this document.](#)

Finalised Alfa Romeo GTV1750 and Alfa Romeo GTV 2000 weights – thanks to Norm Singleton from QLD for some great credible documentation!!

If anyone has credible information in regards to their vehicle's weight please drop us a line at contact@historictouringcars.com.au



Spec Sheets

New and revised sheets (typos etc) have been issued for the following:

- Isuzu Bellett and Isuzu Bellett GT
- Datsun 1600 – Nc (thanks to Martin Dennis)
- Ford Cortina TC – Nc (thanks to Peter Herlihan)
- Jaguar - Mark 1 - 3.4 - Nb; Jaguar - Mark 2 - 3.8 – Nb (thanks to Phil Pearmain)
- Morris/Austin Mini Cooper “S” Mark1 Nb
- Ford Escort RS1600 – “Blue Sky” replacement Cosworth BDA head H71 MS 6501 BS”

Eligibility - giving everyone a fair go

Apart from the usual issues, Eos are keeping an eye out for the following:

- i. Tailshafts. Aluminium and composite tailshafts are not allowed – see the rule **“Tailshafts and yokes: may be replaced provided they are of a steel construction and must maintain the original configuration.”**
- ii. Diff housings and final drive housings. Alloy is not allowed – see the rule – **“The original type of final drive assembly, including the housing supplied by the manufacturer for the make, model and year concerned shall be employed. The final drive assembly may be subject to machining operations provided always that its origin is able to be established. The overall width of the differential assembly may not be altered from the original specification. The use of alternate ratios is permitted.”**



iii. Protruding wheels and tyres

iv. Sequential shifters

v. Proper wiring and chips for rev limiters

vi. Correct engine sealing. Stroke and bore must be correct. The AHTCA are working with Motorsport Australia to come up with a better system of checking

Check your car's [Spec Sheet](#) to get the stroke and bore measurements that are allowed!!!

Competition . . .

The HTCA NSW 2023 season has been run and won.



The Group Nc Champion and HTCA NSW Club champion is David Noakes.



And the Group Nb Champion is David Roberts

The smaller cars are making a comeback!!!!

. . . and Next Year



Whilst we are developing the national calendar for 2024, which we hope will be published soon, here are two outstanding events happening in 2024

WA Double Header

Call out to all Group N cars.

Two consecutive weekends of racing on two different tracks, a great excuse to make the trip west in September.

This is a call out to all historic touring cars Australia wide, we have organised a double header for September 2024 in Perth with back to back meetings at Carco (Wanneroo) raceway followed by Collie Motorplex the next weekend. Don't miss out on what will be an incredible fortnight of racing, [contact us for more information](#) or [read more on this link...](#)

The Bend Classic

Just in. The Bend Classic will take place next September 6,7,8 2024. More info to come.

Fire Extinguishers



Following investigations into several incidents at Circuit Race Events at all levels of the sport, Motorsport Australia will be mandating the fitment of fire extinguishers for all Automobiles in Circuit Races.

Approved Hand-held extinguishers are either 1 kg (minimum) Australian Standard 1841.5 ABE Powder or an FIA standard handheld extinguisher.

Hand-held extinguishers must be installed in accordance with

[Motorsport Australia Manual, Technical Appendix, Schedule H.](#)

An AS1841 ABE Powder extinguisher must be serviced or replaced every 3 years.

Rev limiters



From 1/1/24, for any vehicle where a rev limiter has been specified in the spec sheet, the limiter must be located within the engine bay in an easily accessible position.

The wiring must be visible along its length with the earth connected to the nearest practical earth point.

The limiter will be subject to testing at race meetings

Fuel Tanks



Use of poly plastic fuel tanks is not a good idea and are likely to be banned in the future.

They don't do well in an accident – better to go with the highly recommended foam-filled fuel tank, or a fuel tank of a safety type approved by the FIA to FT3 specifications

New website packed with Group N goodness.

A screenshot of the Australian Historic Touring Car Association website. The header features the text "HISTORIC TOURING CARS" in large, bold, yellow and white letters. Below this, there is a navigation menu with links for HOME, COMPETITION, CARS, FORMS, NEWS, CONTACT, and MEMBERS. A "NEWSLETTER SIGNUP" button is also visible. The main content area shows a collage of historic touring cars racing on a track. Below the collage, the text reads: "WELCOME TO THE AUSTRALIAN HISTORIC TOURING CAR ASSOCIATION", "We are about Historic Touring Car Racing.", and "The aim of the Association is to raise the profile and public awareness of Historic Touring Car Racing in Australia and to represent the individual State Historic Touring Car Clubs and".

The new AHTCA [website](#) is up and running. It's a tool to help you in your Group N racing. It contains items like:

- National Calendar
- State Calendars
- Specification Sheets

- Vehicle Reference Sheets
- News
- AHTCA meeting Minutes
- And more...

And you don't need to log in to get all this info!!

[Signup to our newsletter to get all the 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	<u>Jervis Ward</u> (VIC)	0409 137 629
Vice Chairman	<u>Mark Blyfield</u> (SA)	0418 836 672
Secretary/Treasurer	<u>Nic van den Berg</u> (NSW)	0419 889 256
Delegate	<u>Martin Dennis</u> (WA)	0427 386 166
Delegate	<u>Ron Blake</u> (Qld)	0438 939 008

[Or email us on here...](#)



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