

GROUP N WORKING GROUP – 17/7/2024

CONDUCTED

Meeting commenced at 7.35pm (AEST) and closed at 8:44pm (AEST).

ATTENDEES

Frank Adamson – Motorsport Australia

Dean Bryant - Historic Touring Car Association of Victoria

Martin Dennis - WA Historic Touring Car Club Inc.

Vince Macri - Historic Touring Car Association of New South Wales

Roger Oliver – Historic Touring Car Association of South Australia

David Twigg – Chair, HPBEC

Peter Wynn- Queensland Historic Touring Car Association

Nic van den Berg - Historic Touring Cars Association of New South Wales - Secretary

APOLOGIES

Nil

AGENDA

Matters discussed were as follows and agreement was unanimous unless stated otherwise:

Opening

The meeting was conducted via Teams hook-up and was opened by Mr Frank Adamson, who welcomed all attendees to the inaugural meeting of the Group N Working Group.

Mr Adamson stated that this was an advisory working group, and that this was the type of model that the Chair of the Historic Motorsport Committee, Mr Col Haste, sees as an operating model for all historic groups and that this will be seen as a great opportunity as a test case for this model for governance of historic groups where an advisory group comprising expert advisors can provide information, advice and recommendations to the Historic Motorsport Committee, for the overall betterment of Group N.

Mr Adamson also made the point that the GNWG has been established to keep Group N as the popular category that it is, and not re-create Group N into another derivative group, such as has happened in the past with the Biante Series and with the Touring Car Masters category.

Mr van den Berg was then requested to work through the agenda items.

Agenda Item 1 - Outline of GNWG

Mr van den Berg advised that the Group members had been provided with the Secretary's report (Attachment A) for this meeting that confirmed that necessary pre-requisite steps required by Motorsport Australia (Messrs Haste, Smith, and Adamson) have been actioned as promised by the Australian Historic Touring Cars Association (AHTCA).

The Group unanimously agreed that the information in the Secretary's report was correct and accurate in terms of:

- Completion of requisite steps:
 - AHTCA Constitution
 - GNWG Membership
 - GNWG delegates
 - SMEs
 - Objectives and purposes of the GNWG

Agenda Item 2 – GNWG objectives

The Group also unanimously agreed that document produced by Motorsport Australia for the GNWG (Attachment B) was accurate and acceptable and that the objectives are achievable.

Mr Dean Bryant congratulated Motorsport Australia for enabling the GNWG to be established as it provides Group N with the ability to discuss issues of interest and reflect a national view of the category.

Agenda Item 3 - Submission 1 – Datsun 1600 SSS – Five speed gearbox

Mr Adamson complimented the amount of research and detail that was completed by the AHTCA members in completing in this submission. Mr Adamson also confirmed that research he had undertaken in relation to another matter which required him to examine records held in MA for Datsun Racing Team vehicles in the period also supported the conclusions in this submission.

Mr van den Berg advised that the paper was prepared not to challenge the decision made on this matter by the HPBEC, but to be able to explain in detail the reason/s for the decisions and provide the facts used to arrive at that decision.

Mr Dennis commented that to remove the option of the approved 5-speed gearbox today would not be equitable, and could have run-on effects on vehicle types and/or componentry that had been approved in error in the past. Mr Bryant supported this view, putting the view that accepting the past error, but not adding to it (that is, not using the principle that “two wrongs don’t make a right”) was the correct way forward, particularly because vehicles were built at a point in time according to the rules and regulations that stood at that time.

The Group unanimously agreed that it recommends that the Datsun 1600 SSS continue to be permitted to have the options of:

- the 5-speed gearbox specified in the Specification Sheet (the Type “A”); or
- the four speed gearbox.

The Group also unanimously agreed that it recommends that the Specification Sheet for the Datsun 1600 SSS is correct as it stands and required no revision.

[Agenda Item 4 - Submission 2 – The letter J](#)

The Group agreed that the concept of paying tribute to the origins of Group N is supported. In examining the two options in the submission, it was pointed out by Mr David Twigg, and supported by Mr Dean Bryant that neither option recognises that there are vehicle types that did not compete in the Appendix J period (examples given were the Ford Mustang and the Ford Falcon Rally Sprint).

The Group unanimously agreed that it recommends that the letter J be permitted to be displayed on any Group Na or Group Nb model vehicle that ran in the Appendix J period, not as an identification letter, but as part of the livery of the vehicle, to pay tribute to the origins of the Group N historic category.

[Agenda Item 5 - Submission 3 – Minis – Camshaft timing cover](#)

The Group discussed the fact that the type of drive in the camshaft for Minis was an internal component, as the manufacturer provided a cover for this mechanism.

Given that internal components are free, the Group agreed that the actual type of drive (chain or belt) is free.

Therefore, the Group unanimously confirmed that the need to mention an internal belt drive in place of an internal toothed drive for all three vehicle types (Austin/Morris Cooper S Mark 1 – Group Nb, Morris Cooper S – Nc, and Leyland Clubman GT – Nc) is superfluous and does not need to be mentioned in the vehicle Specification Sheet.

The Group unanimously agreed that all three Specification Sheets (Austin/Morris Cooper S Mark 1 – Group Nb, Morris Cooper S – Nc, and Leyland Clubman GT – Nc) be revised to remove any reference to the type of drive of the camshaft and to the need for an original timing cover if the original type of drive is changed, and that the wording be such that the requirement for a timing cover is mandatory.

[Agenda Item 6 - Submission 4 – Strengthening of bodywork forward of the firewall](#)

The Group extensively discussed the history of this issue, the matter of unitary versus mono constructed vehicles, the availability of after-market kits for some vehicles (such as the Ford Escort), the appearance at one time of permission to use gussets in a Ford Cortina GT and agreed that the rules on this matter are not clear. The Group also noted that it was unrealistic to expect Eligibility Officers to check vehicles for gussets, and that the only time such items might be identified was the time of inspecting a vehicle for a log book.

The Group agreed that Mr Frank Adamson would draft a potential rule about this issue and would circulate that draft to all for examination and feedback. The Group also agreed that any past information on this topic would be provided by all to Mr Adamson to assist him.

General Business

It was agreed that the date of the next GNWG meeting and the topics to be discussed would be left to the Secretary to advise all Group members.

ACTION ITEMS

ACTION	PERSON	DUE DATE		STATUS
Report to Chair of HMC	Nic van den Berg	31 July 2024	●	Minutes to be approved by all GNWG members, then submitted to HMC through Mr Adamson's office
MA Specification Sheets AHTCA Reference Sheets Minis	Nic van den Berg	31 July 2024	●	Update all Mini spec sheets regarding timing belt cover
Gussetting Background information	All	31 July 2024	●	Provide background documentation to Frank Adamson
Gussetting Proposed rule	Frank Adamson	31 August 2024	●	Draft proposed rule and circulate to GNWG Group members

GROUP N WORKING GROUP

Secretary Report – Meeting 1

1. Membership of the GNWP has been decided as follows and was published in the AHTCA newsletter of May 2024:
 - a. Technical Delegates:
 - i. NSW - Vince Macri
 - ii. VIC – Dean Bryant
 - iii. QLD – Peter Wynn
 - iv. WA – Martin Dennis
 - v. SA – Roger Oliver
 - b. Subject Matter Experts
 - i. NSW - Chris Dubois – Ford Escort and Cortina
 - ii. NSW - Brad Tilley – Ford Mustang and Valiant
 - iii. NSW - Tony Land – all vehicles
 - iv. NSW - Bruce Whitford – Ford Escort and Cortina
 - v. NSW - Steve Shepard - Mazda
 - vi. VIC –Andrew Williams - Diffs & Gearboxes
 - vii. VIC - Richard Fairlam - Body
 - viii. VIC - Derry Roberston - Brakes
 - ix. VIC - Steve Makarios - Engines
 - x. QLD – Norm Singleton – Alfa Romeo
 - xi. QLD - Craig Allen – Mustang Boss and could be consulted on Camaro if needed
 - xii. QLD - Garry Saunderson – Cortina
 - xiii. WA – Don Behets - Large Fords (Galaxy, Rallye Sprint, Fairlane) Nb mostly
 - xiv. WA - Owen Sachell - Small Fords (Kent engines Pre Cross flow & Cross Flow & Lotus Twin Cam & BDA Engines)
 - xv. WA - Cono Onofaro - Minis
 - xvi. SA – Mark Blyfield - Holden
 - xvii. SA - Kerry Sarandis - British Ford
 - xviii. Sa - Adrian Flynn - BMC
2. The AHTCA Constitution was amended on 12 April 2024 with Consumer Affairs Victoria (the version date is 14 March 2024. It can be viewed in full on the AHTCA website at [this link](#), and now includes the following words, in line with the MA publication AHTCA Group N Working Group

GROUP N WORKING GROUP

Secretary Report – Meeting 1

- ii) Regularly monitoring Specification Sheets for all vehicles. By doing so, the AHTCA will:
- (1) Maintain the basic principles and spirit of Historic Touring Cars as stated in the Motorsport Australia Manual:
“that automobiles in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed”;
 - (2) Work with Motorsport Australia in the determination of technical and component substitution matters as follows:
 - (a) By establishing a Technical Panel, the membership of which is to include:
 - one delegate per State, that delegate to be elected for a two-year term, which shall rotate between states (NSW, WA, SA elected in odd years and VIC, QLD TAS elected in even years);
 - persons/entities, on a voluntary basis, as Subject Matter Experts (SME) as required and specific to the subject matter;
 - one Historic Touring Car member from the Historic Production Based Eligibility Committee (HPBEC);
 - the MA Motorsport Technical Executive - Historics;
 - (b) By conducting meetings of the Technical Panel at least quarterly, but more frequently as determined by a majority vote of the Technical Panel members:
 - (i) The Chair of the Technical Panel will be the MA Motorsport Technical Executive – Historics, or a person who is voted by a majority vote of the Technical Panel members and that nominee is approved by MA;
 - (ii) Where any matter discussed by the Technical cannot be agreed, it will be determined by a majority vote of all log booked Group N car owners;
 - (iii) MA will have final arbitration on any decision reached by the Technical Panel.
 - (3) help officials such as Technical Delegates, Eligibility Officers and Scrutineers to know the current specifications and to apply those rules uniformly across all Group N race events, regardless of their location. In doing so, AHTCA contributes to the success of race events and the well-being of competitors by having eligibility matters discussed and resolved in forums away from actual race events.

GROUP N WORKING GROUP

Secretary Report – Meeting 1

- iii) In the case of a proposal to modify the existing Specifications for any Group N vehicle, the AHTCA helps by:
- (1) Examining the proposal;

Australian Historic Touring Cars Association Incorporated
Constitution
 ABN 69 948 460 574
 Version 14 March 2024

Page 4

Rules of Association

- (2) Circulating the proposal to all Group N Associations across Australia;
 - (3) Making a determination about each proposal after getting that feedback;
 - (4) Where the proposal has merit, promoting that proposal to the Technical Panel, and where necessary, to the Motorsport Australia Historic Committee;
 - (5) Where the Specification Sheets require amendment, assisting with those updates and circulating the changes to all Group N Associations in Australia.
- ii) Report to the MA Historic Motorsport Committee (HMC), through the MA Motorsport Technical Executive – Historics, on:
- (1) activities and results of the Technical Panel for the preceding year; and
 - (2) the Strategic Plan for Historic Touring Cars, that plan being revised at least annually by the AHTCA.

27.10.Alteration to the Constitution

The Constitution will be subject to revision every twelve months.

The Constitution may be altered, rescinded or added to only by a special resolution of the Association (that is, at least three-quarters of the votes cast support it).

The constitution of the Association in relation to vehicle eligibility matters will be amended only following the express agreement of Motorsport Australia (MA).

AHCTA Group N Working Group



1. Purpose

The Historic Motorsport Committee Group N Working Group (GNWG) is established from suitably accredited Motorsport Australia officials interested in Group N Historic Touring Car racing and Australian Historic Touring Car Association (AHTCA) activities and is to advise the Historic Motorsport Committee (HMC) on:

- the development and review of Technical Regulations;
- Review of Group N Specification Sheets; and
- Collation, review and research relating to component substitutions for Motorsport Australia Historic Group N Competition.

2. Scope

The GNWG will undertake to:

- (a) review Group N Technical Regulations in conjunction with AHTCA and Motorsport Australia;
- (b) review Group N Specification Sheets in conjunction with AHTCA and Motorsport Australia;
- (c) review and provide recommendations to the HMC and Motorsport Australia for the approval of proposals/applications regarding technical matters related to the construction and compliance of Group N Vehicles for Historic Motorsport;
- (d) In conjunction with AHTCA, review, research and provide recommendations to the HMC and Motorsport Australia on component substitution applications including verification of the eligibility and suitability of the application.

3. Authority

At the commencement of every year, the AHTCA will be required to confirm to Motorsport Australia, that the Constitution of the AHTCA will contain the following principles:

“That the AHTCA will

- Maintain the basic principles and spirit of Historic Touring Cars as stated in the Motorsport Australia Manual:
“that automobiles in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed”;
- Work with Motorsport Australia and GNWG in the determination of technical and component substitution matters as follows:
 - By establishing a GNWG, the membership of which is to include:
 - one technical delegate per State, that delegate to be elected for a two-year term, which shall rotate between states (NSW, WA, SA elected in odd years and VIC, QLD TAS elected in even years);



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

V1 – 07_04_2020 Page 1



- one Historic Touring Car member from the Historic Production Based Eligibility Committee (HPBEC);
- the MA Motorsport Technical Executive - Historics;
- By conducting meetings of the GNWG at least quarterly, but more frequently as determined by a majority vote of the GNWG members:
- The Chair of the GNWG will be the MA Motorsport Technical Executive – Historics, or a person who is voted by a majority vote of the GNWG members and that nominee is approved by MA;
- Where any matter discussed by the GNWG, it will be determined by a majority vote of all log booked Group N car owners;
- MA and the HMC will have final arbitration on any decision reached by the GNWG.
- Help officials such as Technical Delegates, Eligibility Officers and Scrutineers to know the current specifications and to apply those rules uniformly across all Group N race events, regardless of their location. In doing so, AHTCA and GNWG contributes to the success of race events and the well-being of competitors by having eligibility matters discussed and resolved in forums away from actual race events.”

The GNWG, through the appointed Chair, will have the authority on behalf of the HMC and Motorsport Australia to:

- (a) obtain information, as necessary, from sources specific to the subject matter;
- (b) engage persons/entities on a voluntary basis as Subject Matter Experts (SME) as required and specific to the subject matter.

Any other actions or engagements must be undertaken with the direct approval of the HMC, Motorsport Australia and the AHTCA.

4. Membership

The GNWG will consist of the following:

- (a) Chair: Executive Officer (EO): Frank Adamson
- (b) Secretariat: Nic van den Berg (as approved by the AHTCA and the HMC);
- (c) Delegates: One member of the Historic Production Based Eligibility Committee (HPBEC);
No more than six technical delegates, comprising one technical delegate from each State (as arranged by the AHTCA in an open voting method, and that each technical delegate is to be elected for a two-year term, which shall rotate between states (NSW, WA, SA elected in odd years and VIC, QLD TAS elected in even years), representatives appointed and approved by AHTCA requiring the following:
 - The necessary technical skills and knowledge across the various Group N Categories;



MEMBER OF
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



- Specific expertise in particular Makes/Models of Vehicles as required

5. Meeting arrangements

The Chairman will be responsible for calling the meetings

A quorum for each meeting is required.

The quorum will be achieved if at least four technical delegates are present.

Secretariat services are to be provided by the AHTCA, who will be responsible for:

- Arranging the meetings;
- The preparation and distribution of the minutes within 7 calendar days of each meeting;
- Reporting to MA and the HMC at least quarterly.
- Other interested MA officials may attend meetings as observers.

Proponents of any technical and/or component substitution matter shall be allowed to present their matters to a GNWG meeting but shall leave the meeting before voting takes place.

6. Voting

Each member (apart from the AHTCA Secretariat, who has no vote) has one vote.

Voting will be by a show of hands.

Proxy votes can be given in writing to the AHTCA Secretariat.

Decisions will be determined in the first instance, by a majority vote, including any proxy vote.

Where there is a tie in voting, the Chair will have the casting vote.

Where deemed necessary, and where agreed by the GNWG, a poll may be conducted on any matter. The poll audience will be AHTCA members who are current owners of approved (Log Booked) vehicles

7. Conflict of Interest

A GNWG member shall declare his/her interest in any matter in which a conflict of interest arises or may arise. S/he may, unless otherwise determined by the Committee, include her/himself in discussions of such matters but shall not be entitled to vote in respect of such matters.

8. Meeting occurrences

Meetings will be held at least three monthly, or more frequently as determined by the Chair.

9. Reporting

The GNWG will be required to report to the HMC.





The GNWG Secretary will be responsible for the distribution of all reporting to the HMC.

10. Resources and budget

The GNWG will have access to teleconference and video conference facilities through Motorsport Australia. These will be managed by the EO.

11. Review

This document is to be reviewed following the first full meeting of the GNWG to ensure that the objectives are both understood and achievable.

Subsequent review will be undertaken on a 6 monthly basis following the initial objectives review.



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