

GROUP N WORKING GROUP – 16/10/2024

CONDUCTED

Meeting commenced at 7.35pm (AEST) and closed at 09:10pm (AEST).

ATTENDEES

Frank Adamson – Motorsport Australia

Dean Bryant - Historic Touring Car Association of Victoria

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

Martin Dennis - WA Historic Touring Car Club Inc.

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

Agenda Item 1 – Submission 1 - Strengthening of bodywork forward of the firewall

Mr Adamson advised that Martin Dennis had sent photos one car – a Ford Cortina -and it was not possible to decide a set of wording about the matter on photos for just that one car. It was agreed that what was being talked about was the creation of a torque box – it triangulates the corner between the rail and the firewall. Mr Adamson pointed out that there is precedent for this, where Holdens (HQs) and Chevrolets are permitted to add strengthening and this is included in the relevant specification sheets for permitted cars.

Mr Macri asked if there was still any mention of minor strengthening being permitted, or if that had been mistakenly deleted. Mr Twigg advised that this was still in the regulations – (refer to [2024 MOTORSPORT AUSTRALIA MANUAL - SPECIFICATIONS OF AUTOMOBILES - 5th Category – Historic Cars - Group A, C, N & U – Touring Cars](#)):

Minor strengthening by the addition of Sheetmetal is permitted provided such strengthening follows the contour of the bodyshell. The Sheetmetal being added must be of the same gauge/thickness as of the parent material. The only other method of permitted strengthening will be as per the relevant vehicle Specification Sheet.

The Group agreed that further information be provided on this matter by Martin Dennis, and that Frank Adamson will issue the information already provided and to be provided to all Group members.

Agenda Item 2 – Submission 5 - Steering Systems and Components In Historic Touring Cars

Mr Adamson highlighted that the Equipment Chart was updated at some time after 2007.

Mr Twigg gave an overview of the intentions and content of the Equipment Chart, mentioning as an example the matter of braided brake lines, which were once not permitted, but now are. The matter of the use of rose joints as described in the Equipment Chart was intended to cover things such as throttle linkages.

Mr Twigg mentioned that the regulations require that the original steering system as supplied by the manufacturer be utilised and this included tie rod ends. If rose joints were being used, it had to be proven that they were supplied by the manufacturer.

Mr Adamson highlighted that tie rod ends are coarse thread, while rose joints are fine thread, so there would also have to be modifications made to the steering rod. A sleeve could be manufactured that has fine thread for the rod to screw in to and a coarse thread for the tied rod end, thereby achieving a fine toe-in adjustment. This is outside the rules, as it is not part of the original steering system.

Mr Twigg mentioned that ball joints with longer pins are being used in Ford Mustangs to achieve the bump steer they are seeking.

The Group agreed that the current wording is oblique and needs to be given further clarification highlighting that a standard tie rod end must be used because the use of rose

joints in the steering system is not permitted, and never has been. The generalisation in the Equipment Chart to cover other uses such as in suspension and throttle linkages is the issue.

Mr Oliver asked how the clarification of the rule will affect cars that have used them.

The Group agreed that:

- the original wording for Groups Na, Nb and Nc be restored/clarified in the Motorsport Australia Manual chapter Historic Cars - Group A, C, N & U – Touring Cars that rose joints are not permitted in steering systems for Group N; and
- Mr Adamson will develop the wording of the rule; and
- where rose joints have been used, the vehicle be log-booked and the competitor be given 6 months to rectify the matter; and
- advice be issued to all clubs on this matter when the rule has been developed.

Agenda Item 3 - Submission 6 – Component Substitution Application - The Use of Vented Disc Rotors on The Front Axle of Jaguar 3.4 (Mk1); and Jaguar Mk 2 (3.4 & 3.8) Cars

Mr Bryant advised the group that his opinion is that in everything we do, we need to be thinking about competitor numbers. Until now, we have been talking about production touring cars that are raced. Looking 20 years down the track, keeping the rules as pure as they are, the category will die out because the competitors are ageing and younger people are not being attracted to the category. Perhaps we need to be looking at cars as being race cars, not production cars. An example is the matter of braking systems on cars.

Mr Adamson pointed out that this needs to be carefully considered.

The GNWG Secretary referred to the State Club responses, in particular the response form HTCA NSW, wherein the following rules were satisfied in this submission;

- *The original form and type of braking system shall be employed*
- *Disc pad and drum brake lining materials are free;*
- *Drum brakes may not be replaced by disc brakes.*
- *It is permitted to fit alternative calipers of a type available pre-1965.*

Mr Macri explained that advances in technology now cause a breakdown in material that did not occur in the period, and all we are looking at with this submission is to permit additional airflow into the disc rotor. Most pads today are carbon ceramic (Kevlar composite types) and old stock (asbestos) are no longer available. The heat generated with the new compounds shorten the life of components dramatically. Ducting to a solid disc rotor is of minimal value. Mr Adamson mentioned that vented rotors get rid of the gas that is created as the rotor heats up.

Mr Macri put the view that allowing a vented rotor while still using the original caliper (which can be spaced to accommodate a wider vented rotor), could be seen to be acceptable, as the rotors and pads would last longer and would be less expense to the competitor. Also, sourcing solid rotors is becoming more problematic these days.

Mr Bryant mentioned that in the day there were many vehicles such as Holden EH and Jaguars that competed, but today there are very few.

Mr Macri pointed out that the Ford Mustang has been running vented rotors for many years and is a precedent. Mr Twigg explained that the vented rotor for that car were homologated and that this was the reason they were permitted for this Group Nb car.

Mr Twigg stated that the submission does not comply with the questions asked in the Component Substitution form:

- The standard discs are available;
- The vented rotor is a different design to the original;
- The vented rotor is a performance enhancement

Mr Twigg also mentioned the need to ensure fairness to the category – an application for disc brakes for a major competitor car to the Jaguar - the Holden EH - has been rejected, and we are now being asked to consider this application for a four-wheel disc brake car.

Mr Twigg also spoke on the matter of allowing a hat to assist with brake cooling, and this has assisted with brake rotors not cracking, particularly in Group Nc. This technique has not been mentioned in the submission. Mr Macri pointed out that this system cannot be applied to a solid disc rotor, because the solid rotor is not manufactured with tabs to anchor a hat to it, whereas the Nc rotor is a purpose-built racing rotor manufactured with attachment tabs.

Mr Bryant pointed out that the rejection of the Holden EH submission about disc brakes was a very different argument because the rules state that a drum brake system cannot be replaced with a disc brake system, whereas this submission asks for a vented rotor rather than the solid rotor.

Mr Oliver then mentioned that the view in South Australia was to reject this application, unless it was applied to all Group Nb cars with front disc brakes. This was also the view of HTCA NSW.

The Group also unanimously agreed that this submission was only about Jaguars and will be rejected.

The Group also agreed that the AHTCA be requested to invite all Clubs to lodge a new submission to the GNWG regarding the use of vented rotors for all front disc brake Group Nb cars.

Agenda Item 4 - Submission 7 – Component Substitution Application - Austin A40 Farina – Engine Block

The Group agreed that the substitution, is supported because it satisfies the “swept volume” rule provided that the substitute 1275 non side plated block does not exceed the rule “*the swept volume of the engine remains within the same cubic capacity class as that within which the engine came as supplied by the manufacturer*”. The Specification Sheet should include wording like the Mini Cooper S, as follows:

In engine section:

Maximum capacity allowed – 1299cc*

Comments:

Note 1 – substitute 1275 non-side plated block allowed;

Note 2: - if the original type of camshaft drive is changed, a timing cover is mandatory.

* Note 3: - With substitute 1275 non-side plated block, with reduced stroke, the bore is free and the max capacity is 1300 cc.

In cylinder head section:

Comments:

Note 1 – substitute 1275 camshaft drive is changed, a timing cover is mandatory.

* Note 3: - With substitute 1275 non-side plated block, the original 1275 head is to be used (with valve sizes - 35.6mm for inlet, and 30.96mm for exhaust).

Frank Adamson agreed to finalise this wording.

The Group unanimously agreed that.

Agenda Item 5 - Submission 8 – Group Nb and Nc Mini Cooper S– Speedometer Aperture

The Group unanimously agreed that the wording in Bodywork section in the Mini Cooper S Mark 1 (Nb) and Mini Cooper S Mark 2 – (Nc) Specification Sheets be modified to read:








The instrument binnacle may be moved to accommodate the carburettor box. The instrument panel may be moved, as a maximum, toward the interior of the car, as close to the original centre line position as possible, to a point where the speedometer bezel is in line with the front of the top of the dashboard and the front of the parcel shelf.

Not to protrude beyond a line between the front face of the parcel shelf and window surround base.

General Business

There were no items for discussion in General Business.

ATTACHMENT A – CURRENT ITEMS

ACTION	PERSON	DUE DATE		STATUS
Gussetting Background information	All	31 July 2024		Provide background documentation to Frank Adamson Further information to be provided by Martin Dennis
Gussetting Background information	Martin Dennis	30 October 2024		Further information to be provided by Martin Dennis
Gussetting Background information	Frank Adamson	30 October 2024		Photos to be circulated to all
Gussetting Proposed rule	Frank Adamson	30 November 2024		Draft proposed rule and circulate to GNWG Group members following clarification of issue – see above items
Wording for Groups Na, Nb and Nc be restored/clarified in the Motorsport Australia Manual chapter Historic Cars - Group A, C, N & U – Touring Cars that rose joints are not permitted in steering systems for Group N	Frank Adamson	30 November 2024		
MA Specification Sheets AHTCA Reference Sheets Minis	Nic van den Berg	30 October 2024		Update all Mini spec sheets regarding instrument binnacle placement
MA Specification Sheets AHTCA Reference Sheets Austin A40 Farina	Nic van den Berg	30 October 2024		Update spec sheet regarding substitute block and head

ATTACHMENT B – COMPLETED 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