



Historic Touring Cars Association of NSW

ABN 58 489 326 194

MA CLUB ID 6713777

ASSOCIATION INCORPORATION NUMBER 0591914

ENGINE SEALING POLICY

Background

Engine sealing for Group N (and other specific Groups) has been mandatory since 1 January 2018.

Purpose

The purpose of engine sealing is to maintain the integrity of the cylinder bore & stroke measurements.

Process

All engines are to be sealed by a;

1. Historic Eligibility Officer or,
2. Motorsport Australia Technical Commissioner or,
3. Any Motorsport Australia category authorised engine inspector/engine sealer.

Procedure

Engines are to be sealed in accordance with the following procedure.

1. The sealer for the engine being sealed will not have ANY association with the particular vehicle for which the engine is being sealed.
2. Engine to be assembled to a short motor.
3. Measure cylinder bore & stroke.
4. Bore & stroke must respect the engine regulation & specification information. Refer to the Motorsport Australia Specification Sheet for the particular vehicle. If the measurements exceed the allowed specifications, then the engine will not be sealed.
5. Observe for any unauthorised modifications.
6. Bolts to be wired & seals to be in place as necessary.
7. List bore/stroke measurements & any observations on the form.
8. The engine sealer is to provide to the competitor a Motorsport Australia Engine Inspection Sheet signed with a clearly printed name of the inspector.
9. A copy of the completed form must be emailed to secretary@htcansw.org.au).
10. The Competitor will retain a copy of the engine sealing results for your records as you may be required to provide this information to the Motorsport Australia representative when requested.

Note:

Engine block to sump and or timing cover to be sealed by horizontally drilling 2 adjacent bolts with appropriate size holes to facilitate the attachment of an approved seal.

Vehicles with original manufacturers' cast iron heads are not required to have a seal on the cylinder head/heads.

Vehicles with Alternative Approved Cylinder Heads are required to be inspected for porting to the Motorsport Australia Vehicle Specification Sheets and are to have both cylinder heads sealed to the engine block.

Engine inspections

1. Where there is a question of a suspect engine at a race meeting and the engine is found to be not sealed, the engine is to be sealed & the matter referred to the Stewards of the Meeting.
2. Engines sealed prior to inspection/measuring will be subject to inspection at the convenience of the competitor i.e.; when the engine is being dismantled for maintenance.
3. Where the engine is requested to be dismantled for inspection (either as a result of a protest &/or at the discretion of the Stewards) & if found to be non-compliant the competitor will lose any accrued points from the time the engine was sealed, a charge is to be raised & referred to the Stewards for deliberation.

Engine Seal Removal

IF THE ENGINE SEAL IS REMOVED FOR ANY REASON THE COMPETITOR MUST COMPLETE A SEAL REMOVAL FORM AND FORWARD A COPY TO THE CATEGORY TECHNICAL COMMISSIONER.

Note: Engines that have Motorsport Australia approved aftermarket parts installed e.g., cylinder heads, engine blocks may require extra sealing procedures to be carried out during assembly. Refer to the car make and model Specification Sheet for details.

Rotary engined cars must have engines checked for porting modifications and sealed during assembly.

Auditing

Vehicle audits can be carried out at any time but mainly at race meetings by:

1. Motorsport Australia Technical Commissioner or,
2. Historic Eligibility Officer or,
3. A current HTCA N.S.W. committee member.

An inspection of engine and cylinder head seals will verify if they match the reference numbers on the Motorsport Australia Engine Inspection Sheet.

The competitor should keep a copy of the form with the vehicle logbook for random inspections.

In addition to this, random engine capacity checks may be carried out using a cylinder volume-measuring device (Puffer).