



Group S Racing Association Inc.

www.groups racing.org.au

President - Brian Weston, 60 Empire Circuit, Forrest ACT 2603

Mr Bruce Richardson - President
Historic Sports and Racing Car Association
PO Box 5063
Turrumurra South, NSW 2074

10th July 2009

I was pleased that you were able to accept our invitation to meet with the committee and ex-officio appointees of the Group S Racing Association on 22 May. I believe that we concluded that both the GSRA and the HSRCA have mutual interests that need to be fostered.

Subsequently the GSRA committee debriefed the May HSRCA race meeting, especially the 25 lap race with co-driver.

The GSRA committee noted that the race has become a more serious affair especially within the Sc category, and that some Group S entrants are committing substantial resources and energy to the race. The committee also noted that there is an increasing tendency to enter with a 'gun co-driver' for the event, and that the pace of the race and the dominance of Sc cars is now becoming a disincentive for entrants with older cars and lesser budgets to participate. As an indicator of how serious Sc now takes the race, 10 Sc cars in the 2009 race lapped faster than Bill Pye's fastest lap in the 2004 race.

In short, although the race attracts support, it is now some way removed from the original concept of promoting 'inter silo' fraternity in the HSRCA. The committee also remains concerned that a large number of GSRA members do not attend and as a consequence, the GSRA has been unable to include the results from the May HSRCA Eastern Creek meeting in the GSRA pointscore.

This is not good for either the GSRA or the HSRCA; it also acts as a disincentive for interstate GSRA attendance.

After discussion, the GSRA committee decided that ways to improve the attraction of the May 2010 HSRCA meeting to a wider spectrum of Group S entrants should be explored.

The GSRA committee decided this could best be done as follows, and tasked a sub-committee representing the Sa, Sb and Sc categories to develop the proposal:

- continue to support the HSRCA 25 lap with co-driver, but limit the influence of ‘professional co-drivers’ in the event;
- promote a GSRA Invitation 100 km Race to be conducted concurrently with the 25 lap co-driver race; and
- develop a Group S race program for the May 2010 HSRCA meeting that supports the GSRA pointscore - the Catalina Cup and Goldfields’ Cup.

The GSRA sub-committee representing the Sa, Sb and Sc categories examined the issue and the GSRA now recommends that the HSRCA conducts the Group S race program at the May 2010 HSRCA Eastern Creek meeting along the following lines.

- Sat am - Group S ‘driver’ qualifying.
- Sat pm - GSRA Pointscore Race One – six laps scratch.
- Sat pm (or Sun am) - GSRA Pointscore Race Two – six laps scratch.
- Sun am - Group S ‘co-driver’ practice (not necessarily timed).
- Sun midday – Group S race briefing (including ‘drivers’ and ‘co-drivers’ and the GSRA Invitation 100 km entrants).
- Sun pm – Concurrent conduct of two Group S races: the HSRCA Ken Ward 25 lap race with co-driver and GSRA Invitation 100.

The GSRA committee considered that such a program would cater for all GSRA members and be a strong incentive for Group S to support the HSRCA race meeting. Indeed, with GSRA support it may be appropriate to seek a grid density waiver from CAMS as the starting grid for the concurrent conduct of the HSRCA Ken Ward 25 lap race and the GSRA Invitation 100 could be as high as 55 Group S cars.

The GSRA committee also noted that such a proposal would enable GSRA pointscore racing to be held on one day and the distance racing and attendant ‘co-driver’ involvement to the other day. There was also the flexibility for Sa to conduct their GSRA pointscore races with some another category such as Na and L.

Attachment A outlines further details around which the Supplementary Regulations for Group S would be drafted and I trust that the HSRCA would see this recommendation as a constructive way to advance the interests of both the HSRCA and the GSRA.

Yours sincerely,

Brian Weston
President

The GSRA was established in January 2006 and has a 2009 membership of 122 members. It represents the Group S community's resident in NSW, ACT, VIC, SA and QLD and is affiliated with the Confederation of Australian Motor Sport.

**PROPOSED BASIS OF SUPPLEMENTARY REGULATIONS
FOR GROUP S
AT
2010 HSRCA EASTERN CREEK RACE MEETING**

Ken Ward 25 Lap Race with Driver Change for Sa/Sb/Sc Cars

Mandatory use of co-driver

'Driver' must start the race

'Driver' must drive a minimum of 50% of the race laps

'Co-driver' must drive a minimum of 5 race laps

'Co-driver' involvement is restricted to one car only

Starting grid position determined by fastest lap time of 'driver' on Saturday

'Co-driver' participates in practice Sunday morning, not necessarily timed

Driver change pit window opens after completion of 13 laps

Driver change may be assisted by a third member

No refuelling and no maintenance during pitstop.

Race finishes when winning car completes 25 laps

GSRA Invitation 100

One mandatory timed pitstop of 2 minutes, supervised by a race official

Pitstop window opens after completion of 4 laps and closes on completion of 11 laps (to deconflict with the 25 lap race cars)

Starting grid position determined by fastest lap time on Saturday

Driver remains in car during pitstop

No refuelling, no maintenance and no outside assistance during pitstop

Race finishes when the winning 25 Lap Race with Co-driver completes 25 laps

Notes

The Ken Ward 25 Lap Race with Co-driver and the GSRA Invitation 100 will be conducted concurrently

The GSRA Invitation 100 pitstop of 2 minutes duration has been set longer than the average 50 to 80 seconds taken by the 25 lap race cars

GSRA Invitation 100 cars shall be identified by a large coloured sticker affixed to the left hand door adjacent to the racing number

Starting grid positions for the 25 Lap Race with Co-driver and the GSRA Invitation 100 will be intermingled on a fastest lap basis