



# Group S Racing Association Inc.

[www.groups racing.org.au](http://www.groups racing.org.au)

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

Mr Bruce Richards  
Group S Portfolio Manager  
CAMS Historic Commission

30th March 2009

Dear Bruce,

I attach for the consideration of the Historic Commission, a recommendation regarding tyre policy as it impacts Group S.

The enclosure outlines the deliberation of the Group S Racing Association and concludes by recommending that:

- “road legal tyres which have been optimised for damp/wet conditions” should not be assessed as dedicated “rain compound” or “rain tyres”; and
- any “road legal tyre irrespective of whether it has been optimised for rain, damp or dry conditions” provided they meet availability, cost and wear criteria, should be included on the approved Group S tyre list.

The consequence of this would be that the D84J would be retained on the Group S approved tyre list and that the D93J would be added on the Group S tyre list.

The GSRA recommendation has been arrived at following extensive deliberations on tyre policy and by the gaining of a better understanding of the characteristics of the Dunlop D93J tyre.

Yours sincerely,

Brian Weston  
President  
Group S Racing Association

Enclosure: Group S Racing Association – Group S Tyre Policy

*The GSRA was established in January 2006. Its 2009 membership stands at 130 members (2 ACT, 5 SA, 8 Qld, 32 Vic and 83 NSW). It represents the Group S communities resident in NSW, ACT, VIC, SA and QLD and is affiliated with the Confederation of Australian Motor Sport.*

**GROUP S RACING ASSOCIATION  
GROUP S TYRE POLICY**

The GSRA committee recently reviewed Group S tyre policy and the approved tyre list.

***What is Current Historic Commission Tyre Policy?***

The 5th Category uses tyres that are either a historic racing tyre (Dunlop CR65), a street legal sport tyre (Kuhmo V70A), a treaded race tyre (Kuhmo C03) or a standard road tyre (Avon CR6ZZ). But the bulk of the commonly used tyres in Group S are road legal tyres.

Tyres classified as dedicated “rain compound” or “rain tyres” cannot be used.

- The GSRA interprets this to mean that non-street legal, grooved and blocked soft compound slicks (“wets”) such as the Kumho W700 are unacceptable.
- This is a logical extension of the principle that dedicated “dry compound” race tyres (slicks) are also unacceptable in Group S.

An interpretation problem has arisen within Group S because a tyre such as the Dunlop D93J which is a “road legal tyre which has been optimised for damp/wet conditions” has been excluded.

***What is the existing GSRA policy?***

Last year we asked members whether “dedicated rain” or “wet compound” tyres were acceptable for inclusion in the Approved Tyre List for Group S. We did not ask them whether they wanted the Dunlop D93J included on the list. The result of the Group S survey was:

- 40 - no to wets;
- 20 - yes to wets.

The committee took this as an endorsement of the policy that Group S should neither allow dedicated dry tyres (slicks) nor dedicated wet tyres (grooved and blocked soft compound slicks).

Subsequently, the committee advised the Historic Commission that as it had no first hand knowledge/experience of the D93J tyre, it was unable to make a recommendation as to whether the D93J should be included on the Group S tyre list.

The Dunlop D93J was subsequently excluded from the approved tyre list when the Historic Commission decided that the D93J was a “dedicated rain” or “wet compound” tyre.

***What is the Current Situation?***

It is common across Groups S and N for some drivers to change tyre types when it rains. Some use the Dunlop D84J when it rains. The GSRA committee notes that the D84J is not a “wet” but is a “road legal tyre”, albeit one that performs well in “damp/wet conditions”. The D84J is of UK manufacture and the only size imported is 205/60R15 (\$510 each). They are on the approved tyre list and most 2.7 Porsche and 3.0 Porsche have a set. They are used in Group N.

The Dunlop D93J is another road legal tyre which has been optimised for damp/wet conditions. It is available in 165/70R10, 175/60R13, 185/60R14, 195/60R14 and a range of 50/55 series sizes – 3.0 Porsche could use the 50/55 series.

The D93J is of Japanese manufacture and costs \$200 to \$300. The 175/60R13, 185/60R14 and 195/60R14 could all be used in Group S. Group N uses them and reports them as of similar performance to the D84J, although with large/powerful cars the D84J may wear better.

### ***Issue One - Inconsistency***

The obvious first issue is why Porsche and the larger Group S cars can use the D84J while the smaller and lighter cars cannot use the (cheaper) D93J.

### ***Issue Two - Policy***

The second issue is whether it is valid to assess “road legal tyres which have been optimised for damp/wet conditions” as dedicated “rain compound” or “rain tyres”.

### ***Solution***

“Issue one” can be solved by banning both the D84J and the D93J; or alternatively, including both the D84J and D93J in the Group S list. (Banning the D84J would not be supported by the Porsche fraternity – and Group N may want to keep it).

But banning both the D84J and the D93J avoids the core of the problem which is whether it is good policy to categorise a “road legal tyre which has been optimised for damp/wet conditions” as a dedicated “rain compound” or “rain tyre”.

More so, given that there seems a trend for tyre manufacturers to continue to develop road legal tyres optimised for a range of conditions including damp/wet conditions (the tarmac rally and circuit market); the only question is whether they supply a range in 60 series sizes, at the right price.

### ***Recommendation***

After consideration, the GSRA committee recommended that:

- “road legal tyres which have been optimised for damp/wet conditions” should not be assessed as dedicated “rain compound” or “rain tyres”; and
- any “road legal tyre irrespective of whether it has been optimised for rain, damp or dry conditions”, provided they meet availability, cost and wear criteria, should be included on the approved Group S tyre list.

The consequence of this would be that both the D84J and D93J would be included on the Group S tyre list.

Recommendation for consideration by the Historic Commission.

Brian Weston  
President GSRA