



# 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 Peter Lang  
90 Nandi Avenue  
Frenchs Forest, NSW 2086

20th January 2010

Dear Peter,

The GSRA committee met on Thursday 14<sup>th</sup> January 2010 and discussed your proposal that the GSRA seek the opinion of members that the rules pertaining to brakes on Group Nc cars be applied to Group Sc cars. Basically, these rules would allow Sc cars to use ventilated discs and upgraded callipers.

Your email had been circulated prior to the meeting so that committee members had ample time to consider your proposal. You also had some communication with committee members and ex-officios during this period. However after lengthy discussion the committee unanimously agreed that we could not support your proposal. In particular the committee concluded that:

- The proposal was a substantial deviation from long standing eligibility policy for Group S.
- The proposal argued for a "safety" improvement that nevertheless, will be performance enhancing for Sc cars with the degree of performance enhancement varying from marque to marque.
- Many GSRA members would strongly oppose the proposal on the grounds that making (some) Sc cars faster was not in the best interests of Group S as a whole; it would widen the performance gap between Sc and Sa/Sb cars.
- Many GSRA members would consider the proposal at variance to established Group S eligibility practice and to the ethos of historic sports car racing.

The committee concludes that safety is a paramount consideration in our sport but the nature of historic motor racing is such that safety is very much in the hands of the competitor who must always drive within his/her limitations and within the limitations of his/her chosen historic production sports car. The committee acknowledges the effort you have made in developing your proposal and notes your contributions to Group S over a long period, but regrettably cannot support your proposal. A summary of the criteria the committee took into consideration when discussing your proposal is attached.

Yours sincerely,

Brian Weston  
President – GSRA

## Attachment: General Criteria Considered by the Committee

### 1. Guidance provided by CAMS

The GSRA Committee noted the guidance provided on Group S in the CAMS Manual of Motor Sport. "Limited modifications....are allowed....Where performance improving modifications are made, these should be of period nature and not out of character with the vehicle or group period. To this extent, the modifications permitted are not intended to radically alter the individual vehicle's character or appearance and will be of an improved performance road car nature, as opposed to making the vehicle totally dedicated to outright competition."

The committee noted the further guidance: "People wishing to race vehicles of a more highly modified nature should consider competing in the Marque Sports Car category (Group 2B)."

The committee noted that a similar proposal for Sc Alfetta to use ventilated disc brakes had already been rejected by the HPBEC. The committee noted that the proposal that front brakes be 'free' had also been rejected by the HPBEC.

### 2. Actual performance record of Datsun Z cars

The committee examined the assertion that the brakes on Datsun Z cars were so unsuited for racing that they were dangerous. The committee noted the long and successful track record of Datsun Z cars in Group S racing. In particular, the committee examined the results of the 2008 and 2009 HSRCA 25 lap enduros at Eastern Creek. In 2008, five Datsun Z cars finished in the top 10, with all five Datsuns producing fastest laps late in the race. In 2009, two Datsuns finished in the top six, with a Datsun 260Z finishing second outright with a fastest lap of 1.51.1 on lap 21.

### 3. Relative indicative differences in brakes on a sample of Group S Cars

The committee reviewed a chart which listed the weights of a range of Group S cars and the diameter of their brakes. While only indicative, the Datsun 240Z braking capacity appears much better than many other competing cars.

GROUP S BRAKES VS WEIGHTS COMPARISON - EXAMPLES				
VEHICLE	DRY WEIGHT	FRONT BRAKES	REAR BRAKES	WEIGHT TO BRAKES INDEX (front disc dia. over car weight)
Datsun 240Z	930kg	271mm Disc	230mm Drum	0.29
Porsche Carrera	1020-1120kg	281mm Disc	290mm Disc	0.27
Morgan Plus 8	860kg	279mm Disc	230mm Drum	0.32
MGB	1108kg	272mm Disc	254mm Drum	0.24
Datsun 2000	920kg	279mm Disc	228mm Drum	0.31
Shelby Mustang	1270kg	287mm Disc	254mm Drum	0.22
Triumph TR6	1053kg	280mm Disc	229mm Drum	0.26
Sunbeam Tiger	1163kg	250mm Disc	228mm Drum	0.21
Pantera	1300kg	282mm Disc	297mm Disc	0.22
A Healey 3000	1080kg	280mm Disc	280mm Drum	0.25
Alfetta GT	1100kg	260mm Disc	250mm Disc	0.24
Sb Corvette	1500kg	292mm Disc	292mm Disc	0.19
Sb MG Midget	635-685 Kg	209mm Disc	177mm Drum	0.33

Data obtained from CAMS Group S Specification sheets.

#### 4. The nature of historic racing

The committee noted that Group S involved the racing of old sports cars with characteristics which were well short of modern sports car technology. Intrinsic to historic racing was that the driver race within the limits of the (dated) technology of the car. Further, the committee noted that there was no notion of 'parity between marques' in Group S. Indeed most entrants came to Group S because they were able to race a historic sports car of their preference.

#### 5. The history of Group S

Finally, the committee noted that many members would not wish to see the eligibility criteria changed. The committee noted the long standing stability of Group S. The committee noted the success of Group S especially its current strength. The committee agreed that in view of the continuing growth of Group S, change was not warranted. The committee had no doubt that the proposal would be seen as divisive and contentious by many GSRA members.