



# 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 Ian Tate - President  
Victorian Historic Racing Register  
PO Box 3485  
Melbourne, VIC 3001

14th April 2010

Dear Ian,

I am writing to compliment the VHRR on the conduct of the 2010 Phillip Island race meeting, especially the Group S program.

This was a special meeting for Group S in that for the first time, there were two grids on offer for Group S. I understand that there were some 95 Group S entries, which is indicative not only of the level of support for the VHRR meeting but also of the popularity of the “two Group S grid” format - one Sc and one Sa/Sb.

The four race format for Sa/Sb was most satisfactory and the three race format for Sc well received; although on balance, the GSRA Sc membership has expressed a preference to revert to two six lap races on the Sunday rather than continue the single 12 lap race.

The GSRA was also pleased to have been granted approval to conduct an informal GSRA social function at the track following the end of qualifying on Friday afternoon. These types of functions are important for Group S as the GSRA tries to develop a responsible, enjoyable and mature aspect to Group S racing.

There were several race incidents. It would appear that some of these incidents are still the subject of correspondence.

While the CAMS investigatory process is beyond your remit, it would be desirable if race incidents were able to be reviewed and resolved prior to the end of the race meeting. Certainly the GSRA would be pleased to assist in educating our members about how this might be achieved.

The GSRA also wishes to discuss the problems associated with fast accelerating cars which;

- for reason of poor qualifying, or
- as a consequence of a did-not-finish, or
- following the imposition of a penalty,

start from the rear of a stationary grid.

Given:

- the very large grids in Group S;
- the high speed that fast accelerating Group S cars such as V8's, Porsche 2.7 and 3.0, etc can attain before reaching the start/finish line; and
- the difficulty mid-field drivers have in watching for fast cars approaching from the rear while manoeuvring immediately after the start;

the GSRA recommends that consideration be given to starting fast accelerating Group S cars such as V8's, Porsche 2.7 and 3.0, etc from pitlane, rather than from the rear of the start grid.

In this way the possibility of a high speed rear end collision on the starting grid can be reduced.

And if a short interval were allowed before the fast accelerating cars were released from pitlane, the field would likely have negotiated Turn One and be starting to form into single file providing a much safer environment for the fast accelerating cars to start working through the large Group S field.

The matter of invited cars has already been the subject of correspondence.

Suffice to note that Group T cars may have a racing history in improved production sports up to 31 December 1981. This era is beyond that for Group S and allows Group T cars to be lightened, with flaired bodywork, bored/stroked engines, improved suspension, race-quality brakes and superior tyres (wider and/or slick). The Group T car not only looks different to a Group S car, but has a power and handling advantage over the relatively under-braked and under-gripped Group S car.

These cars do not conform to the level playing of the 50's, 60's and 70's that is Group S and should not be 'invited cars' in Group S fields.

The GSRA was honoured and appreciative of being able to support such an outstanding race meeting and looks forward to supporting the VHRR at future Phillip Island race meetings.

Yours faithfully,

Brian Weston  
President – GSRA

*The GSRA was established in January 2006 and has a 2010 membership of 138 members. It represents the owners of Group S cars resident in NSW, ACT, VIC, SA and QLD and is affiliated with the Confederation of Australian Motor Sport.*