

**Minutes - Group S Racing Association Inc
Committee Meeting
Friday 10 July 2009**

Venue

Quorum present - Travelplan meeting room, 118 Edinburgh Road, Castlecrag - at 6.00 pm

Attendees

Committee – Brian Weston (President), John Young (Vice President), Paul Newby (Secretary) and Terry Lawlor (Committee) - *Committee Apologies* – Andre Breit (Treasurer) and Mike Byrne (Committee - GSRA Victoria Registrar)

Ex-officio – Colin Wilson-Brown (Race Numbers Registrar), Kent Brown (Newsletter Editor) and Brian Duffy (GSRA Sa Registrar) - *Ex-officio Apologies* - Geoff Williams (Webmaster), David Withers (Accommodation Registrar), Phil Baskett (Championship Pointscore Manager), Rodney Gibb (GSRA South Aust Registrar) and Manuel Pena (GSRA Queensland Registrar)

For Information – Bruce Richards (CAMS Historic Commission Group S Portfolio Manager), Geoff Morse (HSRCA Group Registrar), Greg King and John Caffin (CAMS Group S Eligibility Officials)

Colin Wilson-Brown - proxy for Andre Breit

Prior telephone/email input by Mike Byrne, Manuel Pena, Phil Baskett and Bruce Richards

Group S Eligibility Report/Issues – Bruce Richards, Greg King

The Chairman tabled an email report by Bruce Richards, CAMS Group S Portfolio Manager and Chair of the Production Based Historic Eligibility Committee. The report addressed:

- The D93J is under consideration for inclusion on the Group S approved tyre list.
- Noted that incorrect perceptions about the relevance of Homologation Papers for eligibility purposes in Group S are circulating.
- Homologation Papers are not necessarily accepted as justification of Group S compliance.
- The marque Specification Sheet contains the definitive criteria.
- As a guideline, Group S endorsed components must be supplied by the manufacturer and from a manufacturer's options list.
- Current non-compliance issues include strut braces on Porsche, Alfetta front brakes, Z car induction, incorrect wheel and tyre sizes, and unapproved tyres.

Bruce Richards advised that Group S is successful because of the current eligibility rules and their administration.

He noted that Group S cars must always be compliant at any event conducted under a CAMS Permit, which includes FoSC events, ARDC, etc. He assured competitors that he believes nobody in Group S is being poorly treated or victimised.

President GSRA welcomed Greg King, CAMS NSW Group S Eligibility Official and member of the Production Based Historic Eligibility Committee as an invited attendee. Greg presented along the following lines:

- The Group S compliance philosophy was to recreate the sports cars, racing practices and limited modifications that were in existence at production sports car racing events in Australia in the 50's and 60's.

- Production sports car racing in Australia in the 50's and 60's essentially involved driving a sports car to the track, removing components such as windscreens and bumper bars, racing the production sports car, re-affixing components at the end of racing, and driving the car home.
- Group S Specification Sheets for each sports car marque were drafted in accordance with this philosophy using only manufacturer supplied and fitted options.

Group S compliance problems tended to stem from issues such as:

- The eligibility of production sports car marques that did not race in Australia but may have raced overseas caused difficulty as there was no Australian production sports car racing history to draw upon when drafting the Group S Specification Sheet. (As an observation, Group N rules solved this issue by specifically precluding any marque which did not race in Australia from being accepted into Group N).
- New entrants to Group S often committed to 'building up' Group S cars without understanding the Group S eligibility philosophy or the rules. (As an example, some cars were presented with paint schemes that were obviously not in compliance with the clearly stated criteria that Group S cars be presented in a livery appropriate to the historic period).
- New entrants to Group S sometimes accepted erroneous advice from persons who were not authorised as eligibility officers.

In the subsequent discussion, Greg listed examples of eligibility non-compliance and how Eligibility Officers addressed these issues. The committee further discussed the merits of the Group S compliance philosophy, the transparency of the eligibility process, the importance of Specification Sheets, the administration of Group S eligibility compliance and rectification of Group S non-compliance. In conclusion;

The committee endorsed:

- the Group S compliance philosophy
- the promotion of transparency in the eligibility process/enforcement
- the importance of Specification Sheets
- the method of reporting suspected Group S non-compliance to CAMS Eligibility Officials
- GSRA receipt of Group S non-compliance reports from CAMS Eligibility Officials
- GSRA confidence in the administration of the Group S eligibility by the PBHEC

Moved Terry Lawlor, seconded Paul Newby

Minutes of Meeting of 22 May 2009

Minutes accepted as true record

Moved John Young, seconded Paul Newby

Business Arising from Minutes

Matters deferred to agenda

President's Report – Brian Weston

Email updates dated 27 May and 2 June

See President's Report S_CAR_GO - Issue 3

Membership reconciliation:

- GSRA 2009 membership total 122 (2 ACT, 4 SA, 7 Qld, 33 Vic, 78 NSW)
- Unfinancial members - 2
- Last membership number 159 issued

- Retired GSRA membership numbers – 35 (retired GSRA membership numbers 29, 30, 32, 33, 37, 43, 47, 51, 61, 66, 68, 70, 71, 73, 77, 78, 79, 80, 81, 82, 90, 91, 92, 93, 98, 103, 106, 107, 110, 114, 116, 122, 133, 137 and 143)

President's Report accepted

Moved John Young, seconded Colin Wilson-Brown

Treasurer's Report – Andre Breit by Email

Presentation of Treasurer's statement

Bank balance 9 July 2009 - \$4,611.79

Andre advised that this is his fourth year as Treasurer and the committee should commence seeking a replacement treasurer for 2010

Treasurer's Report accepted

Moved Paul Newby, seconded Colin Wilson-Brown

Proposed Group S Program – 2010 May HSRCA Eastern Creek

Report by sub-committee chaired by the president with Terry Lawlor (Sc), Geoff Williams (Sb) and John Young (Sa) as members.

Draft letter to President HSRCA agreed

Moved Terry Lawlor, seconded John Young

Sec Note - posted 12 July 2009

Debrief – 30/31 May Historic Winton

A GSRA pointscore meet with racing on a combined Sa/Sb/Sc basis
37 Group S cars (10 Sa, 16 Sb and 11Sc), exceeded grid density (36)

Observations:

- The program format at HW continues to cram (too) much into two days
- Excellent Sa entry, mediocre Sc entry list – Sc prefer faster, longer and open race tracks.
- No major problems although sensibly, no handicap race.

Issues:

- How many additional Sa would have entered if Sa had an Sa/Sb only grid
- what level of support for HW can we expect from Sc in future years
- was there enough racing – Group S received 16 racing laps from 18 programmed

Two further comments:

- a second scrutineering bay (near garage 20) greatly eased scrutineering access
- scrutineering officials were unnecessarily combative and adversarial
- the use of pit lane on the long circuit for alternate dummy grids eased congestion

Draft letter to Austin 7 Club agreed

Moved John Young, seconded Terry Lawlor

Sec Note - posted 12 July 2009

Debrief – 20/21 June ARDC Sports Car Festival - Eastern Creek

ARDC advised that GSRA cannot promote this event in competition with HSRCA OPGP meeting of 26/27 June. Six members entered but only 4 attended the amended combined Group S and MX-5 program; those attending received 6 races, 55 laps and good value for money

Letter to ARDC to confirm GSRA support to the 2010 ARDC Sports Car Carnival:

- A dedicated Group S grid under fifth category rules

- Deconfliction with other 'all historic' and FoSC meetings by desirably four weeks, and at least two weeks
- Possible GSRA pointscore depending on other Group S meetings in NSW

Moved John Young, seconded Paul Newby

Sec Note - posted 12 July 2009

Debrief – 27/28 June HSRCA – Oran Park GP

All historic meeting – GSRA pointscore; racing delayed by lack of fire trucks

Sa:

- 9 Sa cars, raced with 8 Lr, 2 Ls, 2 Mr, 2 Ms, 2 K and 4 Na
- two scratch, one handicap, no progressive grids, discussion

Sb/Sc

- 24 cars (12 Sc, 12 Sb) and 2 T
- member concern over inclusion of 'slick shod' T cars

Brian Duffy (HSRCA Group S Registrar) requested to seek two Group S grids at HSRCA Wakefield Park on 19/20 Sept – organised as follows

- Option A – Sa (Na) alone and Sb/Sc combined
- Option B – Sc alone and Sa/Sb (Na) combined

Brian Duffy (HSRCA Group S Registrar) requested to approach HSRCA and to propose the re-instatement of 'seeding' Group S qualifying grids at HSRCA meetings

Update - Group S Programs at 25/26 July FoSC Oran Park GP – Brian Weston

Prognosis as advised by Geoff Pike:

- combined Sb/Sa grid of 28 cars, plus 3 Na, plus maybe one/two odd
- Sc grid of 20 cars – will be augmented by Nb under 1600cc (12 cars on radial tyres)
- GSRA advice to FoSC that Group T must run on radial tyres

Update - Group S Programs in Queensland – Brian Weston via Manuel Pena

Letter to HRCC re clash between HRCC Historic Queensland at Morgan Park and FoSC at Oran Park despatched earlier.

Outcome:

- HRCC Historic Queensland at Morgan Park – a Group S class start with 16 Group S entrants, mainly from Qld plus Fraser, Brittain, Byrne and McNamara
- Discussion – should GSRA seek a Group S grid at the HRCC "no frills" on 26/27 Sep?
- Discussion - should the GSRA support a Group S grid at the Qld State Round on 21/22 August?
- How many southerners (NSW) are expected to attend?
- Manuel Pena to advise GSRA Qld preferences

GSRA Catalina Cup and Goldfields' Cup Update – Phil Baskett via Colin Wilson-Brown

Updated 2009 pointscore spreadsheets on website

Committee agreed vote of thanks to Geoff Williams, Phil Basket and Colin Wilson-Brown

GSRA Promotion and Regalia – Brian Weston

GSRA Decals - purchased

GSRA Caps (\$10) 100 bought 65 sold - 35 left

GSRA Tee Shirts (\$15)	100 bought	37 sold - 63 left
GSRA Polo Shirts (\$25)	40 bought	33 sold - 7 left

Consideration should be given to donating tee shirts to supportive officials at race meetings

S_CAR_GO – Kent Brown

Editions 1, 2 and 3 published; Edition 4 imminent
Committee agreed vote of thanks to Kent Brown

Other Business

Historic Racing Driving Standards

Several drivers in a number of categories subject to disciplinary action following misdemeanours at HSRCA Oran Park GP meeting

Wyong Shire Council, Automotive Racing Precinct

GSRA response to questionnaire despatched 9 July

Webmaster

Report deferred

Epping Club Function for eoy 2009

Need to start planning. Terry Lawlor advised he is a volunteer candidate for the organising sub-committee

Wakefield Park Accommodation

David Withers has made Group S block booking at Trappers Goulburn for both Wakefield Park meetings – members must ask for 'Group S block booking' to access

Bathurst TAFE attendance at HSRCA/FoSC race meetings

David Roberts of the Appendix J Association proposed that the GSRA subsidise the attendance of the Bathurst TAFE at HSRCA/FoSC race meetings. Email despatched advising that GSRA preference was for the subsidy to best be raised by a levy on entry fees by the promoter.

Duty statement for the GSRA Sa Registrar

Committee agreed as follows:

- Advise the GSRA committee on Group Sa issues
- Act as a communications conduit between GSRA Sa owners and the GSRA committee
- Encourage membership of the GSRA by Sa vehicle owners
- Promote Group Sa participation in Group S events
- Encourage prospective Sa enthusiasts to purchase an Sa car
- In association with the president, maintain a listing of GSRA Sa members and their contact details
- Maintain a listing of the whereabouts of Group Sa sports cars that are currently not racing and are in danger of being lost to Group S motor sport

Close

Meeting closed at 8.25 pm – vote of thanks to David Withers and Travelplan

Brian Weston
President

Paul Newby
Secretary