

**GROUP S RACING ASSOCIATION  
NOTICE**

**Eligibility Issues - Group S**

Following the submission of a report from Bruce Richards on eligibility standards and compliance in Group S, the GSRA committee provided the following response and recommendations to the Historic Eligibility Committee:

*Email dated Tuesday, 19 August 2008 4:46 PM  
To Bruce Richards  
From Brian Weston*

Good morning Bruce,

Subsequent to your report on eligibility issues which I tabled at the GSRA committee meeting of Thursday 14 August, the committee of the Group S Racing Association agreed the following:

***Eligibility Education in Group S***

The GSRA will commence a (further) series of educational emails to its 122 GSRA members outlining the need for eligibility compliance within Group S and of the obligations on an entrant/driver, regarding eligibility conformance, when presenting a Group S car at a race meeting.

The education campaign should commence forthwith and be aimed at the newer members of the GSRA some of whom may not be fully familiar with their obligations.

***Eligibility Enforcement in Group S***

The GSRA requests the Historic Commission dedicate some further resources to eligibility inspection and conformance especially noting the continuing increase in numbers of Group S cars participating in NSW, VIC, QLD and SA.

***Publication of Group S Marque "Specification Sheets"***

The GSRA requests the Historic Commission publish the individual Group S marque "specification sheets" used by Eligibility Officers in assessing eligibility of a car.

The committee believed an open transparent approach was best as it would support the education campaign; allow a new entrant to understand the eligibility criteria for each marque better; allow members to resolve eligibility issues between themselves, especially regarding what tyre size a car is entitled to use; and increase confidence that all eligibility officers are working to the same standard.

In drafting these sheets, the GSRA encourages the Commission to included sensible "under skin" part substitutions or configuration alterations in areas that assist reliability and safety. The GSRA would rather see a visually correct marque on the race track up to ten times per year than see material weaknesses or parts unavailability keep a Group S car in a shed. "Under skin"

configuration changes that are sought solely on the grounds of decreasing lap times should not be agreed.

If there are difficulties with publishing the “specification sheets” on a CAMS website, then the GSRA offers to publish the sheets on its website; the GSRA may also be able to offer specialist assistance in determining the detail of some of the sheets.

***Eligibility Status of the BMW 3.0 CSL***

The GSRA requests the Historic Commission revisit the eligibility status of the BMW 3.0 CSL.

The GSRA (after consultation with its Sc members in 2007) assessed the car as an appropriate car for the award of a Group Sc logbook; provided that a satisfactory BMW 3.0 CSL “specification sheet” can be compiled which addresses issues such as the aerodynamic kit, tyre and rim sizes, etc.

The President GSRA is to inform Peter McNamara of this recommendation.

***Conclusion***

The GSRA fully supports the Historic Commission in its endeavours to ensure Group S eligibility compliance and is always available to consult and assist in these matters.

Regards,  
Brian Weston  
President GSRA