



### ***Treasurer's Report – Andre Breit***

Presentation of Treasurer's statement – cash position stands at \$6,827.57

Ratification of expenditure as follows:

- Purchase of 250 GSRA decals - \$275.00
- Write off Epping function re late cancellations - \$300.00
- Payment of 2009 CAMS fee - \$660.00
- Payment of postage costs reimbursement for member renewals to president - \$110.00

Treasurer's Report and expenditures accepted Moved John Young, seconded Paul Newby

### ***Debrief on Social Functions***

Discussion of GSRA end of 2008 Catalina function at Epping Club - outstanding organisation and support – thanks to Andre and Julia Breit, Terry Lawlor and Paul Newby

GSRA drinks and nibbles function at Phillip Island – Cancelled deferred to Winton

### ***Debrief on Group S Program at 24/25 January FoSC Oran Park and Group S Program at 7/8 February HSRCA Wakefield Park***

FoSC Oran Park GSRA (non-pointscore) warm up meet:

- strong Group S support (42) with 33 NSW, 4 Vic, 3 Qld, 1 ACT and 1 SA
- 38 deg Saturday - GSRA non-pointscore warm up meet

HSRCA Wakefield Park GSRA (non-pointscore) warm up meet

- strong Group Sa support but less Sb/Sc support
- 40 deg both days - GSRA non-pointscore warm up meet

Discussion noted the adverse impact of conducting meetings in high summer; assessed that in future there was scope for only one such meeting especially if date for Phillip Island Classic meeting comes forward

### ***Debrief on Group S Program at 13/14/15 VHRR Classic Phillip Island***

Discussion of VHRR Phillip Island Classic:

- approx 85 entries; subsequently reduced on "a first in, best dressed basis" – an Australia Post lottery; there needs to be a more equitable system for Group S
- Appalling weather with many incidents but minimal car-to-car contact
- Unjustified criticism of all Group S on Saturday
- A need to reinforce that Group S cars should be towed by the towhook not the roll cage – requested that Michael Byrne action with VHRR
- President to write thank you letter to VHRR

### ***Upcoming Meeting – 10/11/12 April FoSC Mount Panorama***

Discussion of upcoming GSRA pointscore meeting at Mount Panorama:

- One difficulty is that both Group S and Group N have exceeded their grid densities but not by enough to justify two grids of Group N and two grids of Group S
- GSRA has requested that each discreet Group S capacity class be kept together in any division of Group S to ensure pointscore functionality
- GSRA has requested that to balance last year's experience that Sc only race with other Group S cars, not Group N touring cars

- Possible outcome of three grids: (Nc plus Nb over 2,000), (Sc plus Sb over 2,000), (Na (3), Sa, plus Nb under 2,000 (8), plus Sb under 2,000)

Geoff Williams disagreed with any outcome that separated Sb over 2,000 from Sb. After discussion, he asked that his objection to this possible division be noted

***Upcoming Meeting – 10/11/12 April Mallala***

- A full Group S program with some travellers attending

***Upcoming Meeting – 30/31 May Historic Winton***

- GSRA pointscore meet – details yet to be provided

***Upcoming Meeting – 20/21 June ARDC Sports Car Festival - Eastern Creek***

- Clarify minimum Group S grid numbers required
- Advise ARDC that GSRA cannot promote this event in competition with HSRCA OPGP meeting the week thereafter

***Debrief on possible Group S Programs in Queensland***

- May Historic Warwick cancelled (because of Mt Cootha hillclimb)
- Clash between HRCC Historic Queensland at Morgan Park and FoSC at Oran Park
- Therefore Capricorn Cup program cancelled and GSRA Catalina away pointscore at Morgan Park cancelled
- Substitute meeting subject of discussion with HRCC - Manuel Pena actioning
- AASA Lakeside update from Paul Newby

***Other Meetings – Update***

HSRCA Eastern Creek – 2/3 May

***Group S Tyre Policy Proposal – Brian Weston***

What is current Historic Commission 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).

Tyres classified as dedicated “rain compound” or “rain tyres” cannot be used. It is important to note that the committee agrees that this refers to non-street legal, (soft compound) grooved and blocked slicks (“wets”) such as the Kumho W700.

An interpretation problem has arisen within Group S because 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 by questionnaire 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 inclusion of the Dunlop D93J on the approved tyre list was then decided by the Historic Commission on the basis that they considered it a “dedicated rain” or “wet compound” tyre.

What is the current situation?

When it rains some members use the Dunlop D84J. This is not considered a “wet” but a “road legal tyre which has been optimised for damp/wet conditions”. They are of UK manufacture and the only size generally 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 widely 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. It 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 first issue is why can Porsche and the larger Group S cars have the use the D84J while the smaller and lighter cars cannot use the (cheaper) D93J.

Issue Two - Policy

The second issue is whether “road legal tyres which have been optimised for damp/wet conditions” should be classified 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 probably not be supported by the Porsche fraternity – it might still be used in Group N).

But this 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” and therefore ban it from Group S.

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

Recommendation

The GSRA committee did not agree with the current practice of categorising “road legal tyres which have been optimised for damp/wet conditions” as dedicated “rain compound” or “rain tyres”, which results in them being banned from Group S.

The committee agreed that 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 Group S tyre list.

The committee noted that this recommendation meant that both the D84J and D93J tyres should be included on the Group S approved tyre list.

The President has forwarded this recommendation to the Historic Commission.

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

No issues of note

***GSRA Preferred Race Number Register Issues – Colin Wilson-Brown***

The committee noted the GSRA preferred race numbers policy states that preferred numbers which have not been used for two years should be removed from the registers.

As a first step to revising the NSW and Vic preferred race number registers, the committee agreed that any numbers not used for three years and for which no preservation request had been received should be removed.

***Group S Eligibility Issues – Bruce Richards via Brian Weston***

- Bruce Richards report from Phillip Island covered a range of eligibility issues in Group S (and Group N) that need addressing - GSRA support to Bruce Richards reiterated
- Several GSRA email queries on eligibility issues forwarded to Bruce Richards
- Encouragement to seal engines in Group S

***Edition 1/09 of S\_CAR\_GO – Kent Brown***

- Welcome to new editor Kent Brown
- Edition 1/09 of S\_CAR\_GO imminent - SDPICS photographic support received
- Editorial, President Report, John Young Sa PI report, Phillip Island blog, Tyre report and Eligibility report to be included

***Webmaster Report – Geoff Williams***

- Website update, contact list and gallery update all underway
- Request for Phillip Island video clips
- Vote of thanks to webmaster

***Other Business***

- GSRA caps; 100 bought with 35 already sold at \$10 each
- Brian Weston authorised to purchase up to 6 GSRA banners “at not to exceed \$900”
- Paul Newby to obtain quote for purchase of GSRA tee shirts (Sec note: subsequently authorised to purchase 100 GSRA tee shirts “at not to exceed \$1650; sell at \$15)
- John Young to obtain quote for purchase of GSRA polo shirts (Sec note: subsequently authorised to purchase 40 GSRA polo shirts “at not to exceed \$1000; sell at \$25)
- Request by Terry Lawlor that GSRA driver code of conduct be re-issued by president in next GSRA Update email, including caution about premature re-entry onto circuit
- President to post article on GSRA to CAMS Magazine

***Close***

Meeting close at 9.20 pm – vote of thanks to David Withers and Travelplan

Brian Weston  
President

Paul Newby  
Secretary