

**Minutes - Group S Racing Association Inc  
Committee Meeting  
Thursday 14 January 2010**

**Venue**

Visscher Caravelle meeting room - 31 Penny Place, Arndell Park at 5.00 pm

**Attendees**

*Committee* – Brian Weston (President), John Young (Vice President), Robin Marshall (Treasurer), Terry Lawlor (Committee) and Peter Jackson (Committee - GSRA Victoria Registrar) - *Committee Apologies* – John Lenne (Secretary)

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

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

Telephone/email input provided by Manuel Pena, Phil Baskett, Troy Ryan and Bruce Richards

**Opening**

The President opened the meeting at 5 pm, noted the quorum present and welcomed new committee members Robin Marshall, Peter Jackson and in absentia, John Lenne. The President thanked Peter Jackson for travelling from Victoria.

**Minutes of Committee Meeting of 16 October 2009**

Accepted as true record of the meeting  
Moved Terry Lawlor, seconded Geoff Williams

**Minutes of Extraordinary Committee Meeting of 21 December 2009**

Accepted as true record of the meeting  
Moved Terry Lawlor, seconded Geoff Williams

**Business Arising from Minutes**

Matters deferred to agenda

**President's Report – Brian Weston**

Tabled:

- President Report to AGM of 16 December
- President Report (3 August) published in S\_CAR\_GO Edition 6 of 18 December
- Email updates dated 27 October, 3 November, 13 November and 20 November

Brian Duffy (by email) proposed that a 'Guide to Group S and the Group S Racing Association' be developed and distributed to new members.

Decision – the committee agreed the content of the 'Guide to Group S and the GSRA' and that it be posted on GSRA website.

### ***Membership Reconciliation at 14 January – Brian Weston***

GSRA 2010 membership analysis:

- total members – 131, comprising 3 ACT, 4 SA, 6 Qld, 34 Vic and 84 NSW
- of which 34 will be unfinancial at 31 January 2010
- the latest GSRA member number issued is 171 (Pearson)
- less the GSRA 2010 membership total of 131 means the total number of retired GSRA membership numbers stands at 40

Retired GSRA membership numbers are: 21, 29, 30, 32, 33, 37, 43, 47, 51, 54, 61, 66, 67, 68, 70, 71, 73, 74, 75, 77, 78, 80, 81, 82, 90, 91, 92, 93, 98, 103, 106, 107, 110, 114, 116, 122, 124, 133, 143 and 146

Decision – the committee agreed that in the coming months, President, Treasurer and Secretary would review the administration of the GSRA membership process to make greater use of bank transfers and lessen the administrative load on the committee.

Conclusion – the committee concluded that the support from members was most encouraging but noted that recruitment promotion and recruitment effort needed to be ongoing.

Decision – the committee agreed that Brian Duffy, Colin Wilson-Brown and Terry Lawlor would assist the recruitment of new members from the Sa, Sb and Sc categories respectively (distribution of member application forms, distribution of the GSRA guide, and personal approaches to non-members).

Decision – the committee agreed that once a GSRA membership number had lapsed, it would not be re-issued, but retired. The retired GSRA membership number could only be re-issued to the original GSRA member on rejoining the GSRA.

### ***Treasurer's Report – Robin Marshall***

Treasurer's statement for 2009 AGM reviewed

Cash balance at 31 October 2009 - \$4,678.79

Robin Marshall to continue handover/takeover from Andre Breit and develop a Member Information Statement for presentation to members.

Decision – the committee agreed the reimbursement of expenses of \$50.00 for newsletter photos and \$112.95 for website expenses.

### ***Debrief - 31 Oct/1 Nov FoSC Spring Invitation Wakefield Park – Brian Weston***

After GSRA/FoSC consultation, FoSC amended its Spring Invitation race program by reducing the number of races for 'Group S and Invited Cars' and adding three 'dedicated Group S races'. A conflict with Historic Sandown reduced Group S numbers although given the circumstances, the FoSC program was well supported by members with attendance as follows:

- combined Sa/Sb/Sc grid of 23 cars (7 Sc, 10 Sb, 6 Sa and 1 T)
- 20 NSW and 3 ACT attendees only - due conflict with Historic Sandown

Conclusion – Despite the conflict with Sandown, the Spring Invitation meeting provided a most satisfactory program for GSRA members. (The GSRA has communicated its thanks to FoSC for the revised race program).

### ***Debrief - 7/8 Nov Sandown – Peter Jackson***

Some 400 entries were received for 'The Return of the Thunder' – Historic Sandown.

Despite the V8 Supercars running concurrently at Phillip Island, Sandown was strongly supported by drivers and spectators.

There were 75 Group S entries:

- a full grid of 42 for Group Sc/Sb
- Sa raced with J/K/L

Conclusion – the committee agreed that Sandown was a most satisfactory meeting with fewer Group S incidents and red flags than in 2008.

Action - Peter Jackson to meet with Ian Ross to discuss the format and Group S race program for the 2010 Historic Sandown.

#### ***Debrief - 28/29 Nov HSRCA Eastern Creek – Brian Weston***

The GSRA had understood HSRCA would list two Group S grids for this meeting provided that 60 Group S cars entered. 59 Group S entries were received but the program was changed to one grid for Sc/Sb while Sa raced with J/K/L. After withdrawals and breakages in practice, subsequent attendance was:

- A combined Sb/Sc grid of 37 cars (19 Sc, 18 Sb, 1 T and 1 O Sports)
- With 14 Sa raced with J,K L

Conclusion – the committee agreed the late change to the Group S program by the HSRCA was unsatisfactory and that more effective GSRA/HSRCA liaison was required.

#### ***Reconsideration of GSRA Endorsed Race Meetings for 2010 – Brian Weston***

GSRA Committee noted the following regarding the 2010 GSRA race calendar:

- Date for VHRR AHMF Winton meeting is now 14/15 August.
- HSRCA Eastern Creek meeting format unconfirmed.

Decision – the committee agreed that 2010 VHRR AHMF Winton meeting be retained in the 2010 Goldfields' (home) and Catalina (away) pointscores.

Decision – the committee agreed that 2010 HSRCA Eastern Creek meeting be listed in the 2010 Catalina as 'home tbd'.

2010 race meeting updates:

- Phillip Island – 42 Sc cars and 51 Sb/Sa cars – one Sc grid and one Sb/Sa grid
- Mount Panorama – Group S entries slower than last year – but likely will be sufficient for one combined Sc/Sb/Sa grid

#### ***Status of 1 May HSRCA Eastern Creek Program – Brian Weston***

Situation - GSRA wrote to HSRCA on 10 July 2009 proposing concurrent solo and co-driver 25 lap Group S races. HSRCA does not wish concurrent races and has proposed one Sb/Sa 25 lap race on Saturday and one Sc 25 lap race on Sunday. Whether the Sc race or Sa/Sb race is for 'solo' or 'co-driver' is yet to be determined.

GSRA committee examined the attendance and details of the past five (2005 to 2009) HSRCA 25 lap races.

Conclusion – the committee using the attached Excel spreadsheet concluded:

- Sa entries – numbers trending strongly down - percentage of field trending very strongly down
- Sb entries – numbers roughly halving - but percentage of field only drifting down

- Sc entries – numbers slightly increasing - but percentage of field roughly doubling
- Total S car numbers - trending down
- Fastest lap - slightly quicker
- The number of cars running lap times faster than 1.55.00 is strongly up
- The percentage of cars running lap times faster than 1.55.00 has almost quadrupled – most of these are Sc cars.

Conclusion – after discussion the committee concluded that the Sa/Sb GSRA membership preferred to drive the race solo with the race duration reduced slightly, while support for the co-driver concept now resided in the Sc GSRA membership.

Decision - the committee recommend the following Group S race programs to the HSRCA:

- Sat am – Sa, Sb and Sc qualifying (no Sc co-driver activity)
- Sat pm – one Sa/Sb enduro of 20 laps (no co-driver)
- Sat pm – two Sc sprint GSRA pointscore races of 6 laps.
- Sun am – Sc co-driver warm-up
- Sun am/pm – two Sa/Sb sprint GSRA pointscore races of 6 laps
- Sun pm – one Sc enduro of 25 laps with mandatory co-driver change

Action – President GSRA to communicate basis of GSRA decision to GSRA members and to communicate GSRA recommendation to President HSRCA.

### ***Group S Eligibility Issues***

Telecon report by Chairman HPBEC – advised that HPBEC had rejected “Sc front brakes free” proposal submitted by Peter Lang; further advised that HPBEC was seeking a NSW Group S Eligibility Official (NSW) to takeover from Greg King.

### ***Eligibility Proposal by Peter Lang***

Peter Lang requested the GSRA AGM consider a proposal that front brakes be ‘free’. The Chairman noting the guidance re AGM’s in the GSRA Constitution, referred the proposal to the GSRA committee. Peter Lang concurrently submitted his proposal to the HPBEC. The HPBEC rejected the proposal.

Peter Lang then submitted a new proposal to the GSRA; he wished the GSRA to seek the opinion of members on a proposal that the rules pertaining to brakes on Group Nc cars be applied to Group Sc cars. These rules would allow Sc cars to use ventilated discs and upgraded callipers.

In addressing this proposal the committee noted the guidance provided in the GSRA Constitution:

- Purpose - Clause 4 - The purpose of the association shall be to represent the interests of the owners and drivers of Group S cars in the course of participation in historic sports car motor sport.
- Powers of Committee - Clause 18 (2) – In exercising its powers the committee is to be guided by the will of association members and where appropriate, is to conduct ballots of members to assess sentiment of the membership. Clause 18 (3) – In arriving at a decision, the committee is to be guided by the will of association members and where possible, is to seek outcomes that also accommodate the minority.

Previously the GSRA Committee has declined to recommend changes in Group S eligibility to the HPBEC unless the changes have been of benefit to all GSRA members. In particular, narrowly based proposals, proposals from specific marques and proposals that advance the performance of one marque or category at the expense of another have not been supported. The committee

has been especially circumspect in supporting any proposal which may be seen as a performance enhancing proposal for any specific marque or category. These proposals need to be submitted directly to the HPBEC.

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 discussed the detail of the proposal. The committee was briefed on the nature of the rules pertaining to Group Nc. The committee concluded that the proposal was a substantial deviation from long standing eligibility policy for Group S. The committee concluded that although the proposal was sought as a safety improvement, it was nevertheless performance enhancing for Sc cars; with the degree of performance enhancement varying from marque to marque. The committee concluded that 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. The committee concluded that 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 noted that a similar proposal for Sc Alfa to use ventilated disc brakes had already been rejected by the HPBEC. The committee noted the proposal that front brakes be 'free' had also been rejected by the HPBEC.

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.

The committee reviewed a chart which listed the weights of a range of Group S cars and listed the diameter of their front disc brakes. The theoretical Datsun braking capacity appeared roughly in line with the average.

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 came to Group S because they were able to race a historic sports car of their preference.

Finally, the committee noted that many members would not wish to see the eligibility criteria changed; especially changes that might jeopardise the long standing stability of Group S eligibility criteria which might put at risk the growth, strength and success of Group S. The committee had no doubt that the proposal would be seen as divisive and contentious by many GSRA members.

And given that two related proposals had already been comprehensively rejected by the PBHEC, the GSRA committee saw little justification for conducting a ballot on the proposal.

Decision – the committee acknowledged the effort Peter had put in developing his submission but regrettably agreed that a ballot of members not be conducted.

### ***Member Communication Issues***

Member James Flett had emailed seeking that the AGM be conducted in person. James Flett had expressed the view that member communication was inadequate within the GSRA and that an 'in-person' meeting was warranted. The committee discussed the request and noted the various forms of communication available to members.

Conclusion – the committee concluded that an email AGM was in accordance with the constitution and that an 'in-person' AGM would disenfranchise the majority of GSRA members who would be unable to attend given the regional spread of GSRA membership.

Decision – the committee agreed that the President telephone James Flett to discuss the matter.

### ***S\_CAR\_GO – Kent Brown***

Edition 6 had been published but the editor was receiving little support from photographers. The committee noted that the GSRA may have to purchase photos for future editions. The committee also discussed the adequacy of the current publishing software.

### ***GSRA End of Season NSW Function – Terry Lawlor***

Terry Lawlor provided an update on preparations re the end of 2009 NSW GSRA function. The committee offered some guidance based on the experience of previous years and agreed that invitations be extended to President HSRCA, President FoSC and Greg King (and partners).

### ***GSRA Promotion and Regalia Reconciliation – Brian Weston***

GSRA Caps - 29 left; GSRA Tee Shirts - 57 left; GSRA Polo Shirts - 1 left (S). Peter Jackson sought details about the GSRA logo and discussed further opportunities for GSRA promotion; the committee requested that Peter liaise with Webmaster re access to the logo.

### ***Other Business***

President/Peter Jackson to liaise re the Goldfields' Cup presentation at Phillip Island and the development of suitable trophies.

Decision - as there was no sponsorship, the committee approved \$450 for trophies and \$300 for drinks/nibbles.

The committee discussed race numbers policy, noting that all promoters except Phillip Island and Sandown now accepted three digit race numbers.

Decision - the committee agreed that the President resubmit a revision of an earlier GSRA letter to the VHRR recommending the use of three digit race numbers.

The Webmaster provided a detailed summary of website activity and developments.

The committee noted that Group S 'Specification Sheets' were now available on CAMS website.

### ***Close***

Meeting closed at 8.30 pm – thank you to Terry Lawlor for making Visscher Caravelle available.

Brian Weston  
President