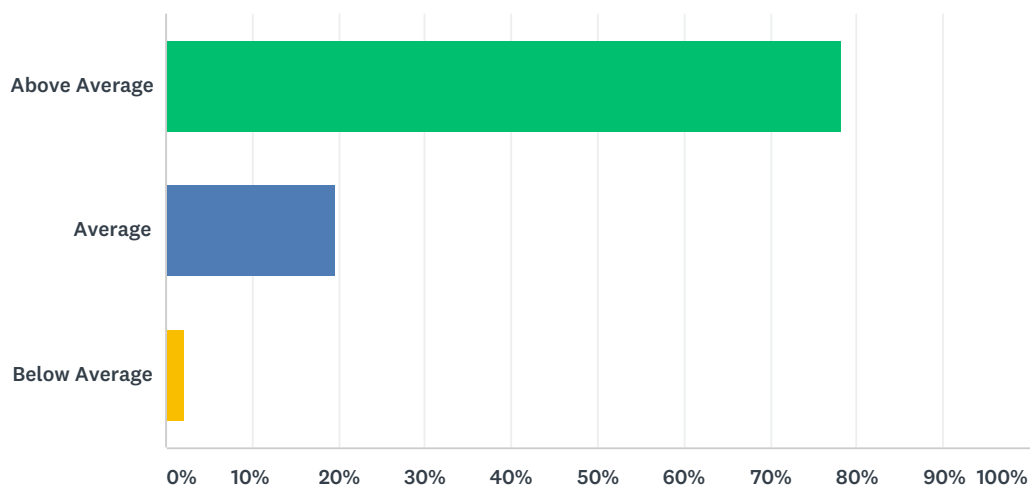


Q1 How would you rate the promoter's organisation of the event?

Answered: 46 Skipped: 0

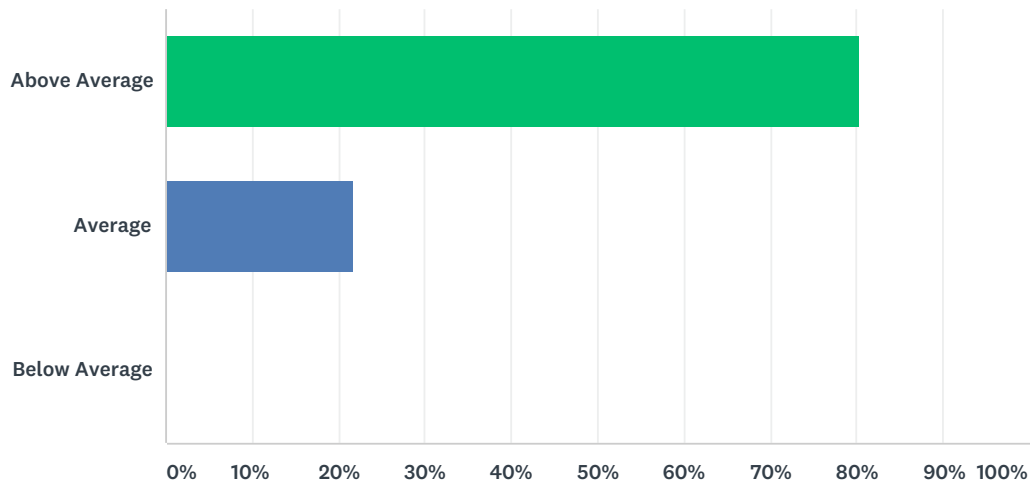


ANSWER CHOICES	RESPONSES	
Above Average	78.26%	36
Average	19.57%	9
Below Average	2.17%	1
Total Respondents: 46		

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Good communication and accurate advice	2/11/2018 10:33 AM
2	Not having a sole practice session was stupid & dangerous	2/10/2018 6:45 PM
3	I wish to say that both the overall organisation and the group s organisation were above average.	2/8/2018 12:32 AM
4	Needless long wait in the dummy grid. Race laps cut short because of others stuff ups. Poor flagging.	2/7/2018 9:16 PM
5	There were some issues on the part of the promoter, (ie. the farce when trying to get the car out of the sand in the first race) but generally speaking, the organisation was better than I expected.	2/7/2018 3:08 PM
6	Given the size and complexity of the event, it ran superbly (apart from the appalling comedy of errors at least partially caused by officials on Friday) and having paperwork/scrutiny delegated to category organisers seemed to work brilliantly.	2/7/2018 2:33 PM
7	Sensational guys! Top notch!	2/7/2018 2:14 PM
8	Recovery of cars from sand traps etc was poor and slow.	2/7/2018 2:03 PM
9	By promoter I assume it is meant Liquid Moly and/or V8 Super cars...if it is meant GSRA then the organisation by Alex/Tom was way Above Average	2/7/2018 12:11 PM
10	Saw lots of things on Facebook and different places , which were also on posted by Group S	2/7/2018 10:19 AM
11	Sick ☐	2/7/2018 9:53 AM
12	marshaling and on track recovery need upgrading	2/7/2018 9:44 AM
13	Promoter being Group S	2/7/2018 9:43 AM
14	They had no problem in taking track time off us. the recovery effort of lans car out of the sand was second class	2/7/2018 9:15 AM
15	The recovery time for the Shelby that brought out the safety car in Race 1 seemed excessive aimed badly on everyones recend	2/7/2018 8:17 AM

Q2 How would you rate the documentation & scrutineering process for this event?

Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
Above Average	80.43%	37
Average	21.74%	10
Below Average	0.00%	0
Total Respondents: 46		

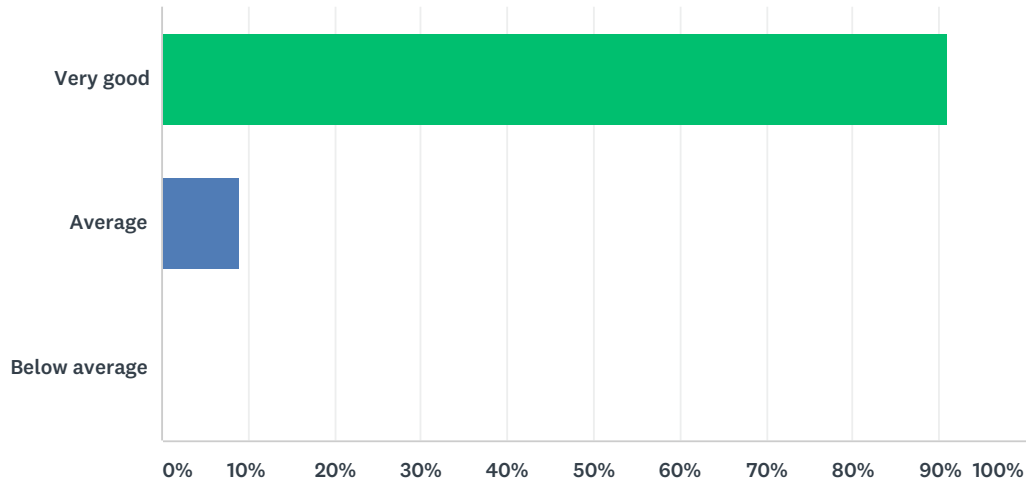
#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Documentation - great. Scrutineering was far more than just a safety check. It was effectively a full audit by a group of 5 but still used up one of the 4 Targetted meetings in my Log Book	2/11/2018 10:33 AM
2	Excellent to have scrutineers come to our garages, very efficient	2/9/2018 7:35 AM
3	Scrutineers told me Eeer did not have to be with our cars then did not scrutinise them because we were not there.	2/8/2018 12:32 AM
4	Informative and very useful. Dedicated check in was great and painless. Very smooth. Appreciate the process.	2/7/2018 9:12 PM
5	The work done by the GSRA Committee made the documentation process easy.	2/7/2018 3:08 PM
6	As above. Fast and easy. Now imagine if Philip Island or Sandown ran like that...	2/7/2018 2:33 PM
7	Ran very smoothly.	2/7/2018 2:14 PM
8	I had a torrid time with scrutineering and whilst on Thursday it was self inflicted drama...old seat belts and brake switch not working onall fixed after frantic running around Bathurst.....however, on Saturday morning, and before Race 2, another bunch of Scrutineers decided to Target Scrutineer me as my log book was at this stage...I was later told I should have requested deferment till when I had time as I was still doing adjustments...e.g. replacing Dorian, resetting in-car camera and re adjusting near new seat belts... the audit turned into WW3 (not anger just anxiety driven stuff) in terms of the scale of requested issues...e.g, removing a passenger seat (not done) etc and I got there in the end but it was not the appropriate time to commence a new round of tension inducing requests that have never been picked up at previous audits....all aok and both groups of scrutineers were very professional in their manner and all issues most amicable but I really could have done with some CAMS/FIA approved Valium on Saturday morning just before Race 2....BUT in mitigation for officials my wife Toni does advise it was an hour or so before my race and apparently they had asked if there was time and she advises I had said no problems...can't recall but no doubt I would have (at the time) but on reflection wished I hadn't...getting too old for such drama.	2/7/2018 12:11 PM

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9	Excellent system with clothing , helmets etc and my car was needing an audit which was conducted in a quick and friendly manner 10 /10	2/7/2018 10:19 AM
10	awesome no fuss very good	2/7/2018 9:44 AM
11	Very good format and a big time saver	2/7/2018 8:17 AM
12	Scrutineers seemed a bit flustered	2/7/2018 7:55 AM
13	Seamless	2/7/2018 7:15 AM

Q3 How did you like the paddock layout?

Answered: 44 Skipped: 2

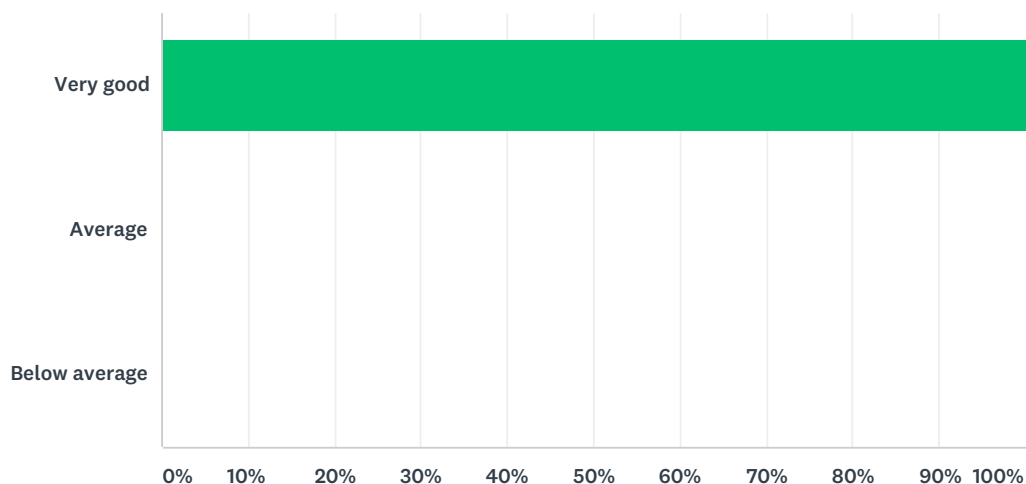


ANSWER CHOICES	RESPONSES
Very good	90.91% 40
Average	9.09% 4
Below average	0.00% 0
Total Respondents: 44	

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	I know a few people were a bit ticked that there were trucks behind their paddock spot. I think everyone would like to park behind their own spot.	2/9/2018 1:30 PM
2	The marquees were well placed and handy to facilities.	2/8/2018 12:32 AM
3	Great to group s together and in makes.	2/7/2018 9:12 PM
4	Was terrific display of our category (I had plenty of interested punters come up for a squiz) and the officials were great at getting us out to the dummy grid. Inevitably congested getting back in but overall having us all together like that was terrific and added to the camaraderie of the event.	2/7/2018 2:33 PM
5	Considering that we want to be invited back , the effort put in by T W and Ryan via the club with name boards , flags and poles , we would have to have impressed more than any other category. The actual area and set up was fantastic . Enough space and ease of entry and exit . The start order signs placed on windscreens were fantastic and helpful . I could go on !!!	2/7/2018 10:19 AM
6	Loved the layout, worked really well being together and having the opportunity to have transporter/trailer directly behind our garage space.behind	2/7/2018 8:47 AM
7	Nice compact grouping of the Group S cars. Made it good for getting to the dummy grid in an timely manner, good for social interaction and good for spectators who could see all the cars grouped together.h	2/7/2018 8:17 AM

Q4 How did you like the use of GRID CARDS to assist drivers and dummy grid marshals?

Answered: 46 Skipped: 0

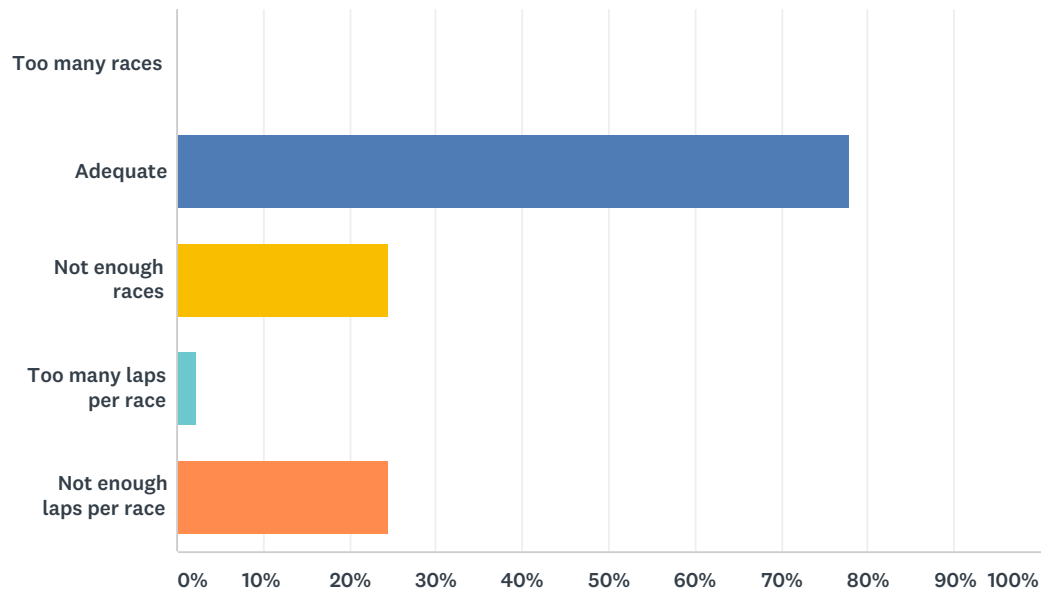


ANSWER CHOICES	RESPONSES	
Very good	100.00%	46
Average	0.00%	0
Below average	0.00%	0
Total Respondents: 46		

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	An excellent idea	2/11/2018 10:33 AM
2	Grid cards were a good idea	2/9/2018 1:30 PM
3	A great idea which could be incorporated to Victorian grids, not just Historics.	2/8/2018 12:32 AM
4	The numbers did not seem to line up with my finishing order.	2/7/2018 9:16 PM
5	Thanks to all the volunteers who handed out the grid cars.	2/7/2018 9:12 PM
6	I think the grid cards were vital as there are no grid positions on the ground in the Dummy Grid area.	2/7/2018 3:08 PM
7	Bloody great idea and would probably be helpful even where (as is usually the case) the dummy grid is numbered.	2/7/2018 2:33 PM
8	Hard to organise unless we are all located in the one pit spot section?	2/7/2018 2:14 PM
9	Enough said	2/7/2018 10:19 AM
10	made group S look very classy	2/7/2018 9:44 AM
11	Although I didn't get to race, I thought it was a good initiative	2/7/2018 8:25 AM
12	Because of the paddock layout it enabled us to arrive at the dummy grid more or less in order and the cards helped the grid marshalls considerably I thought from my observationsj	2/7/2018 8:17 AM
13	These should be in use all thr time.	2/7/2018 8:04 AM
14	Grid numbers on ground on dummy grid only appeared for last race. Without this in, some drivers were placed in wrong position in earlier races and qualifying.	2/7/2018 7:15 AM
15	BRILLIANT AND REALLY NECESSARY	2/7/2018 7:00 AM
16	Might of been a good idea to use them for practice \qual	2/7/2018 6:42 AM

Q5 How would you rate the race format for this event? (note more than one box can be selected for this question)

Answered: 45 Skipped: 1



ANSWER CHOICES	RESPONSES
Too many races	0.00% 0
Adequate	77.78% 35
Not enough races	24.44% 11
Too many laps per race	2.22% 1
Not enough laps per race	24.44% 11
Total Respondents: 45	

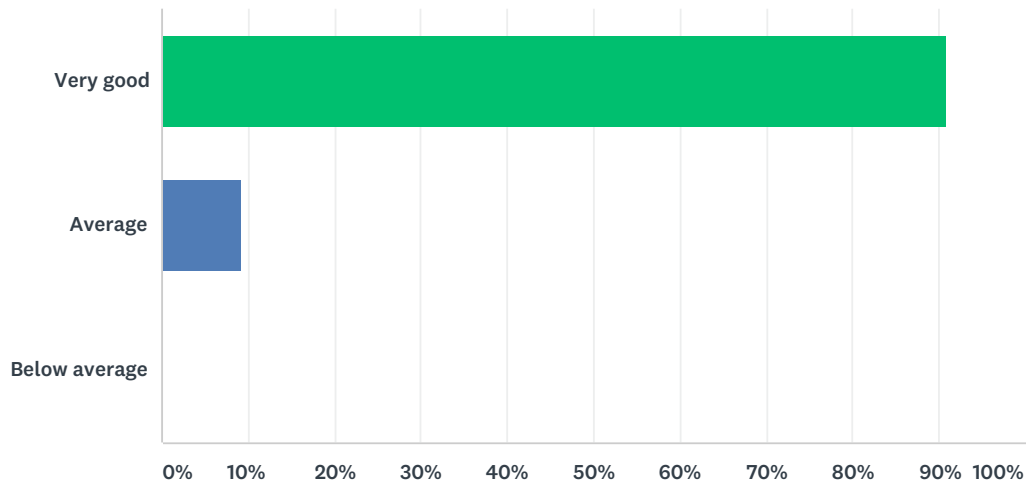
#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Last race shortened by 3 laps. Most laps in race 1 under a Safety Car was a joke.	2/11/2018 10:33 AM
2	For Bathurst really need practice and qualifying, 20 minute races are probably enough, rolling starts should be utilised	2/10/2018 11:08 PM
3	four races x 8 laps would be nice, probably optimistic, but, we need to have 8 laps as per programme	2/10/2018 6:45 PM
4	Everyone always wants more track time. I was a bit worried about having first timers grided up with everyone else as we had a combined practice and quali. Bathurst is a great track but really quite daunting the first time and especially because of the potential speeds it is quite dangerous. I think it would've been better to select experienced Bathurst drivers up the front with previous lap times and put all newcomers down the back. I think the newcomers would've preferred that as well. Apart from the brake problems I had in Practice/quali and hence decided to pull out of that session I spent all weekend trying to get up to where I should be in the pecking order. Previous times at Bathurst for me were 2:51 but I had been grided up position # 50 for practice/quali. That was a bit of a pain.	2/9/2018 1:30 PM
5	Although we didn't actually get 8 laps in any, it's understandable at such a high profile event.	2/9/2018 7:35 AM
6	shortining the last race when others wre not shortened as much was a little dissapointing. The speed of removal of the car from the sand trap demonstrated a lack of resourcers on the Friday.	2/8/2018 3:22 PM

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7	The last race on Sunday was shortened to five laps even though we started exactly on time. I think that the private driver laps were given priority over racing. These laps may bring in good money for the organisers but there were drive days on both Monday and Tuesday. I believe that some drivers were given two and a half hours of track time over the weekend whilst group s had 21 (60 minutes??) laps plus 30 minutes practice/qualifying.	2/8/2018 12:32 AM
8	The officials were to quick to red flag the support races & there was some poor decision making on whether a stopped vehicle was a potential danger & required removal rather than flag control. This was partly addressed on Saturday but Fridays first race being conducted almost entirely under safety car was unacceptable.	2/7/2018 8:07 PM
9	Most races were cut short, promised laps didn't happen	2/7/2018 2:47 PM
10	Loss of laps is inevitable in a time certain event, but the theoretical format of 3x8 lap races is perfect. As it turned out, I think we should have had one less race and devoted Friday to practice in the morning and qualifying in the afternoon. With around half the field never having raced there, expecting people to qualify after two laps behind a "pace" car (no idea what happened to the Safety car but no matter with GM being as sensible and experienced as he is) was just dangerous, as evidenced by the unpredictable lines and weird places for braking during qualifying.	2/7/2018 2:33 PM
11	Well its Bathurst, more the merrier! BUT im just being greedy!	2/7/2018 2:14 PM
12	We definitely needed a practice session separate to qualifying. Too many drivers were unfamiliar with the track	2/7/2018 2:03 PM
13	Not sure of reason why our last Race 3 was cut back in terms of laps.	2/7/2018 12:11 PM
14	Fantastic is not listed as an option . 3 races over the 2 days was brilliant. We won't talk about race 1 , but the other 2 incredible and I don't think I could have driven another lap !!! Joking .	2/7/2018 10:19 AM
15	not enough practice for the new comers. realize the organizers changed things	2/7/2018 9:44 AM
16	not enough track time for first timers at track.	2/7/2018 9:43 AM
17	needed a seperate practice and qualifying	2/7/2018 9:15 AM
18	Would have liked more track time but fully understand the restrictions. Perhaps 4 races and less laps per race would have been better.	2/7/2018 8:47 AM
19	Disappointed that the last race was shortened but otherwise OK for number and length. Maybe one longer race slotted into the mix would be good. Some drivers prefer the short sprint style races while others prefer longer ones.	2/7/2018 8:17 AM
20	Format was good the unfortunate events were "unfortunate"	2/7/2018 7:46 AM
21	I think only Race 2 ran 8 laps, so a bit hard to assess. Initially, I thought 8 laps may be too many for older cars.	2/7/2018 7:15 AM
22	GOOD BALANCE- BUT NEEDED SOME FAMILIARISATION 1ST TIMERS	2/7/2018 7:00 AM
23	A practice session would have been great for us first timers.	2/7/2018 6:43 AM
24	A seperate practice and qual would of been nice	2/7/2018 6:42 AM
25	It's Bathurst. Never enough races.	2/7/2018 6:38 AM

Q6 How did you like the Bathurst t-shirts provided to all drivers?

Answered: 43 Skipped: 3

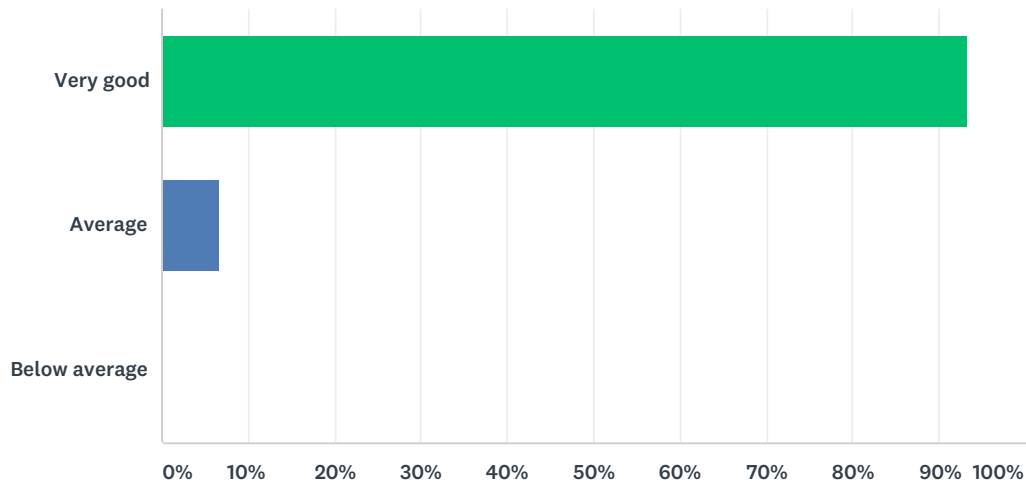


ANSWER CHOICES	RESPONSES
Very good	90.70% 39
Average	9.30% 4
Below average	0.00% 0
Total Respondents: 43	

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Sorry didn't attend presentation so no comment	2/10/2018 11:08 PM
2	should have been handed out at the beginning so we could all wear them , would have made the pits look great all in same t shirt	2/8/2018 11:02 PM
3	A great thought and a great design.	2/8/2018 12:32 AM
4	Happy to pay for polo shirt. But free t-shirt is appreciative.	2/7/2018 9:12 PM
5	Didn't get one	2/7/2018 2:47 PM
6	A great gesture,however the plastic print is not great	2/7/2018 2:03 PM
7	Fantastic once again !!	2/7/2018 10:19 AM
8	loved them	2/7/2018 9:44 AM
9	Excellent t-shirt and a nice memento. Would have been good to have incorporated the circuit layout somehow as per the Bathurst trophies	2/7/2018 8:17 AM
10	DID NOT SEE ONE	2/7/2018 7:00 AM

Q7 How did you like the gifts provided by the sponsors to all drivers?

Answered: 45 Skipped: 1

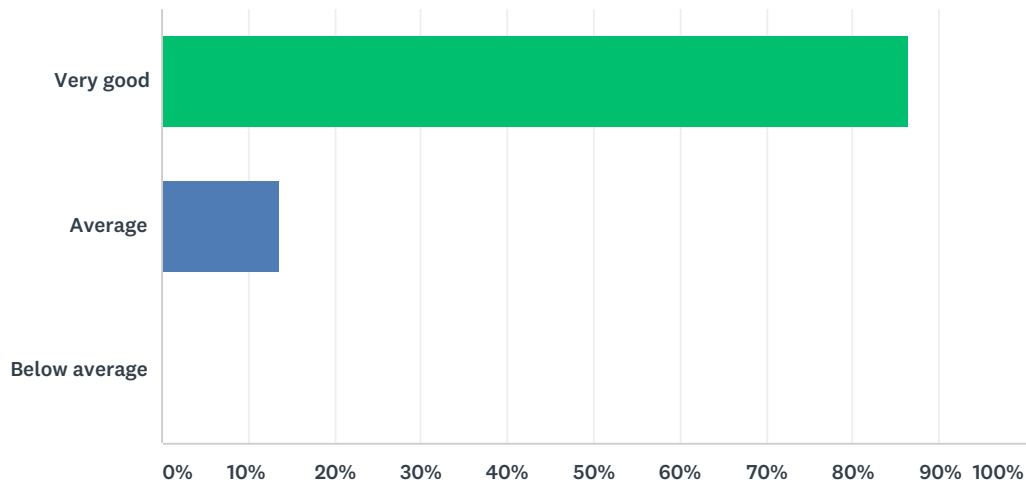


ANSWER CHOICES	RESPONSES
Very good	93.33% 42
Average	6.67% 3
Below average	0.00% 0
Total Respondents: 45	

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	missed out on some of the gear for some reason	2/8/2018 3:22 PM
2	Bonus. More sponsors please.	2/7/2018 9:12 PM
3	We are so lucky that they wanted to be involved !	2/7/2018 10:19 AM
4	Great to have sponsors	2/7/2018 9:43 AM
5	The Bowdens products were excellent samplers from their range. The cap was a good quality cap but we've all got a mountain of baseball caps	2/7/2018 8:17 AM
6	Bowdens Own was particularly generous, I thought.	2/7/2018 7:15 AM

Q8 How did you like the awards presentation/s (including the awards provided)?

Answered: 44 Skipped: 2

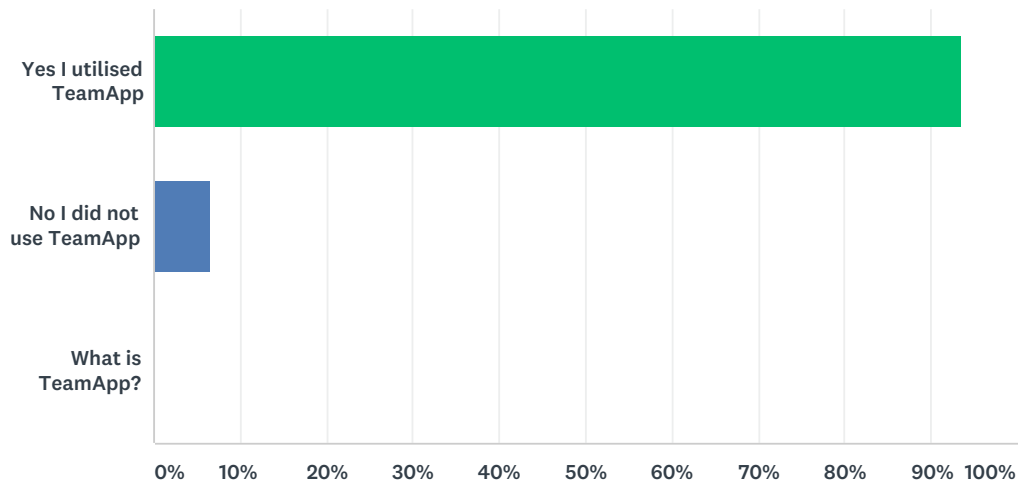


ANSWER CHOICES	RESPONSES	
Very good	86.36%	38
Average	13.64%	6
Below average	0.00%	0
Total Respondents: 44		

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Need more space!	2/11/2018 10:33 AM
2	Sorry didn't attend	2/10/2018 11:08 PM
3	need to provide soft drinks and nibbles	2/8/2018 11:02 PM
4	Nibbles and non-alcoholic drinks should be included	2/7/2018 11:25 AM
5	Fun Fun Fun . Should continue !!!	2/7/2018 10:19 AM
6	unfortunately i missed out :)	2/7/2018 9:44 AM
7	every one wants to be a winner/great to spread them arround	2/7/2018 9:43 AM
8	dont like gift certificates. a trophy showing "Bathurst" would have been better	2/7/2018 9:15 AM
9	The venue was very tight for the number of people and if the weather had been wet it would have been a problem. No nibbles and no water or soft drinks was a little disappointing. The Bathurst trophies were very appropriate for a "special" event and the state championship trophies were excellent.	2/7/2018 8:17 AM
10	Always difficult, but wives are often more appreciative (and this is important!), of something that can be "used",--eg vase, decanter, wine glass set, suitably engraved, of course.	2/7/2018 7:15 AM

Q9 Was TeamApp helpful leading up to and during the event to notify you important information?

Answered: 46 Skipped: 0

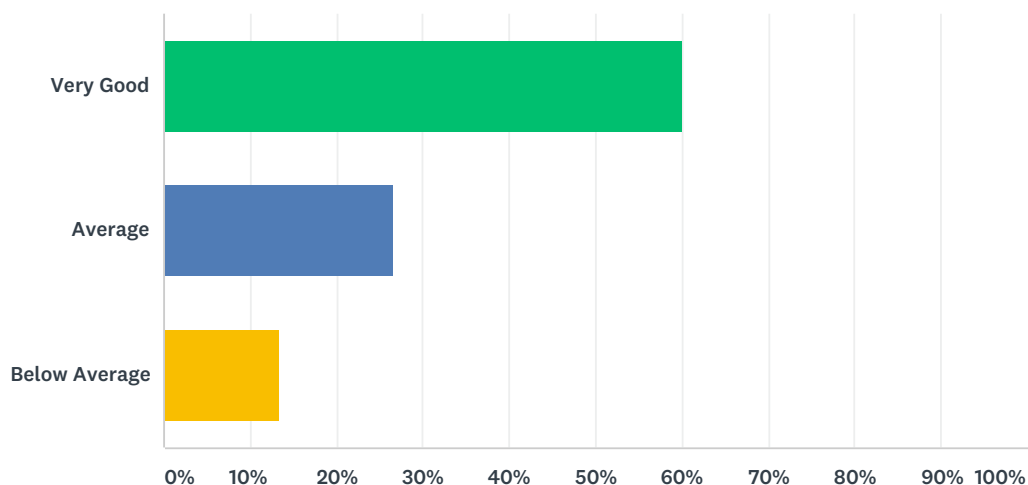


ANSWER CHOICES	RESPONSES	
Yes I utilised TeamApp	93.48%	43
No I did not use TeamApp	6.52%	3
What is TeamApp?	0.00%	0
Total Respondents: 46		

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	best if all are emailed which everone has not all have team app	2/8/2018 11:02 PM
2	Excellent even for a computer illiterate like Ma.	2/8/2018 12:32 AM
3	Dont understand why a team app is needed. Would not emails suffice?	2/7/2018 9:16 PM
4	excellent communication	2/7/2018 9:43 AM
5	I was unable to use Team App on my Windows phone (my issue entirely and Tom was very helpful in trying to address my issue) but we loaded it onto my partner's Android phone and found it very useful in getting vital updates quickly.	2/7/2018 8:17 AM
6	Great initiative for communication	2/7/2018 6:42 AM

Q10 How did you rate the driving standards over the event?

Answered: 45 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very Good	60.00%	27
Average	26.67%	12
Below Average	13.33%	6
TOTAL		45

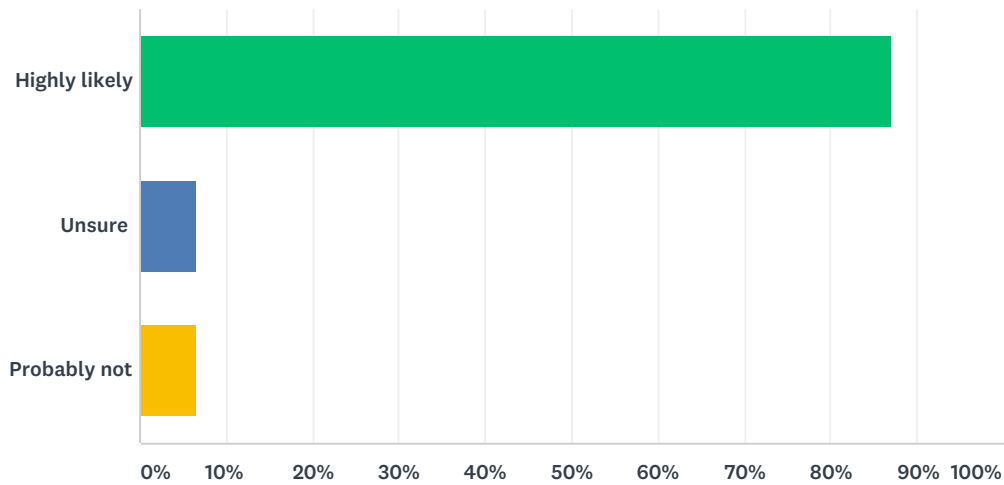
#	OTHER (PLEASE SPECIFY)	DATE
1	Having started at the back of the grid in race 1 I saw the worst of Group S driving standards. Average is in comparison with other Group S events however I believe Group S is now below average overall and other wishing to join our Group are hesitant because we are becoming too like Group N. At bathurst too many who had never raced there before though they could drive like the V8's!	2/11/2018 10:33 AM
2	I did not get any race time so comments based on qualifying and observation. Slower drivers need to be more aware of cars around them.	2/10/2018 11:08 PM
3	A few ruined it for the many.	2/10/2018 7:42 PM
4	Pretty good but of course I was the subject of an incident @ turn 1 in the last race that could've been easily avoided had someone been more realistic about what was happening on the track.	2/9/2018 1:30 PM
5	Generally driving standards were good. Protocol under safety car was biggest issue on Friday. Otherwise racing room was given. Good effort from most.	2/9/2018 7:35 AM
6	need to dicipline the wrong doers	2/8/2018 11:02 PM
7	Unfortunately I had the misfortune to follow some cars whose drivers were not up to standard for Bathurst. The failure of drivers to keep up with the safety car was unacceptable. This is a prerequisite for every race meeting and there ins NO excuse for failing to keep up. This resulted in a whole session being ruined as did the red flag in practice although I don't know the circumstances of this well enough to comment.	2/8/2018 12:32 AM
8	Passed under yellow. Needless contact between Healey and Corvette	2/7/2018 9:16 PM
9	Yellow/red card system for causing SC and red flags by beaching themselves or running into other drivers by being to hot into corners. Poor and bad driving. Usually caused by high power cars with no brakes or handling and big bruised egos	2/7/2018 9:12 PM
10	There were a couple of individuals who did silly things as usual.	2/7/2018 5:06 PM

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11	Generally speaking, very good. There were, however, some drivers in bigger cars that were towards the rear of the pack that were painfully slow across the top of the mountain, and then very fast in the straights. This ruined the race for a lot of the smaller capacity cars that were outgunned in a straight line. Some of the Corvette and Mustang drivers would be better off drag racing where there are no corners.	2/7/2018 3:08 PM
12	The vast bulk of the field was fine. But the bad stuff was REALLY bad, and I had plenty of chances to observe coming through from 53 to 15. And it is just dumb. If you can't or won't read the Regs/briefing notes and LISTEN at drivers briefings, you shouldn't be on a track at all much less the most dangerous track in Australia as per Mark Webber's comments about amateurs at Bathurst. My car overheating and stalling on Friday was caused by someone not following a simple instruction to leave no more than 5 car lengths when following the safety car. Which part of that instruction was ambiguous or unclear? I passed a backmarker on Conrod who moved left, then middle of track, then right, then moved back left on me, forcing me to put two wheels on the grass at 265 km/h. He just grunted and shrugged when approached by me.	2/7/2018 2:33 PM
13	In general i think everyone behaved themselves - after a little mishap in race 1!	2/7/2018 2:14 PM
14	Considering there were many Bathurst 'virgins' the standard was amazing. There were a few normal hotheads who only consider themselves on the track, they tend to be up the front and those behind are just a problem to get past. There was one very fast car that ended up down the back of the grid which was it needed to be but even then it blocked many cars.	2/7/2018 2:03 PM
15	Didn't witness any 'over-driving' but understand it did happen between a Corvette and a black Healey ...re my own panel damage refer below	2/7/2018 12:11 PM
16	Car to car contact inexcusable in historic racing, Safety car procedure (2-5 car lengths) NOT adhered to by some drivers - very frustrating!!!	2/7/2018 11:03 AM
17	Considering where we were and how many were first timers , it was really good . 1 or 2 guys need to either listen at drivers briefings or think before the DIVE IN !!!	2/7/2018 10:19 AM
18	except for race 1, lap 1!	2/7/2018 10:03 AM
19	once people felt more comfortable	2/7/2018 9:44 AM
20	The 130% rule should have been used and some drivers should have been sent home for poor driving. what would happen if an MG was sitting in the middle of the track like what happened in the last lap of the 12 hour?	2/7/2018 9:15 AM
21	Generally good spacial awareness and more restraint than is usual, probably due to lack of run off areas and the proximity of the walls	2/7/2018 8:17 AM
22	Ignoring the blue Overtaking signals during Qualifying.	2/7/2018 8:13 AM
23	A couple of over-driving events causing problems for other drivers was disappointing. This should be very strongly discouraged, to the extent that the offending driver misses the next race on the program, or if repeat offender, is not invited to the next Bathurst event. Race 1 was a non event due to 2 problems,--1) over-driven car in the sand, and 2) , organisers incompetence in extracting said car. The damage done to Colin Goldsmith's car was due to over driving, and apart from the cost of the extensive repair, excluded him from the rest of the meeting and PI. The apology was good but did not fix the the fact that the offending car was over-driven, and, in my opinion, not a "racing incident" as determined by the stewards. Over-driving, or driving beyond the drivers ability is the major problem in Group S, and leads to expensive damage, and I believe should be treated with zero tolerance. We are all mature people and should be able to control our actions in a race car.	2/7/2018 7:15 AM
24	Couple of muppets did some silly things but overall pretty good	2/7/2018 6:42 AM

Q11 Based on your experience this year (and if Group S is invited back), do you intend to compete again at this event next year (2019)?

Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
Highly likely	86.96%	40
Unsure	6.52%	3
Probably not	6.52%	3
TOTAL		46

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	I would love to return to the mountain with group s. However, this year I was a reserve and whilst I acknowledge that reserves are a necessary evil, I was disappointed that there were so many Porsches, alfas and MGs who got a start and of the two Datsuns (one from Melbourne and One from NSW) one was a reserve. Trying not to be selfish, I believe that both Datsuns should have run giving more diversity to the field. I would have this opinion even if I was not one of the Datsun drivers who was a reserve.	2/8/2018 12:32 AM
2	Too expensive. I felt organizers used Group S as cash cow and took away laps.	2/7/2018 9:16 PM
3	Definitely.	2/7/2018 9:12 PM
4	I would love to have another go, but I have done it once now so I am happy. It also chews up a lot of my yearly race budget, but if GSRA get another go I would like to help out in some way.	2/7/2018 3:08 PM
5	Would if could but can't committ at this stage....have done FoSC 3 years 2008/09/10 and this makes 4....new adventures may be NZ tracks???	2/7/2018 12:11 PM
6	Would you like \$1500's deposit this afternoon ?	2/7/2018 10:19 AM
7	It's a lot of cost and effort from Adelaide and the track design easily results in race disruption	2/7/2018 8:31 AM
8	Unfinished business!	2/7/2018 8:25 AM
9	If I continue to race I would love to compete at Bathurst again in 2019	2/7/2018 8:17 AM

Q12 Please provide any other feedback about the event, organisation etc. All comments, good or bad are encouraged. It is the only way we can make our events better.

Answered: 32 Skipped: 14

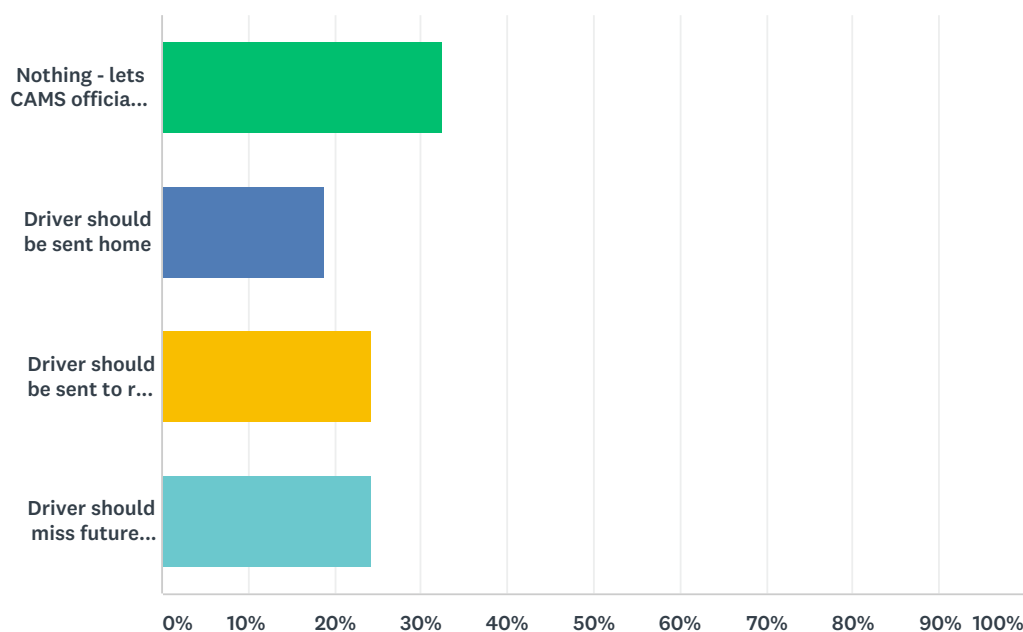
#	RESPONSES	DATE
1	I think any trophies should be "usable" items and not too big in size.	2/11/2018 10:33 AM
2	As a reserve I was aware that I may not get a run when I signed up. As only a combined qualifying and practice which was shortened and race 1 was a non event meant fewer drop outs which is normal for Bathurst so a little disappointing.	2/10/2018 11:08 PM
3	Likes the drivers lounge, need a TV & nibbles. Am prepared to pay more if needed	2/10/2018 6:45 PM
4	Amazing job Alex and Tom. Practice time would be beneficial	2/10/2018 8:08 AM
5	Outstanding event. Real credit to Alex, Tom and the broader committee.	2/9/2018 7:35 AM
6	The resources available to remove the car from the sand trap on Friday was disappointing and cost us a race.	2/8/2018 3:22 PM
7	Alex, Tom and the committee did a fantastic job and deserve much praise for their hard work. Unfortunately, I think more rigorous vetting may be required when drivers are allowed to race at a track like Bathurst. We suffered because drivers who did not follow the basics of racing, like following the C of Cs and Alex's instructions (which they should know without being told). Anyway that is enough from me. I would love to come back and race a full meeting and I again praise the work of Alex Webster in particular.	2/8/2018 12:32 AM
8	Current system worked due to good weather. Sitting in the dummy grid for 30 minutes in the rain in an open car would not have been nice. Q13 I like both the second and forth options. I could only tick one.	2/7/2018 9:16 PM
9	As said penalties for those who ruin the race for all others by overdriving and bullying others. No need for big guys to go under cars in the corners and take out slower cars. And out braking themselves all the time. See it time after time. And some bad sportsmanship I see and hear because they want to win that \$2 trophy so badly. Lots of bullying on the track.	2/7/2018 9:12 PM
10	Transparent info on driver infractions and consistent non political decisions	2/7/2018 7:47 PM
11	I thought the sign boards for the drivers/cars were excellent, but my car was called an "Austin Healey Midget". I don't think there is such a thing! Apart from that, and, in the context of the whole event, that is very minor, and some poor driving standards, I have no issues with any part of the event.	2/7/2018 3:08 PM
12	Very poor value for money, the organisers are just using us to boost their bottom line. We didn't get one full event as promised. (some of it was our fault).	2/7/2018 2:47 PM
13	A strong position needs to be taken on who is accepted if we are going back there. I am certainly not suggesting we just accept the fast guys. You can play happily down the back (or in the middle like me), and there should be a place for you IF you can read, listen and consequently not either ruin everyone's race or worse, put your own and others' lives at risk . Not just an assessment of driving standards but also attitude. If you are coming to win at all costs because you think Ferrari is about to pick you up then go do a modern category. If you can't listen and read and obey instructions, you shouldn't be racing.	2/7/2018 2:33 PM
14	As I mentioned earlier we really needed a proper practice session and this should happen if we get to go back . The committee are to be congratulated for their hard work and excellent management, specifically Tom and Alex who have been brilliant.	2/7/2018 2:03 PM
15	Lack of attrition made it tough for reserves....yes, I realise it was their decision but maybe budget has to be rejigged based on a 55 car and not a 60 car grid....then their paid money is only tapped into on a prorata actual # of races (including qualifying) and if they don't get a run in so many races then there's a partial refund?	2/7/2018 12:11 PM
16	Late braking out of control dives by cars is dangerous, stupid and unacceptable in historic racing.	2/7/2018 11:03 AM
17	Alex Webster for Prime Minister and Tom Walstab for Treasurer !!! Both should be knighted !!!	2/7/2018 10:19 AM

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18	Too many safety cars when issue could be handled by yellows. Safety crews slow to react to remove cars, especially in the Chase sandtrap.	2/7/2018 10:12 AM
19	I think the event was great...great having all together. Great having all makes together too. Maybe next time a compulsory track walk all together on the Thursday...I think that would be awesome, would bring us even closer together. If people can't make it because they haven't arrived or got car issues to fix that's fine but for the rest I think it would be great	2/7/2018 9:53 AM
20	having competed in many overseas events the organisers spend a lot of time "teaching" new drivers about the circuit before they go out we should do this!	2/7/2018 9:44 AM
21	The Reserve list is a bit of a problem.Grid size at a big circuit. is important for a good display .but can be frustrating for people waiting.Track time is so important at Bathurst.Some how there should be more practice even on Thursday drive around some Coporates got more laps than competitors .	2/7/2018 9:43 AM
22	The use of in car to pit radios should be an option at Bathurst	2/7/2018 9:15 AM
23	It's all been said, very well run event.	2/7/2018 8:47 AM
24	Food facilities are second rate compared to Phillip Island	2/7/2018 8:31 AM
25	Not sure about the reserves. My car broke in qualy, huge task to fix, but could have been done. We decided not to as there was no guarantee I would have got a race.	2/7/2018 8:25 AM
26	Great amount of effort and commitment by the GSRA committee in securing us a slot at the 12-hour plus all the peripheral stuff; paddock marquees etc etc. Considerable talk about Group S camaraderie and inclusiveness but I feel that Sa is generally treated as the poor relative with very little acknowledgement. Looking back through Team App race reviews Sa often doesn't even get a mention in complete contrast to Sb, Sc. I know it's the smallest group but we're still part of GSRA.	2/7/2018 8:17 AM
27	For those have done more than 3/4 Group S races per year can enter Bathurst.	2/7/2018 8:13 AM
28	Group S committee provided a fantastic seamless experience to all participants. Comments from spectators "" the most professionally run support category we have seen at Bathurst "	2/7/2018 8:04 AM
29	The best organised race meeting I have attended in over 20 years of Group S racing,,Well Done and thank you all.	2/7/2018 7:46 AM
30	Organisation by Group S committee was exemplary, --well done and thanks again.	2/7/2018 7:15 AM
31	Brilliant- in this case drivers could see some of the huge effort that goes into management of an event like this and surely appreciated it.	2/7/2018 7:00 AM
32	I think slower cars should not make the cut as it is a fast track. Lapping two slower cars racing each other makes a little dangerous.	2/7/2018 6:43 AM

Q13 What action do you believe should be taken for car-to-car contact AND/OR breaches of driving standards/regulations in Group S?

Answered: 37 Skipped: 9



ANSWER CHOICES	RESPONSES	
Nothing - lets CAMS officiate any poor driving standards	32.43%	12
Driver should be sent home	18.92%	7
Driver should be sent to rear of grid	24.32%	9
Driver should miss future meetings based on severity of offense	24.32%	9
TOTAL		37

#	OTHER (PLEASE SPECIFY)	DATE
1	There should be a dedicated DSO at each meeting who should critically watch the races. Any issues should be reported to the DSO by the GSRA Ccommittee to the DSO and the DSO then makes a decision in consultation with the event Stewards as to a penalty. Fines do not work! Penalties should be one of the last three dot points above or miss a race and then go to the rear of the grid.	2/11/2018 10:33 AM
2	Ideally have a DSO with credibility and authority	2/10/2018 11:08 PM
3	depends on offence, a monetary fine, the wealthy just pay. Driver should miss two future meetings, not one, or maybe the big events such as Phillip Island & Bathurst	2/10/2018 6:45 PM
4	All of the above depending on severity and repeat offenders	2/10/2018 8:08 AM
5	Thats a real hard one as every different incident has its own nuances. I'm not privy to what CAMS actually or don't do but I can't see that they interfere much so that avenue doesn't seem to work. Any of the other options might be the go and really has to be administered by the Group-S guys. It's really an inter-group issue I believe. I'll send a more detailed view on the matter directly to Group-S.	2/9/2018 1:30 PM
6	Should we consider a driving standards advisor like some other categories? Maybe not practical, but at least could be a specific committee member to report issues to. I wouldn't want this person to swamped. Only significant/serious issues. Drivers could potentially be sent home for serious/repeated offences	2/9/2018 7:35 AM
7	need a DSO with real power and willingness to act to stamp out poor and unsafe driving	2/8/2018 11:02 PM

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8	Often difficult to determine who was at fault and an assessment by Group S should only be undertaken for repeat offenders say three in one year or three at a single meeting. Also it is often difficult for faster cars when a culture of late blocking or late moving onto the line has built up in the category. has built up in the category	2/8/2018 3:22 PM
9	There provisions in the supp regs for the Clerk of Course and the Stewards to deal with incidents as described above. I feel that a driver who for instance ruins a whole event by not follows clear instructions e.g. Following a maximum of five car lengths behind the car in front should forfeit their right to compete. We should have a driver standards officer, a former respected driver from the group who could recommend punishments to the C of C. Monetary penalties are useless but rear of grid loss of grid positions or being sent home for serious breaches should be available. A driver missing future meetings would be a drastic punishment but could be used in the event of deliberate or severely negligent driving causing car to car damage or injury.	2/8/2018 12:32 AM
10	At present it seems nothing happens. I like the US 13/13 rule. One warning (logged on license) second offence means banning for 13 months then a 13 month probation on return.	2/7/2018 9:16 PM
11	Already mentioned above. It's become a rich man's race. Front runners can afford the contact and come racing again the next week without thinking about it or hurt their wallet. Bad driving should be sent home and card system in place for repeat offenders.	2/7/2018 9:12 PM
12	Within group s we need to talk to drivers who are habitual offenders as was the case at bathurst	2/7/2018 7:47 PM
13	I think Grp S should have a voice re driving standards. It is very individual and dependant on circumstances as to what, if any, sanctions should be imposed. It also depends a bit on the evidence available. eg. single word against word, multiple witnesses, available video and the experience and record of those involved. Not an easy area and bound to make someone unpopular. Only the most obvious incidents should be actioned.	2/7/2018 5:06 PM
14	CAMS, like them or loath them, set the rules and they are the only ones that can adjudicate on those rules. Competitors can point out perceived breaches of the rules to the appointed officials, but I do not believe that competitors or the GSRA committee have the power to take any action against competitors for these perceived breaches. One thing the GSRA could do is look at appointing a Driver Standards Officer, specifically for Group S races. To be effective and have any form of authority, this would have to be done in conjunction with CAMS, but I believe if it was done properly, it would be very constructive,	2/7/2018 3:08 PM
15	Because this was not an Historic race Meeting then normal CAMS rules apply, this makes it very difficult to discipline bad driving from an Historic point of view. However there should be some sort of assessment , from a third party, possibly a driving standards official for Group S .	2/7/2018 2:47 PM
16	All of the above may be appropriate options depending on the circumstances. In most instances, CAMS will be the appropriate body (or whatever the AASA equivalent is) but if we are effectively delegated with the responsibility of running our category at a modern meeting (as here) we must be required to sign an agreement when entering that we submit to the GSRA Committee imposing driver discipline on us, up to and including being sent home. No ifs, buts, maybes, no appeal, total discretion. If you don't like it, don't enter. The Bathurst people need to be told if they want us to run it, the Stewards have to back the Committee up. Happy to flesh out further if you want. I also think maybe a regime of future suspension may be useful but not sure how it would work where GSRA doesn't control who is invited, as per usual historic meeting.	2/7/2018 2:33 PM
17	Issue is that its quite subjective and unless people see what actually happened its hard for group s official to take action.....especially if CAMS wont back up Group S's decisions!	2/7/2018 2:14 PM
18	Although I ticked rear of grid, I think it would be better if CAMS made that ruling not one of our committee. Could we have our own Driver Standards official who liaises with the CAMS people who then make the ruling? r	2/7/2018 2:03 PM
19	I had a dear elderly gentleman put his LHS front fender into my RHS rear corner coming out of the cutting towards Reid and Sulman Park on a RH corner.....Race 1 or 2 ???...he was terribly apologetic and the car needs professional panel beating anyway and so no big deal....but where it is intentional over driving such as with the white Shelby at Sandown in 2016 I would say disinvite them from 'ALL' events and/or tell the promoter that they are not GSRA members/approved based on the spirit of driving required.	2/7/2018 12:11 PM
20	and sent home	2/7/2018 11:03 AM
21	I think it was proven , that even though you (we as a group) want to be seen to be professional and responsible , you should just let CAMS handle it . However , if someone clearly doesn't care and is a repeat offender , refuse their membership of Group S .	2/7/2018 10:19 AM

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22	It is a hard one as every incident is different in varying degrees. Much as I hate to suggest corporal punishment perhaps we should invoke the go home rule if a driver causes an accident through bad or unsportsmanlike driving on at least the first lap. In every class there seems to be serial offenders and from my Group N experience can see they only listen and respond to to be excluded from the rest of the meeting.	2/7/2018 10:03 AM
23	Maybe a fine if it's really stupid and bad...fine gets put into a kitty and spent on Group S somehow	2/7/2018 9:53 AM
24	being tough is the only thing people understand. we will get better results managing our own category than CAMS their track record speaks for itself	2/7/2018 9:44 AM
25	Circumstances must be taken into consideration carefully. Repeat offenders seem to stand out from one meeting to another. They must be made aware that people are watching, bullying on and off track must not be supported by Group S if some drivers wish to drive like v8 supercar heroes they should join that category and let the gentlemen enjoy their Motor Sport..	2/7/2018 9:43 AM
26	Drivers can be spoken to by Group S rep but it is CAMS responsibility for penalties. A warning along the lines of recommending to promoters that they not accept an entry for future meetings, of a recalcitrant driver	2/7/2018 8:54 AM
27	I wouldn't like the committee to be making such decisions, so I would have ticked the CAMS option. But they need to be briefed that our standards need to be different to that of normal racing, ie more stringent.	2/7/2018 8:47 AM
28	Not sure what penalty should be, but leaving it solely up to officials leads to the category going wild, GSRA should be proactive in this area...the difficulty is getting a non driver to do it. An ex GSRA member as a DSO (will probably need a small group so we can cover all meetings)?	2/7/2018 8:25 AM
29	I think that we should be quite clear on what driving standards we expect (and I think we do) but there are a few serial offenders who don't seem to get it. I would certainly like to see CONSISTENT penalties applied for poor or overly aggressive driving but I don't think Group S is equipped to deal with this at the present time. Hearing arguments, reviewing camera footage, making the decisions isn't something we're practically able to do in real time. Without having all the information it isn't possible to make a fair judgement and we don't want to go down that path..	2/7/2018 8:17 AM
30	However, all CAMS penalties should be relayed back to the committee, reviewed as a full year and the members framework further actions that maybe required for the coming year.	2/7/2018 8:04 AM
31	Bathurst is a dangerous track... no place for unskilled or over zealous drivers.	2/7/2018 7:46 AM
32	See above	2/7/2018 7:15 AM
33	HARD TO SAY WITH POSSIBLE GREAT VARIETY OF OFFENCE	2/7/2018 7:00 AM
34	It needs to be looked at on a case by case basis, accidents can and do happen and we're amateurs not professional drivers	2/7/2018 6:42 AM