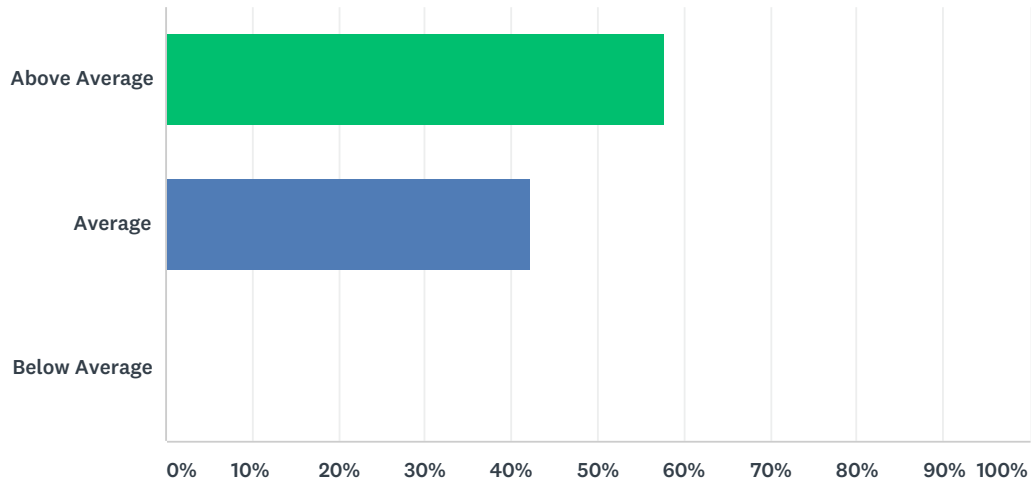


Q1 How would you rate the promoter's (VHRR) organisation of the event?

Answered: 26 Skipped: 0

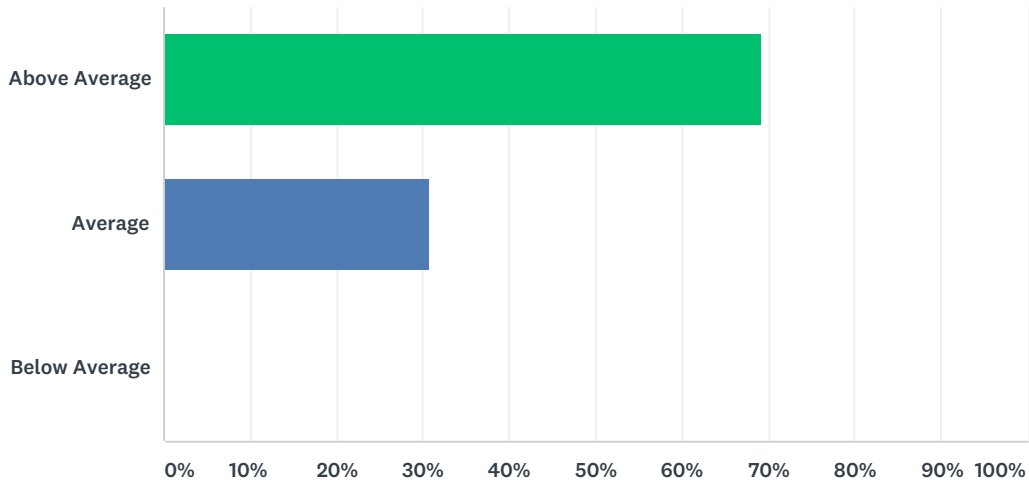


ANSWER CHOICES	RESPONSES
Above Average	57.69% 15
Average	42.31% 11
Below Average	0.00% 0
Total Respondents: 26	

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Good.	8/6/2018 9:37 PM
2	Very well run and hassle free	8/6/2018 7:31 PM
3	Should garage go S together. Form up for last race should have been in pit lane.	8/6/2018 1:08 PM

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

Answered: 26 Skipped: 0

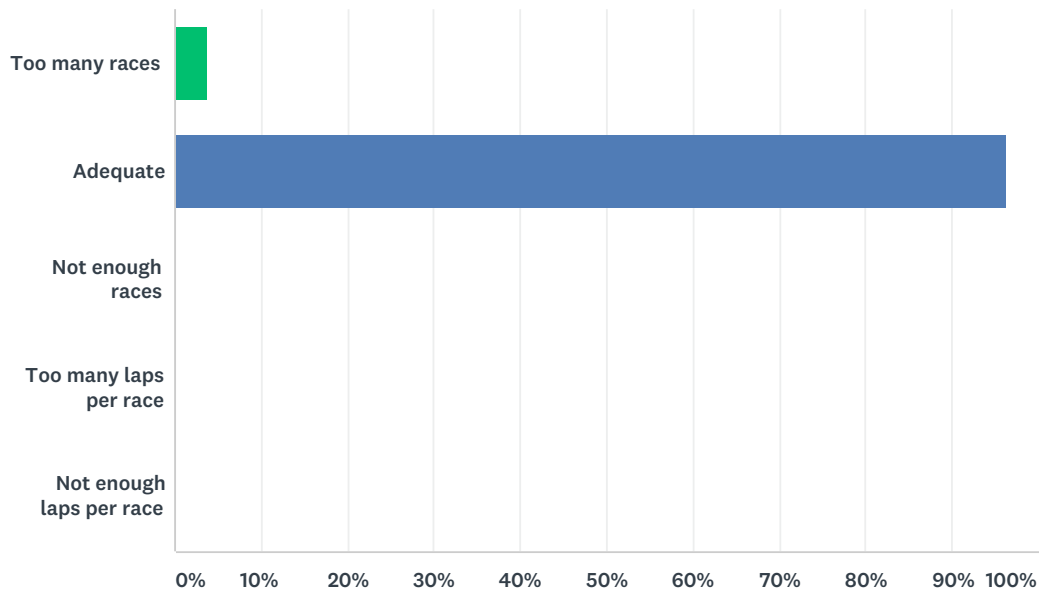


ANSWER CHOICES	RESPONSES
Above Average	69.23% 18
Average	30.77% 8
Below Average	0.00% 0
Total Respondents: 26	

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Great to not have to go through lining up for scrutineering!	8/7/2018 10:42 PM
2	Was good as has vehicle targeted	8/6/2018 9:37 PM
3	Easy as on the Friday, none of the scrutineering hassles we had when outside the CAMS targetted system.	8/6/2018 7:31 PM
4	The scrutineering was farcical. Scrutineers were uncooperative, would not provide audits, were rude to competitors. A scrutineer walked up to me, asked if I was in the next event and when i said yes he stuck an OK sticker on my roll bar.	8/6/2018 6:24 PM
5	Significant improvement on 2017 - thank you.	8/6/2018 3:21 PM
6	Docs should be indoors. Scrute ok.	8/6/2018 1:08 PM

Q3 How would you rate the race format for this event? (note more than one box can be selected for this question)

Answered: 26 Skipped: 0

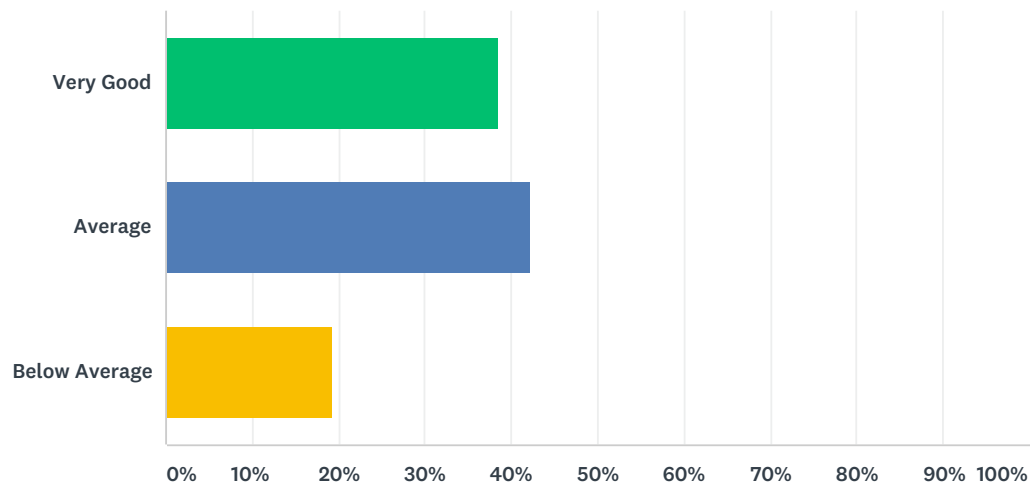


ANSWER CHOICES	RESPONSES	
Too many races	3.85%	1
Adequate	96.15%	25
Not enough races	0.00%	0
Too many laps per race	0.00%	0
Not enough laps per race	0.00%	0
TOTAL		26

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Personally i enjoyed the build up to Sundays main event and revelled in the longer race .	8/9/2018 12:00 AM
2	A good balance	8/7/2018 8:09 PM
3	A good program	8/6/2018 9:51 PM
4	Great event race laps fine	8/6/2018 9:37 PM
5	a perfect mix with the long and shorter races. Tremendous value if cross-enter another category, e.g. Italian Classics. Got around 92 laps including Friday practice!!	8/6/2018 7:31 PM
6	back to back for double entered is poor organization	8/6/2018 5:23 PM
7	Nice spread with 6, 8 and 15 lapper (fantastic)	8/6/2018 5:18 PM
8	Really enjoyed this format.	8/6/2018 3:21 PM
9	I like the 'mini enduro' format at this event. I also like that it is unique to this event (in VIC).	8/6/2018 11:53 AM

Q4 How did you rate the driving standards over the event?

Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES
Very Good	38.46% 10
Average	42.31% 11
Below Average	19.23% 5
TOTAL	26

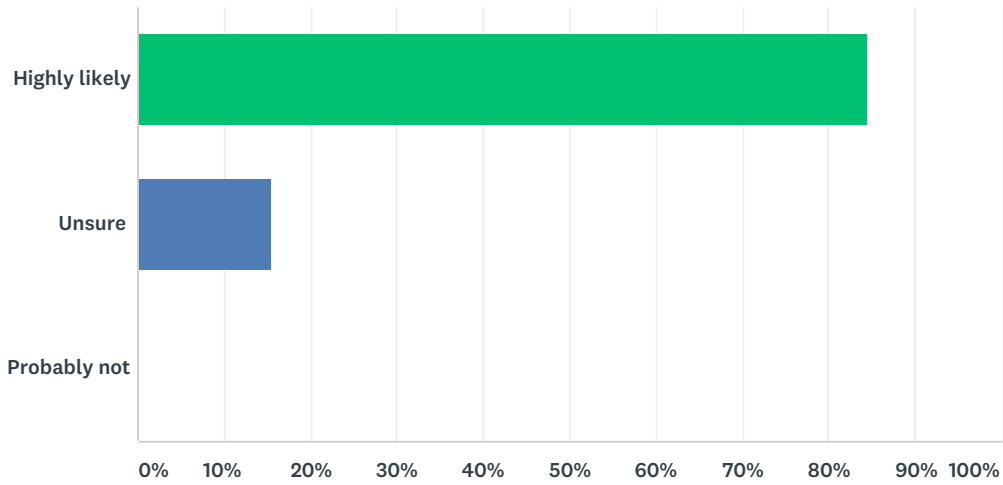
#	OTHER (PLEASE SPECIFY)	DATE
1	Too much car to car contact for historics - drivers need to calm down.	8/13/2018 2:50 PM
2	I was called up for a minor mistermina and the issue was handled by the official in a forthright professional maner. It's was my first effence ever.	8/9/2018 12:00 AM
3	Certain Group S drivers don't respect the others on th me track!	8/7/2018 10:42 PM
4	Except for the damage to Simon Meyer's car and also Peter Axford	8/7/2018 8:09 PM
5	Race 1 Sa/Sc, in particular, very poor driving. Overall, too many cars were damaged over the w/e.	8/6/2018 9:51 PM
6	Should be an ok in the choice	8/6/2018 9:37 PM
7	Cars being lapped need to pay more attention to blue flags	8/6/2018 9:36 PM
8	Far too much car to car contact	8/6/2018 9:26 PM
9	The vast bulk of the field was fine, but we do have a small cohort of chronic over-drivers who are barely under control and who I just back away from. One that spun off in successive races miraculously missed my door by millimetres when re-entering from the dirt out of control. Some sort of reminder that this is Historics, we do it for fun in often increasingly valuable machinery paid for out of our own pockets is required. Close, hard racing is fine but win at all costs to proximate cars and fellow drivers is not.	8/6/2018 7:31 PM
10	... why are we still rubbing panels ?? Dont wait until we injure more than a car.	8/6/2018 7:27 PM
11	A lot of people with "large" cars have problems with accepting that "small" cars may be quicker. A fact of life in Group S. Also, dangerous re-entry to the track is a serious concern with the "small"cars being the main offenders. Need to lobby organisers to take more seriously before someone is badly hurt.	8/6/2018 6:24 PM
12	Given the very close racing midfield I felt that the standard was quite high.	8/6/2018 5:18 PM
13	Some incidents, however as I didn't witness any I can't comment. Hard and close racing witnessed by me.	8/6/2018 3:21 PM
14	More contact than normal for gp s.	8/6/2018 1:08 PM

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15	I did see one incident in particular that was unacceptable, but unfortunately this is 'average' for Group S, it is not acceptable, but average (the mean). Maybe semantics, but suggest instead of 'Average' and 'Below Average' the question should be 'Acceptable' & 'Unacceptable' or similar....sorry to be a pedant!	8/6/2018 11:53 AM
16	too many avoidable car contact, some drivers don't seem to care for fellow competitor car	8/6/2018 11:40 AM

Q5 Based on your experience this year, do you intend to compete again at this event next year (2019)?

Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES
Highly likely	84.62% 22
Unsure	15.38% 4
Probably not	0.00% 0
TOTAL	26

#	FEEL FREE TO PROVIDE FURTHER COMMENTS BELOW (OPTIONAL)	DATE
1	Weather is likely to be dodgy but as a VHRR member for over 20 years I try to support my club's events.	8/6/2018 7:31 PM
2	Provided Group S is not over/under 2000cc.	8/6/2018 6:24 PM

Q6 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: 17 Skipped: 9

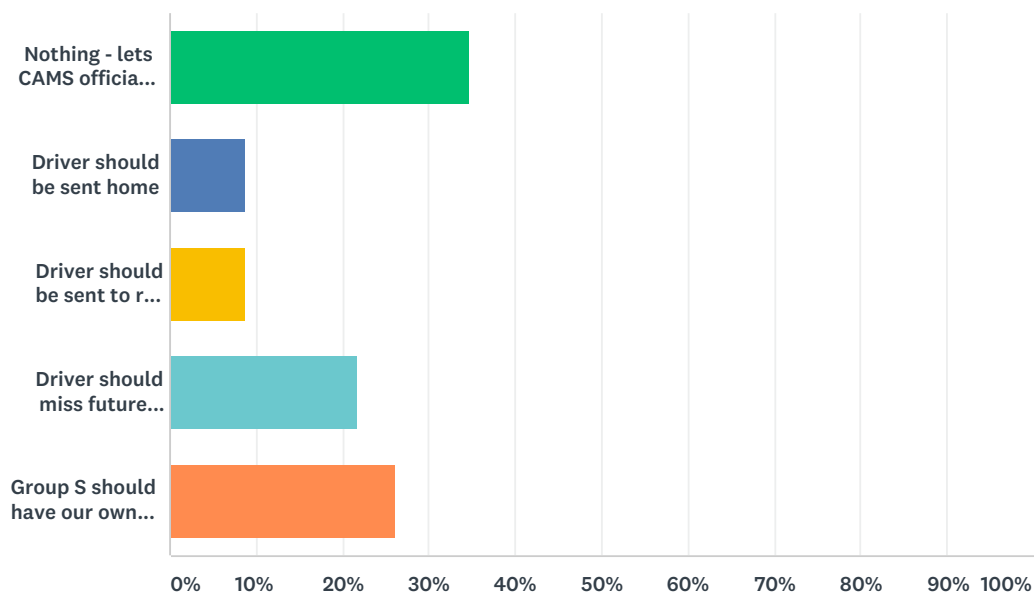
#	RESPONSES	DATE
1	Unfortunately average does not sound too good but due to the high general standard of events, average is a good result in my opinion.	8/19/2018 11:33 AM
2	Relocate the scrutineering bays and increase dummy paddock area to reduce congestion. While I understand the promoters want to use the top dummy grid so spectators get a better look at the cars it's currently too small.	8/13/2018 2:50 PM
3	Maybe the dummy grid should be down in pit lane for the 15 lapper in future	8/9/2018 9:02 AM
4	As i am on the FOS race committee i will reserve comment at this stage.	8/9/2018 12:00 AM
5	Scrutineering at Winton is now much less painful than it used to be. A big improvement.	8/6/2018 9:51 PM
6	Appeared to be short on officials as pre grid there was no assistance to reverse in. Always difficult with helmet and Hans on.	8/6/2018 9:37 PM
7	There needs to be an award for driver of the meeting....people bust they're arse driving and get zero reward unless they finish in the top three. Would be nice for a driver to receive something if they were a standout but finished outside the top three...and even have a driver of the year based off of every rounds performance	8/6/2018 9:36 PM
8	Great value if you could cross-enter two categories for only an extra \$50.00. The only issue was the gridding for the Group S combined feature race. It was a schemozzle. If it is impossible for the officials to pre-grid everyone outside what the dummy grid will take, I suggest maybe we need to give out numbers like we did at Bathurst and then drivers need to go their correct spot on the grid!! Secondly, I suggest Team App be used to advise of grid positions. No-one seemed to know until we arrived like Brown's cows at a dummy grid that only takes 25 cars out of a field of nearly 40 where they were gridded. I only found out by wandering down to the media room and asking if they had a grid sheet...yes they did, but who would know?? I told my neighbours and who I ran into, but surely we can organise ourselves better than that. Finally, setting the grid based on qualifying when weather conditions for qualy makes that unrepresentative of cars' relative pace in the dry is asking for trouble. Now I quite like coming through from the back and I passed 19 cars, but starting 28th and finishing 11th tells you the grid was wrong. I was almost 20 seconds a lap quicker in the dry races than I was caught out on dry tyres on a greasy track in qualy. This should only be an issue if there is a wet/dry contrast (either way) between qualy and the race. Using average times in the comparable short races in the dry would have led to a more representative (and safer) outcome.	8/6/2018 7:31 PM
9	Pre-grid for 24 cars or more should be in pit-lane. The pregrid for the feature race was a shambles ... more than a quarter of cars started out of position.	8/6/2018 7:27 PM
10	Noticed time penalties to some cars (not me), which seems peculiar to FOS meetings. If imposed, there should be a clear communication to the competitor saying why.	8/6/2018 6:24 PM
11	Grid up officials could be a little more organised and clearer in instruction.	8/6/2018 5:58 PM
12	Would not have continued entering this event if they had not recognised CAMS Scrutineering Audit system. Previous experiences were intolerable.	8/6/2018 5:18 PM
13	Re. Below, I think that it is too difficult to tick any other box as the extent of the issue Must be taken into account in each case.	8/6/2018 4:37 PM
14	Club meeting Saturday is excellent to meet other members.	8/6/2018 3:21 PM
15	For the big group S race we should have been gridded up in pit lane Grid sheets should have also been handed out before big race	8/6/2018 2:03 PM
16	Not feedback as such, but just wanted to put in apologies for absence after the 15 lap race as we still had the Italian race to compete in and needed to prep the cars. Would have been there otherwise. Interested to hear how the 'teams points' turned out!	8/6/2018 11:53 AM

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17	Dummy grid was hopeless in the combined race, at the mid to lower end of the grid it's 1st come 1st serve rather than qualifying position. Dummy grid people didn't really help people backing their car into their slot either	8/6/2018 11:40 AM
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Q7 What action do you believe should be taken for car-to-car contact AND/OR breaches of driving standards/regulations in Group S?

Answered: 23 Skipped: 3



ANSWER CHOICES	RESPONSES	
Nothing - lets CAMS officiate any poor driving standards	34.78%	8
Driver should be sent home	8.70%	2
Driver should be sent to rear of grid	8.70%	2
Driver should miss future meetings based on severity of offense	21.74%	5
Group S should have our own Driving Standards Officer	26.09%	6
TOTAL		23

#	OTHER (PLEASE SPECIFY)	DATE
1	Note Driver standard and Contact are two very seperate issues and the consequences should be addressed accordingly.	8/9/2018 12:00 AM
2	There needs to be some penalty for car to car contact. There needs to be a definition between racing incident and over driving. Hard to get Someone from within Group S to make these judgements as it could be seen as being bias!	8/7/2018 10:42 PM
3	And for the Meyer's damage sent home as well	8/7/2018 8:09 PM
4	sounds like there already is a "driving standards officer" which I do support	8/7/2018 9:27 AM
5	Discuss with stewards to take a harder line than at present over any car to car contact. Get them to send home any competitors that are deemed to be clearly at fault as well as endorsing licences.	8/6/2018 9:26 PM
6	All of the above have flaws ...	8/6/2018 7:27 PM
7	These actions can only be carried out by the C of C, stewards, etc. They don't seem to care too much, so what if the Group S policy was that if (say) three competitors raised a concern about an incident/ driver behaviour, then Group S president or his representative goes to C of C and requests action be taken. Obviously this policy would need to be communicated to competitors and organisers prior to the event	8/6/2018 6:24 PM
8	CAMS officials have a wider experience of many categories.	8/6/2018 4:37 PM
9	Either let CAMS deal with it, or club's own driving standards officer with clear guidelines and penalties if the club wishes to take this task on.	8/6/2018 3:21 PM

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10	It depends on the severity. Reentering track dangerously and causing a collision, for example, should result in exclusion from the event. Any major infringements or known dangerous driving should result in warnings or probation, which could be administered by a driver standards officer.	8/6/2018 12:05 PM
11	IF (big IF) CAMS have a DSO that is going to be active and officiate appropriately, we should rely on that. If not, we should engage our own DSO. Sent home, rear of grid, miss future meetings, all should be based on severity of breach.	8/6/2018 11:53 AM
12	Any kind of our association disciplinary action is better than current, CAMS standard is too low, grid penalties etc... not enough deterrence.	8/6/2018 11:40 AM
