



Group S Racing Association Inc.

www.groups racing.org.au

President - Brian Weston, 60 Empire Circuit, Forrest ACT 2603

Noel Wilcox
Secretary of the Meeting
Historic Winton 2009
Austin 7 Club
PO Box 462
Moorabbin, VIC 3189

10th July 2009

Dear Noel,

The Group S Racing Association was pleased to be involved with the 30/31 May Historic Winton. The meeting was listed as a 'home' event in the 2009 Goldfields' Cup and an 'away' event in the 2009 Catalina Cup.

The GSRA committee has debriefed the meeting after soliciting our members' views. Despite the impact of the economic downturn Group S mustered a solid turnout of 10 Sa, 16 Sb and 11 Sc cars. All three Group S races were successfully pointscored, race incidents were kept to a minimum and there were no Group S red flags, a most pleasing outcome.

Given that Group S raced Sa/Sb/Sc combined, there is debate both within and outside the GSRA as to whether this is an impediment to a larger Group S entry list. Certainly too many combined Sa/Sb/Sc races act as a disincentive to Group Sa and the GSRA is always keen to promote events which feature either Sa alone or Sa/Sb racing combined.

The GSRA ideal Group S mix for Historic Winton is similar to that used for Group N, namely two grids which can be structured in either of two ways.

- Run Sc alone (say 18-22 cars) and Sa/Sb combined (26-34 cars).
- Alternatively, run one Sa and one Sc grid but augment Sa with small capacity Sb and augment Sc with large capacity Sb, giving around 24/28 cars in each grid.

GSRA experience suggests such a program would be strongly supported by Group S entrants but it would involve some restructure of the Historic Winton program. As part of the restructure, the GSRA would also accept inviting the small number of Na historic touring cars into the Sa or Sb/Sa field. These few Na cars have a history of fitting into Sa fields without difficulty; they also race on compatible tyres.

Certainly it would seem that some restructure of Historic Winton is needed as GSRA member feedback noted that Historic Winton has too many events with little allowance for the inevitable contingencies that arise in race meetings.

Members noted that in comparison to a 'normal' Group S weekend, Historic Winton provides relatively few racing laps. This year Group S was programmed for 18 laps and raced only 16 laps for some 20 minutes racing time. This is not a strong incentive for members to travel long distances and commit to the attendant expenses.

The GSRA notes that some restructuring has recently taken place in the organisation of the Phillip Island Classic which has improved 'the dollar per racing lap' and 'dollar per racing minute' propositions. The outcome was that although Group S racing at the 2009 PI Classic was reduced from 4 to 3 races, the number of Group S racing laps was increased from 18 to 22, providing a better value for money proposition. The GSRA worked with the VHRR in achieving this improved outcome.

The GSRA would be pleased to work with the Austin 7 Club to develop a more attractive package for Group S in 2010.

Some further comments are:

- As the Group S entry list exceeded 50% track density, converting the Group S handicap race to a scratch race was a good decision.
- The second scrutineering bay on the long circuit greatly decreased the congestion at scrutineering.
- Use of the long circuit pit lane for a second dummy grid was effective in reducing traffic congestion.
- Use of the GSRA preferred race numbers register (Victoria) ensured that few Group S competitors were inconvenienced by the need to change their GSRA registered race number.
- The Group S/N drivers' briefing was concise and included a prudent reminder for Group S drivers to give each other racing room.
- Many members noted that some scrutineering officials exhibited an inexplicable adversarial attitude to competitors which was not consistent with GSRA experience at historic racing meetings. These officials were at variance to the attitude of the remaining officials and volunteers at the meeting who were outstanding and for which we are grateful.

The GSRA remains a strong supporter of Historic Winton and trusts that these comments can enhance the Group S experience at future meetings.

Yours faithfully,

Brian Weston
President
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