**Group 2 Drive Committee Summary and Overview 2024**

(rev 11/25/24a)

As Group 2 Representative I have reviewed 2024 Driver Committee Report. 2024 is the worse year for incidents in Group 2 in the 11 years of being a representative, which is disappointing. I have specifically analyzed Group 2 incidents and have the following concerns and observations:

Overall:

* Group 2 is 29% of incidents of all race groups (5 plus groups or more during each race weekend) who were in incidents resulting in contact with other cars or track obstacles. Sprite and Midgets represent 89% of Group 2 incident (we are the problem!). We do represent 50% of the grid in some events, but these numbers are still larger than what they should be!
  + Gingerman = 50%
  + Blackhawk Farms = 38% (up to 51 cars in session)
  + Grattan = 20%
  + Road America = 10% (up to 70 cars in session)
  + Ozarks = 33%
* In all the following observations below involving 2 cars it is the responsibility of both drivers to be observant and avoid an accident by either backing off and or yielding to other car. These are my observations and opinions. The SMRS Most Respected Driver Award applies to all these conditions and is listed below.

Observations:

* Driver too close to other car resulting in too short of a reaction time to avoid incident.
  + 4 incidents resulting in collisions
  + Corrective action – provide more room and awareness of being alert to possible quick response for things not going as planned.
* Driver lost control by overdriving and going off track only involving them (I personally don’t feel as concerned with these situations since there was no contact with other cars and did not impact others, other than body & mechanical repair to driver’s car)
  + 4 incidents resulting in collisions
  + Corrective action - Less aggressive driving and awareness of limit
* Driver lost control by overdriving and or spinning involving other cars
  + 2 incidents resulting in collisions
  + Corrective action - Lead driver causing accident needs to reduce aggressiveness and know limit. Second driver needs to anticipate potential condition and be prepared to avoid spinning car.
* Driver lost control by mechanical issues resulting in spin and involving other cars
  + 1 incident resulting in collisions
  + Corrective action- Lead driver causing accident needs to check for car reliability as much as is possible. Second driver needs to anticipate potential condition and be prepared to avoid spinning car.

***Jim Donato Most Respected Driver*** (started in 2016 in honor of Jim’s contribution and example of a great respected driver)

Criteria: A driver that exemplifies the meaning of a Vintage Sports Car Most Respected Driver includes:

**Predictable** (Stays on racing line and points racers by when being passed or when passing. Makes sure that over taking driver knows they are about to be passed and allows room and good judgement),

**Confident & Observant** (Uses mirrors and is aware of others racing nearby)

**Respectful** (Confirms that their race car is mechanically sound and will not cause others to be injured from improper maintenance. Can sit down with other competitors and enjoy their company after any session)

**Objective** (open to other’s comments) Drives Defensively (adjusts for conditions safely regardless of other driver’s interaction).

I would ask everyone in Group 2 to consider your driving as it relates to the above conditions and improve this situation, so we can all enjoy Safe Competitive Racing.

**VSCDA Group 2 Representative**

*Stan Mason*