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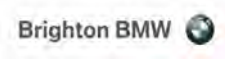
News and information

July 2017 6



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2017 VFT Induction Team



Karen Legg



Zoe Franks



Harold Dreher

Disclaimer: Readers are reminded that opinions expressed in the Victorian Flagmarshalling Team News are not necessarily those of the Editor, VFT or its officers. Articles are published in good faith and no responsibility will be accepted. Readers are also reminded that certain parts of the magazine are protected by copyright.

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Robert Farrell
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Alan Krahe
Terry O'Callaghan
Damian Petrie
Kevin Redman
Eric Rigg
Gloria Shallcross
Mike Shallcross
Barry Petersen [dec]
Neil Thompson [dec]

New Member

Welcome to this month's new member:
Lily Riley

Contents

2	2017 COMMITTEE
3	CONTENTS
3	REMINDER – GENERAL MEETING
4	A WORD OR TWO
5	FLAG ONE REPORTING
6	CAMS REPORT
7	RESPONSES FROM EUGENE AROCCA
10	DID YOU KNOW?
11	VICE PRES SOCIAL MEDIA & PROMOTION
13	THANK YOU
13	FROM THE EDITOR
14	GRADE 4/5 REPORT
14	WHERE DID 'POTHOLE' ORIGINATE?
15	TRAINING MATTERS
18	10 DAYS OUT
19	PRESENTATIONS
20	TLA'S
21	NOBODY IS MORE YOUER THAN YOU
22	MERCHANDISE
22	WANT TO CONTRIBUTE TO THE MAG??
23	IN ACTION (OR INACTION) PHOTOS
26	DICTIONARY OF MOTOR VEHICLE MADNESS
27	VFT GENERAL MEETING MINUTES
31	CALENDAR

*This month's cover picture shows the VFT
at Phillip Island Shannons Nationals in
April 2017*

Reminder – General Meeting – Thursday 3 August 2017

Don't forget to come along to the next general meeting and support the club – details as follows:

- *MG Car Club rooms
Unit 53 & 54
Eastern Business Centre
41-49 Norcal Road
Nunawading*
- *Time: 8:00pm*

Roger Chirnside, President



A Word or Two

The Editor and I recently returned from two weeks in Darwin, during which I officiated as a Sector Marshal at the Hidden Valley Round of the V8 Supercars series. This event is quite different from other rounds inasmuch as firstly, it never rains, and secondly the high turnover of officials. This changing situation presents its own challenges meaning that the Sector Marshal is in effect track marshal, flagmarshal, as well as trainer. This really brings home the term Sector Marshal, because you really are Manager of your Sector. One of the most satisfying aspects from the trackside point of view is working with this ever changing group of officials and moulding them into a cohesive group, capable of working together to successfully deal with whatever situation may arise. This harmonious outcome may not always be attainable, but I believe it is the task of any Sector Marshal to endeavour to extract the very best performance from every marshal on their post.



August: eighth month of the year; last month of winter in our part of the world; named after Augustus, first Emperor of Rome. Here endeth the history lesson, but wait – there's more! The first of August is the date by which every volunteer must be in possession of a valid Working With Children card, or an approved exemption, in order, in our case, to officiate at a race meeting. Recently there have been some purile comments voiced regarding this 'government initiative as being another revenue raising exercise' or words to that effect. I find this point of view totally unacceptable. Aren't any measures designed to help protect the most vulnerable in our community worthy of our most diligent compliance?

Later this month my wife and I are driving to Airlie Beach for a bit more sunshine. This trip will not be a straight drive northwards but a zigzag voyage of rediscovery. It is our intention to find as many old race circuits (or what is left of them) as possible. With the aid of a very good book, which lists every track and its location in Australia, we hope to find some remnants of long forgotten venues. Names such as Gnool Blas, site of the first Australian Touring Car Championship, near Orange; Catalina Park; Marsden Park; Parramatta; Ringwood Park; Brooklands; also Lakeside; Surfers Paradise and Southport to mention a few. A lot of other old circuits are now part of RAAF bases or housing estates so these may be more difficult or impossible to find and photograph, but this will be half the fun. I propose to write an article in the next magazine to tell the story of our travels.

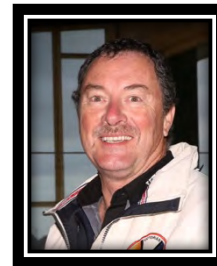
Whilst on the subject of August, don't forget our general meeting on Thursday 3 August. Attendances are slowly creeping up, but in order to do ourselves justice I would like to see more people come along, so that when an invitation is extended to some big names in the sport, we won't be embarrassed by lack of numbers.

Roger Chirnside
President
Victorian Flagmarshalling Team, Inc.



Flag One Reporting

Since the last edition of the magazine, we have completed another six events. Notably, two of these were the last of the clash rounds that typically see us stretched to the limits to cover two race tracks on the same weekend. Despite this, we were able to adequately man the Phillip Island and Winton circuits, so many thanks go out to those members that helped out over that weekend. It was also a testing weekend with the wet and cold weather, making the commitment to help out even more appreciated.



I would also like to give a special thanks to the small number of members that helped out at the Phillip Island 300 (aka Multi Club meeting) last month. While to some people these meetings may not have the glamour of some of the bigger ones, our trackside coverage requirements don't change. It was great to see every person, regardless of their discipline (flags, sectors and comms alike) waving flags and providing R/C communications. This is what true team work is about! It was a shame that the racing and, particularly, the size of the fields were not better – but then we should enjoy a more laid-back meeting whenever they occur. I know that the next meeting at Sandown (hot dog round) will be busy and have us occupied every minute of the day.

On a positive note, with the winter solstice now behind us we can look forward to the extra minutes of daylight gain per day. To put it in perspective, by the time of the hot dog round at Sandown in late July, we will have picked up an additional 30 minutes of daylight. Let's just hope we get to appreciate it, knowing how fickle Melbourne's weather can be.

I trust that everyone has got their Working With Children checks out of the way by now. If you haven't completed this by 1 August, your licence will be suspended by CAMS and you will not be permitted to officiate at any CAMS events until the check is completed. With the closing date for the Sandown 500 being 4 August, it is important to ensure you have completed the check early, otherwise you cannot be listed for that meeting. On the subject of the Sandown 500, please remember that you will need to register on the Supercars website, as well as notifying me of your attendance (with details of the days you will be attending).

In response to requests from quite a few members for a more appropriate summer uniform, the Committee have been investigating a range of options. These are to be an alternative to the overalls which most of us know are not the most comfortable to wear on hot days. However, before going forward with any of these options, they are to be discussed at our next General Meeting on 3rd August. I would therefore encourage as many people to attend as possible, as the feedback on this issue from members is vital.

Upcoming meetings:

- VSCRC4 Sandown 22-23 July, list closing 14 July
- Vic 6 hr relay Phillip Island 29-30 July, list closing 21 July
- Festival of Speed Winton, 5-6 August, list closing 28 July
- August Access Phillip Island 19-20 August, list closing 11 August
- Shannons Nationals Phillip Island 8-10 September, list closing 28 August
- Sandown 500 15-17 September, list closing 4 August,
- WMRC3 Winton 23-24 September, list closing 15 September

To get your name onto the above lists, members can:

- Email me at chief@vicflag.org.au,
- Call or text me on 0406 036 714, or
- Add your name on the lists that will be available at each meeting.

Catch you at the track,

Arthur Cooksley
Chief Flagmarshaller
Victorian Flagmarshalling Team



CAMS Report

I finally got to attend my first Vic State Council meeting as the CAMS rep for our club. For others that have been the CAMS rep for our club in the past and have reported that "It's 3 hours of their lives that they won't get back" I've got to admit that at some stages some of the discussion didn't have anything to do with us as a group but it was still interesting for me to listen to other clubs that are completely different in what they do from us and hear their concerns, "Beefs" and compliments to CAMS (although there weren't a lot of compliments).



At the meeting the first item of business was the resignation of Paul Zsidy as Chairman of the Council. Paul stated that he wishes to compete at events that will bring him into conflict with the CAMS constitution and didn't want to go down that path again, so he decided that he would, regretfully, resign with immediate effect. (You may remember that he competed in a Formula Ford event at Winton that was run under AASA and he got in trouble with CAMS as the CAMS constitution says something about people holding positions like his are not allowed to compete or officiate at any other events apart from CAMS sanctioned events.)

The reports side of the meeting went really quickly as the reports are now all sent in from the relevant bodies (State Officiating Panel, Motor Race Panel, Rally Panel and so on) and everybody was able to read them prior to the meeting and only if questions were raised from a particular body was anything mentioned.

Then onto the General Business and I was first up. I was asked to ask the following questions.

1. Why has CAMS given a complete exemption to competition licence holders (Drivers), when a number of Affiliated CAMS Clubs are involved & conduct junior driver training, and are directly in contact with children (under 18)?"

Response was that when drivers become teachers/instructors they then become officials and need to have the WWC done.

2. Since 2015, every competitor holding a CAMS Licence above the equivalent of the former "2S" level is automatically issued with a CAMS General Official's Licence. This was introduced, in part, to enable recruitment from competitor ranks to assist at events where Officials number might be down. So, the likelihood of some competitors performing 'child related work' is quite probable.

Response was that they are going to look into that.

3. Will CAMS accept a Victorian Institute of Teaching Registration Card for teachers in lieu of a WWC check? (This was asked due to the scouts not accepting the VIT card for teachers and they have to get a WWC check done if they work in scouts)

*Response was that they are looking into that but in the meantime teachers should produce their VIT card to CAMS. **

The first 2 questions were aimed at why drivers were given an exemption from getting the check done and we as officials had to get it done. The one thing I gathered from the meeting was that it is all in the wording. We as officials are regarded as working at the events and as such would be "working with children" whereas competitors are competing and so their contact is regarded as incidental.

The 3rd question was raised from concerns that the Scout Association won't accept the teachers VIT card. I'm led to believe that this is because the VIT card only requires a police check which is only concerned with prior convictions whereas the WWC considers all charges and convictions whether proven guilty or not. *

**** (Editor Note: this has now been clarified on the Dept of Justice WWC check page – Those currently registered with the Victorian Institute of Teaching (VIT) are exempt from the Working with Children (WWC) Check.)***

As Eugene Arocce was overseas he could not be there in person but he produced a response to all questions that were sent into CAMS for discussion at the meeting. By reading his response to some of the questions he was not happy with them.

Eugene's response in full is reproduced following my report.

The representative from, I believe, the VHRR questioned how CAMS could run the Shannons Nationals and make a profit with low car numbers whereas they almost run the Phillip Island Classic at a loss but with 500+ cars. It was pointed out that CAMS has a number of key sponsors and that the entry fees are a lot higher than they charge per entry.

A question/statement came from the floor that the State Council used to be able to make decisions on the running of CAMS and that motions were able to be raised and moved for action. It was answered that the State Council still can raise motions for action.

In summary, the meeting was very well attended and was standing room only. It was joked that CAMS needs to buy more chairs in future and get a bigger meeting room in the new building. I got the feeling that there are a lot of clubs out there that are not happy with how CAMS are doing things (mainly from speed and motorkhana clubs) and I believe that the next meeting is going to be interesting with a lot of motions getting formulated as we speak.

All the best,

Jason Carroll
CAMS Rep

>>>>>>>>>>>>>

Answers from Eugene Arocça



2 June 2017

The Chairman
Victorian State Council

Dear Chair,

Re: Questions posed by the State Council

I note that some questions have been sent through to CAMS seeking responses for the upcoming State Council meeting

I would like to make the point that some of the questions are unusual to the extent that we question their relevance to the actual administration of the sport. The inference in some of the specific questions appears to be suspicious and accusatory in nature and we would urge the Council to consider vetting more carefully some of these pre meeting questions.

Were it not for the fact that I am overseas I would have attended in person to respond and express how disappointed I am with some of the questions.

In responding to the questions put, we reply as follows:

1. Sale of Cams Premises

- **Sold \$8Million?**
Yes, the building sold at public auction for \$8M. This was an outstanding result.
- **WHY?? Moving to?? Buying or renting in future**
With respect to the reasons for the sale, there have been two articles published on the website and in Speedread. Indeed, we called for submissions and received ONE submission from the membership, which was a request to move closer to the airport to make it easier to attend meetings.



We have a 15 month lease at 851 Dandenong Road that will allow us to consider all of the options, however, it is the intention of the Board to reinvest the funds received in an office building. The location, size and even the colour of the building will be a matter for the Board, which has set up a working group to review and consider all options.

- **Staff Implications**

With respect to the implications for staff, they could not be more excited about the prospect of moving to premises that will be more spacious and in keeping with a modern, vibrant and successful organization. The staff will be consulted and every effort will be made to secure a location that is more central than the current office.

2. Formula 4

- **Why relegated to Shannons (State) Series?**

There are 6 rounds — 3 on the Nationals and 3 with the Supercars. The cost of running all 6 rounds on the Supercars is an issue along with the scheduling of the races, which will always be secondary to the other major categories when racing on the Supercars calendar. I should add that the Shannons Nationals is NOT a state series.

- **Why still only 13 entrants?**

A number of factors including cost impact on number of competitors. The negativity expressed by a small number of vocal members has also impacted on sponsorship, which in turn has an impact on the cost to competitors. This is a category recognised in 12 countries around the world and which has already produced a Formula 1 driver. Pleasingly, the competitor numbers in Australia have actually grown by 25% since 2016.

- **Loss/cost to CAMS so far?**

Approximately \$300,000 per annum. This is seen as an investment in junior talent and in every year that Formula 4 has been running in Australia, CAMS has produced a significant surplus.

- **Related to sale of building?**

This is an offensive question that hardly deserves a response. We have more than \$4M in cash reserves and have never recorded a loss in any year in which F4 has run in Australia. The mere inference that we have sold the building to cover the cost of F4 is offensive and the person/club who asked this question should be admonished. CAMS made public statements behind the reasons for the sale. The Board have every right to be disappointed by the inference created by this question.

It displays a lack of understanding of our published financial accounts at best and a contemptuous distrust at worst. I have always made myself available to ANY member who wishes to ask anything and quite frankly the tone and inference behind this question is shameful.

- **What is happening??**

There are more young Australians racing in open wheel categories around the world than EVER before in our history. Seven of the F4 drivers from 2015 and 2016 are competing overseas.

3. State Council

- **Why is the State Council not better informed and Board meetings reported in a more transparent manner? Where is the Democracy?**

Again, this not only displays a contempt for what has been a responsible and successful Board, but a clear ignorance of basic governance. Most Boards of sporting bodies DO NOT publish their minutes. CAMS is an exception to the rule.

Most Board meetings deal with matters that are extremely sensitive in nature — many items for discussion deal with confidential political, commercial and financial matters. Everything from compliance with legal requirements, reviewing risk management and dealing with confidential commercial matters are discussed at Board meetings. Most matters directly relevant to the technical and sporting elements of the sport are dealt with by the Commissions, which do publish their minutes.



Boards are appointed/elected to ensure that the best decisions are made for the sport without reference to some of the vested interests that ultimately find favour in e democracy, but which are often contrary to the long term sustainability of the sport. An example is the resistance to the introduction of frontal head restraints, where the majority of our competitor members would have resisted the compulsory introduction of same. This Board had the courage to actually start a process for the compulsory mandating of FHRs. I am sure that had this been put to a vote of our members, in all likelihood government would have moved to mandate FHRs anyway.

4. AASA

- **It was recently suggested at the recent CAMS scrutiny panel that any person who officiates at an AASA event risks having their CAMS officials licence revoked. Pakenham Auto Club is strongly against this and believes it is in direct contravention of Freedom of Association. Would CAMS please explain its' official position on this issue and how it will be dealt with in future?.**

This is not the case and is not our intention. CAMS Officials should be aware that CAMS insurance coverage will not extend to events outside of CAMS. There was some confusion from our officials as to whether they would be covered by CAMS at non CAMS events. We posted a letter to all officials confirming that they are only covered when officiating at CAMS permitted events.

5. 100 Octane for Historic Motorsport

The issue here is not specifically associated with the Octane rating of the fuel but rather the fact that lead in fuels is to be phased out, even where it has previously been permitted in racing fuels in Australia. There are alternate fuels that meet the Octane requirement however these fuels do not contain lead which is added to a fuel to provide additional lubrication to upper cylinder engine components specific to the Intake and exhaust of engine. The issue with the alternate fuels at this time is the cost of them, and/or the cost of modifying an engine to run on a non-leaded fuel.

As per our updates on the CAMS Website, the Australian Government, Department of the Environment and Energy, proposes to phase out lead in racing fuels for racing, over a two-year period from 1 July 2017, with a proposed prohibition on lead from 1 July 2019. This government decision will most impact the Historic Motor Racing discipline as many of these vehicles compete with older engines that were designed and built in the period where lead was common place in the regular fuels available in the market place — even from the bowser at service station. In 1986 leaded was removed from sale at the bowser in Australia for the general motorist, however exceptions remained for the addition of lead for racing, and therefore vehicles not registered for general road use. At this time there are alternatives that can be used, however they do come at an increased cost.

CAMS and the AHMSC are continuing to investigate alternatives and what can be considered from a regulatory perspective beyond the 2019 phase out. It will take some time to fully determine what this, and the expectation is to be able to better provide these considerations for further consultation with CAMS members in the latter half of 2017.

6. Working with Children requirements

- **In regards to the Working With Children Check requirements, what would happen if an official is unable to obtain this for reasons such as pending Court Orders, previous family issues or similar?**
- **Would they then be prohibited from competing as they cannot officiate?**
- **Does CAMS feel that this new requirement will make it more difficult to obtain helpers and officials?**
- **How will they assist clubs in combatting this?**

If an Official is unable to obtain the Working With Children Check, they are not able to officiate for CAMS. This does not necessarily affect their ability to compete, as competitors are not working/volunteering for CAMS. Yes, this requirement will make it slightly more difficult to attract Officials, however it should not deter those of good standing, and should be seen as a positive safeguard for children in our sport. Sign-up and renewal forms have already been altered to include WWC fields.



Correspondence is being sent to all Clubs detailing the changes and reminding them of the importance of checking Officials' licences in the days leading up to an event. The CAMS database will be regularly updated with WWC credentials, and those who don't have a check beyond August 1 will have their licence suspended pending a valid check.

In order to capture as many Officials as possible, CAMS has created a schedule of communications. In addition to this week's initial letter, there will be reminders six, four, two and one week(s) out from the deadline. These will vary from email, print, website, social media and eDM to cover all bases.

To ease concern, it must be noted that Officials are legally allowed to work while they are waiting for their application to be approved. Once they've applied, they do not need to wait for the card to come - they can work while they wait. This eases the burden significantly.

If, closer to August, it is clear that certain events are struggling to meet minimum numbers for Officials, we may be able to assist with extra promotion for Officials given the circumstances.

It should also be noted that the Officiating Department is planning a recruitment drive in July to offset some of the inevitable losses this legislation will cause.

Finally, it is important to remind all involved that:

- a) This is a legislative change, not a CAMS decision.
- b) The change is for an important reason and;
- c) The process is easy and free for volunteers.

In closing, I would remind member Clubs that the CAMS administration is always willing and able to respond to their questions. Everyone from the CEO to the receptionist will assist. The level of communication and engagement by the CAMS administration with our clubs and members is better than ever before. The levels of service are continuing to improve and this is at a time when we have RECORD competitor numbers, clubs and events.

Yours sincerely,

Eugene Arocca

Chief Executive Officer

Confederation of Australian Motorsport

CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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www.cams.com.au

MEMBER OF



Did you know??

Whilst travelling to Winton on many occasions, how many of our members realise there was actually a car called WINTON? It was the brainchild of Alexander Winton. Like so many other automobile pioneers he made bicycles before he turned to cars. By 1897 he had built a car that ran remarkably well. Winton claimed to be the first motor manufacturer to put a gasoline car of American design and workmanship into production, for he so established his Winton in the spring of 1898. They were simple, reliable machines that were superseded and overshadowed by other new makes and never regained the predominance they had held at the turn of the century. They continued to be made until 1924 after which Winton concentrated on marine diesel engines.





Vice President, Social Media & Promotions Update



Working with Children

In the May magazine, we advised members of changes to the Working with Children Act coming in to effect on 1 August. The changes mean that all of our active members will require a valid Working with Children Check card in order to volunteer after this date (unless exempt).

Since then, CAMS have confirmed their response to the change. Details of which are published below. The AASA will also be responding, and will be including confirmation of a WWC check as part of their officials licence renewal in 2018.

Thank you to all of those who have completed the Working with Children Check Card process, and provided their details to the club. For those who are yet to do this, I urge you to do so as soon as possible to ensure you can continue to volunteer within the sport after 1 August.

As advised in the May magazine, details you will require for your application are as follows:

Organisation name: The Victorian Flagmarshalling Team Inc.

Postal address of the organisation: PO Box 5140, Frankston South, VIC 3199

Phone: 03 8796 5321

When you provide your details to CAMS, please also cc vicepresident@vicflag.org.au so we can update our records.

Exemptions - Police Officers, Teachers and those aged under 18 are exempt for needing a Working with Children check. Police Officers should provide their ID card details, and Teachers their VIT card details to CAMS for verification. Those aged under 18 do not need to take any action until their 18th birthday.

Copy of notification from CAMS:

Dear All CAMS Officials,

As some of you may be aware, the Victorian State Government has made amendments to the Working with Children Check Act 2005 that will come into effect on 1 August, 2017.

These changes will now require ALL Victorian Officials to obtain a Working with Children Check as part of their licence. These amendments are being made following a Royal Commission into Institutional Responses to Child Sexual Abuse.

Information regarding the changes can be found here:

<http://www.workingwithchildren.vic.gov.au/home/about+the+check/purpose/changes+to+legislation/>

For those officials who already hold a valid check, details will need to be emailed to:

workingwithchildren@cams.com.au

The email should include:

- Your full name;
- CAMS licence number;
- Working with Children Check number/reference;
- Working with Children Check expiry date;
- a scanned copy/photograph of the card.



For those that don't currently have a check, one can be obtained free of charge from the following link:
<http://www.workingwithchildren.vic.gov.au/home/applications/apply+for+a+check/apply+in+victoria>

To begin the application, hit the blue 'start application' box at the bottom of the page. Once the online application is complete, you will need to visit an Australia Post outlet to verify your identity free of charge. Once you receive approval, please email the same details as above to: workingwithchildren@cams.com.au

These checks are compulsory for Victorian Officials and need to be applied for by 1 August. Any official who is yet to provide their details by this date will be ineligible to participate in CAMS permitted events until they do so.

Presently Victoria is the only state expanding their definition of 'direct contact' and removing references to 'Supervision', however CAMS anticipate that these amendments will be adopted by other State Governments over the next 12 months. CAMS recommends officials in other States be pro-active and obtain a check.

We have generated a list of [Frequently Asked Questions](#) that can be found here

Please direct all queries to workingwithchildren@cams.com.au

>>>>>>>>>>>>>>>>>

March and April Member of the Month

Congratulations to Chris Sullivan and John Grist who are our Members of the Month for March and April respectively.



Chris Sullivan



John Grist

The committee wanted to recognise Chris and John for their outstanding flexibility and team work during a recent event where the conditions were very trying.

They will receive a \$50 fuel voucher and a certificate of recognition of their achievement. Thanks Gents.

Throughout the year the committee will continue to present Member of the Month awards to those who go that extra mile in support of the club.

>>>>>>>>>>>>>>>>>

Social Media

Our Facebook page achieved a milestone in June. After teetering just under for a number of weeks, we broke through the 700 'likes' mark. For those of you who don't current follow the club on Facebook, it is a great way to keep up to date with the club. To find us, enter "'Victorian Flagmarshalling Team' in the search field.



Promotions

At this stage, our next recruitment activity will be at the Sandown 500 September. This will involve distributing flyers to the public and talking to them about the role. If anyone has friends or family interested in helping out with this, or you are a member wanting to take in the event from a different angle, please email me on promotions@vicflag.org.au.

We are conscious that the Working with Children change may act as an impediment to attracting new inductees trackside. As a committee we will be monitoring this closely.

It is pleasing to note that CAMS have introduced a new simplified process for volunteers to become General Officials. The Trainee Licence has now been removed, with new volunteers either registering online prior, or completing an 'On The Day Officials Sign Up Form' at their first event. After both the online module and the first event have been satisfactorily completed, the General Officials Licence will be issued.

David Thornbury
VFT Promotions & Social Media Administrator

Thank you!

Flag 2 Reporting
Shannons Nationals Phillip Island

On behalf of Lloyd Owen and myself (Will) we would like to thank the flag team for a great effort over that weekend as you know the weather was not the best but once again we as a team stood up to the challengers of the weekend.

We would also like to thank the Sector Marshals and communicators for their efforts in working with us to help put on a great race meeting once again to all a big thank you.

Acting Chief Flag
William Gaff
Lloyd Owen

From the Editor

Many thanks to all contributors to this magazine.
Please remember articles for the September edition are due 24th August
– magazine@vicflag.org.au - Joy Chirnside



Photos in this magazine appear courtesy of Revved Photography, Judi McDonald, Kevin Watson and others.



Grade 4/5 Report

Welcome one and all.

We are past the half way mark in the season, which means there is still plenty more racing to go.

We had quite a busy May and June with 8 events including a clash. It's always great to see the people that attend but would be nicer to see more people at race meetings. I remember not so long ago, we used to have good numbers between all 3 race tracks. Even clash weekends we still had comfortable numbers to cover. So if anyone can spare at least 1 day trackside that would be a huge help.

I have been seeing and hearing a lot of negative posts and comments going around lately. Please, this needs to stop. We are all supposed to be supporting each other, not putting each other down. We all have different personalities, but we are all forgetting that we all here doing this job because we all love this sport.

These sorts of things can be quite hurtful, and demeaning to some people. So please, let's go back to basics and start enjoying being with friends and being trackside again.

Teamwork: cooperative or combined effort of a group of persons working together as a team for a common cause.

Now back to business. After a mid season break, we have 4 events coming up in July and August, which are the following.

July 22-23	VSCRC R4	Sandown (Hotdog round)
July 29-30	Victorian 6hr Relay	Phillip Island
August 5-6	Festival of Speed	Winton
August 19-20	August access	Phillip Island

If you can attend any of these events, even if just for 1 day, please let Arthur know via email chief@vicflag.org.au, the club mobile is now operational 0409 823 657 or Arthur's mobile 0406 036 714.

The more people we have trackside, the better.

See you all trackside

Shane Rogers

Grade 4/5 Rep
0449 042996



Where did the term 'pothole' in a road originate??

When times got tough the potters couldn't afford to buy clay to make their pots, so they dug holes in the road down to the layer of that thick clay and stole it. In the morning, when the Teamsters drove by, and nearly wrecked the wagons in the holes, they cursed those damn Potters and the **potholes** anyway.



Training Matters

Hi everyone, well here we are well into the second half of a very cold and busy winter time.

A bit of time in Darwin

I recently spent some time in Darwin and was fortunate enough to officiate at the Darwin Triple Crown Supercars. There was a great turn out and a lot of new people attending not only a Supercar event but motorsport for the first time. After speaking with a number of these people both young and a little more mature officials it was surprising how little they had been prepared for the days ahead.



The event organisers had done a great job in preparing all and sundry for the magnificent weather ahead with some of the cloudless days reaching upward of 31°C and whilst there was plenty to drink and eat, it was soon evident that there had been no pre event training for any of the newbie's. Now don't get me wrong, these people have come from all over the country to be there for the race and to enjoy all that Darwin has to offer, I'm sure the organisers were very grateful for the extra people, trained or not. It started to make me think of how well prepared we are at the VFT, whilst I sense some critics, on how well prepared our newbie's or in fact some of our accredited officials are, there is rarely a time that we would have a new person trackside with literally no idea, even with or without an induction team, the seniors and members take care of the newbie's to ensure they are not only safe but have a great day officiating.

During the Darwin Supercars we had first day people doing flags and comms, they were thirsty for knowledge on Flags and me as a VFT member, it's a great place to flag and enjoy motor racing at its best, I was not only proud to be able to assist in teaching our new friends the skilful use of our flags, but hopefully also helped these people have a great weekend and to have found themselves a new pastime in officiating. I was pleased to hear the comment from a South Australian Sector Marshal when he said to the two newbies on our point and I quote "well if you want to know about flags you are in good hands with anyone from the VFT" be it me or one of the band of VFT members who go up to Darwin, rest assured we as a club are held in high regard. We even have several VFT members being honoured with 20 year medallions, congratulations to Paul Overell & Terry O'Callaghan for receiving their 20 Year Medallions.



One of the areas of intrigue for our new trackside partners was the hand signals, whilst it's not often we need to use them, it was interesting that these people saw the importance of being able to communicate back to the point in the event they were needed trackside to convey a message to our

communicator. We spent each morning going through the various signals and flag meanings and waving techniques, they loved the blue flag with practice and qualifying as I'm sure we all do. Now back to the hand signals, I thought to myself perhaps we can have a bit of a refresher ourselves on this important part of the flaggies repertoire, so here they are, remember if you are trackside with a newbie or a senior on point with your early morning briefing, it doesn't hurt to just run through them.

When marshals attend a trackside incident, information needs to be quickly relayed back to the communicator at the point and then up to Race Control. You will need to use these signals to tell the people back at the point what is happening with the car and driver. Marshals at the point must then repeat them back as acknowledgement of the communication.



Fluid on the track
Point to the fluid and 'spread soaker' with the other hand



Assistance required
Pat top of head



Is it safe to cross the track?
Arm vertical: Wait (not safe)
Arm lowered: Cross (safe)



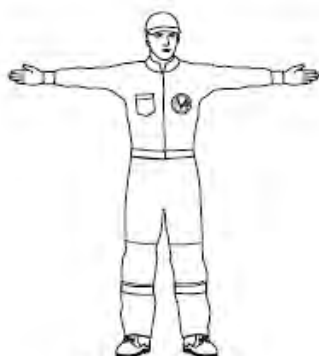
The driver is OK
Thumbs up



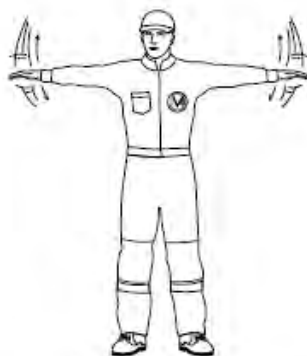
Medical attention required
Cross arms over head



Fire marshals required
Arms form an 'F'



Flat tow required
Arms form a 'T'



Lift tow required
Arms raise and lower repeatedly



Rescue equipment required
Arms form a 'W'



Report Writing

We were to be holding a Report Writing night at the MG Car Club on the 18th July from 6.30pm till 9.30pm, however due to lack of numbers this will be rearranged on a date to be advised and combined with a Communications session. You will need to register your interest at training@vicflag.org.au, so watch out for the new date, then come along and enjoy a sausage sizzle and a few drinks while catching up with other club members and let's see if we can all improve our skills in report writing, with better detail, accuracy, event times and numbers, car details, incident diagrams etc. I encourage all to attend this very important up skilling night.

And just a reminder....

Be prepared for anything Trackside – Winter is here!! Brrrrrrrr

I know I put this in the last newsletter, but we all get enthusiastic about up and coming meetings, we make sure we have our credentials together with our extra food and drinks, but it seems in our rush we are often forgetting the weather. There have been several people caught out lately that have been under prepared for inclement weather. Please, it is very important to remember to check the weather and ***be prepared***, you must be able to keep warm and dry, with winter quickly approaching it is critical that you come to a meeting prepared for the worst weather, those of you that were at the recent Sandown round will know what I mean, and the importance of protecting yourself from the elements. A strong wind and waterproof coat and pants are a must, you can always layer if it gets too warm so please spend a little time making sure you are properly prepared for the days ahead, after all you are putting yourself at risk as well as your fellow flaggies if you go down with fatigue or hypothermia, it is also equally important that you look out for signs of your fellow flaggies or communicators condition, uncontrollable shivering, although as hypothermia worsens shivering stops, sleepiness, disorientation and clumsiness are all signs of hypothermia, so keep an eye on each other and report any signs immediately. A simple check list as follows:

Clothing: It is important that the you wear the appropriate clothing to suit the weather conditions, long trousers (jeans) and warm long sleeve tops and jackets for cold, wind protection and sun, it is best to layer, so dress up so you can dress down. All clothing should be neutral colours, please, no red, yellow or green clothing to be worn trackside, including heavy wet weather gear.

Wet Weather: Appropriate top to toe wind and waterproof wet weather gear should always be taken in case of inclement weather as our weather can change several times a day. If you have no wet weather gear a Plastic Poncho is recommended for the short term.

Footwear: Enclosed, good fitting footwear should be worn at all times, you may be standing for long periods, so it is important that your shoes are comfortable and please no open toe footwear to be worn at the circuit or trackside. Runners are acceptable. Waterproof shoes are best in wet weather.

Personal Protection: Sunscreen 30+, Sun Glasses and a Hat are essential trackside.

Our Training Committee

Just a reminder to you all, we as the training committee are at your disposal should you have any training requirements, if you wish to schedule an assessment, please let the Chief know when putting your name down to attend a meeting. My team and I look forward to working with you so please be sure to let us know of your intention to attend race meeting so we can do some forward planning.

Remember: Volunteers do not necessarily have the time; they just have the heart. ~Elizabeth Andrew



Mark Thompson
VFT Training Officer



10 Days Out

Shannons Nationals. 26/28 May 2017

By William Gaff Lloyd Owen

This is a brief look at what goes on pre event / the event /post event as the Chief Flag or Assistant Chief Flag.

At the recent Shannons Round we revived the flag list 10 days out the first thing Will does is check for upgrades /EAs and trainees at this time with the numbers we had it was not possible to assess any one for an upgrade.

Lloyd Owen was appointed as the Assistant Chief as part his upgrade the list was sent to Lloyd to start the placement of flagmarshals track side there was a preliminary draft we knew there would be withdrawals so as soon as the list was being put together we lost three people numbers were thin on the ground as it was by losing three people we were in trouble.

The next thing we did after Lloyd and I spoke was to call Roger Chirside for the sector marshal placements he told me its not ready till Monday night I also rang Darren Millet and Kim Scora to find out about the comms list they also told Monday at the latest. So for the three days we could do nothing but wait for the lists to come to us

There was some other things to do while we waited for the lists I rang Lyn Johnston over some other matters before the event to sort out that was done no problems.

The lists came through as they were promised on Monday so the plan was to have 3 to a point Lloyd started work again on the list he rang me we were short and not looking good for flagmarshals.

I had made the decision to start ringing some of our members to drum some support for this meeting over a three and half hours period I was able to pick another 4 members witch helped a lot I thank the guys who drove down for the day Saturday was still bit light on the ground spoke to Chief Flag Arthur Cooksley on Wednesday night and after some discussions we dropped turn 8 and that freed 2 more it was looking better now.

The plan was coming together and looking ok some of the issues we faced were flag points dropped were 2.1 5.0 6.1 and 8.0 turn 1.0 / 6.0 and 7.0 would only have one flag marshal plus they had a comms and a sector so 3 at these points turn one had only one person on it but the Chiefs support we managed it with no problems thanks to the flag marshal at turn one.

Thursday night I spoke to Chief Marshal Roger Chirside about the plan that Lloyd and I were working on after I told him of what we are doing he had some concerns on dropping turn 8 I felt the line of sight between turn 7 and 8 was ok so after a chat with Roger he was ok with the plan but I said I would run it by the COC Colin Smith Saturday morning if he was happy we will go with it if not will rejig the plan Saturday Colin was happy with the plan.

The next few days were quiet Lloyd and I spoke every day just to check in to see if anything had came up the plan was stable at this time now to get the bag packed its Friday night one last look at emails for any changes all good.

Saturday morning arrive trackside pick up creds down to the muster shed Lloyd was already starting to check the guys and girls off the list a couple guys who were not the list showed up we looked at each and said happy days. The next part of the meeting is doing briefings for the flagmarshals and then listen the main briefing get lunch and away the guys go to their flag points track side the next thing we do is to check list to see if everybody has signed on if they have if not we chase them to sign on asap then get radios for us check in with race control for a comms check. The first two hours are



quite busy if we have planned it well it will run like clockwork and I am happy to say it did.

The next thing was to get something to eat and drink and to talk about where we are going during the day the aim is to get to all flag points some we cannot they are point 2.0 3.1 4.0 and 12.1 so we tried to extra people in into these areas the day progressed well with no major problems with all points visited by one of the Chiefs Team during the day all members seemed to ok the weather was ok Saturday/ Sunday was a mess as we all know. The end of the day comes we wait the guys to come home with the stories of the day have a chat thank them for the day off for a snag and a beer then home to get ready for race day

The attentions of Lloyd and Will are already looking for Sundays plan out for dinner with a few of the guys Lloyd had redone the plan for Sunday its what we talked about during Saturday walk around. Sunday morning same as Saturday program check in briefings lunch the extras came in for the day thanks guys. Due to not feeling well Lloyd Owen was stood down and went home Lloyd rang me to say he was home safe this part of our duty of care to each other to make sure every bodies ok.

In closing thank you to Lloyd for his efforts Roger and Jenni for their efforts over the weekend.

My hope in writing this is that members have an understanding of what happens before a meeting/during a meeting 10 Days Out its not all coffee and egg and bacon rolls.

William Gaff Chief Flag Lloyd Owen Asst Chief

Presentations



Andrew McKinnon and Jon McBain receiving their Grade 4 upgrades



Paul Kelly & Ian Hogan receiving their 5yr Service Awards



Chris Sullivan receiving his 10yr Service Award



TLAs by Bryan O'Reilly

Over the past few months of attending the three circuits in Victoria and having multiple discussions with many different VFT members, I've come to the conclusion that you are all mad.

However, one thing all of us have in common is the love of a good car and this is where the debate starts; "what is a good car"? For some it's a car that is able to finish an event, for others it's a car that has shown improvement over several events, but, we all agree that it must be a car of our favourite manufacturer.

Having learnt this, I've put together an explanation of what a car manufacturer was thinking when the brand was named and I need help with expanding and completing the list. Disclaimer, not all my own work, no offense is directed at any VFT Member, offensive language is included.

What is a TLA, simply a "Three Letter Acronym", what is an ETLA, simply an "Extended Three Letter Acronym".

So here we go...

AUDI - Always Understeer Doesn't Indicate / Another Useless Deutsch Invention / Assholes Usually Drive It

BMW - Break My Windows / Broke My Wallet / Bring More Wrenches / Big Massive Worry

CAT - Call A Tech

CHEVROLET - Cracked Heads Every Valve Ragged Oil Leaks Every Time

CHRYSLER - Company Has Recommended You Start Learning Engine Repair

CITROËN - ??

CRAP - Citroën, Renault And Peugeot

DODGE - Dug Outta Ditch, Garaged Everyday / Dad's Old Dead Garage Experiment

FIAT - Fix It Again Tomorrow

FORD - Fizzled On Race Day / Forever Only Runs Downhill / Fix Or Repair Daily / Found On Roadside Dead / For Only Retarded Drivers / Backwards is; Driver Returns On Foot

GMC - Gay Man's Choice / Gay Man's Chevy

GTO - Gas, Tyres, Oil

HOLDEN - Horrid, Overpriced, Lazy, Dated Engineering, Notwithstanding / Heaps Of Loud Depressing Engine Noises

HONDA - Hold ON Daft Ass / Had One No Damn Acceleration

HYUNDAI - Honest Your Ugly, Never Drive Another Indefinite.

JEEP - Just Empty Every Pocket

KIA - Killed In Australia

LEXUS - Looks EXpensive Usually Scratched

LINCOLN - Left In North Carolina On Loan Now

LOTUS - Lots Of Trouble, Usually Serious

MAZDA - Made A Zoom Died After / Made A Zoom Doesn't Anymore

McLAREN - My Car Loves Angry Roads Every Night

MERC - Makes Every Roundabout Cry

MINI - Mental Illness Needed Inside

MITSUBISHI - Mostly In The Shop Undergoing Big Investments Sometimes Half Incomplete

MOPAR - Mostly Old Parts And Rust

MUSTANG - Messed Up Shite That Ain't No Good

NISSAN - Never In Sun Shine Always Nacked / Needed Intimate Salvage So Abandoned Now

OPEL - Over Priced European Lemon

PEUGEOT - ?

PLYMOUTH - Please Leave Your Money Out Under The Hood

PONTIAC - Poor Old Numnut Thinks It's A Caddy

PORSCHE - Proof Of Rich Snobby Children Having Everything

RENAULT - Rotten Electrics Not A Useful Little Tool

SAAB - Swedish Automobiles Always Break / Something An Asshole Buys

SKODA - School Kids Ordered Dad's Automobile

SEAT - Stupid Electrics And Transmissions

TESLA - Taking Electric Sideways Losing Ass

TOYOTA - Take Off Your Oversize Tyres Asshole

TRIUMPH - Try Reversing It, U Must Push Harder

VAUXHALL - ??

VOLVO - Vinny Obviously Left Valves Out

VW - Vanity Wagon / Virtually Worthless



Nobody is more Youer Than You, ...you'll love this!

QUOTE: 'Today you are YOU, that is truer than true. There is no one alive that is Youer than You.' Dr Seuss



Comparison seems to be the social motivation upon which most schools are built upon. We learn the technique of comparison far more quickly and intrinsically than we do English or Maths. Our kids used to get away from school struggles at home, but through the power of social media, we have now enabled our younger generation to analyse themselves 24/7, unable to escape that sense of incompetence and self-loathing that comparison brings.

Centuries before psychologists raised the alarm about the detrimental behaviour of comparison, there was a man who touched on it in his writings. Saint Paul wrote numerous letters, to various congregations in the first century which can be read in the New Testament. Writing to the Corinthian congregation Paul says that those who compare themselves with each other are not wise (2 Corinthians 10:12). We should heed his words. When comparison speaks, it is usually very loud, identifying the haves vs have nots, mouthing critical and judgemental innuendo into our heads and stealing self-worth and purpose.

Mark Twain once said that '*comparison is the death of joy.*' Research backs his statement showing how when we compare ourselves with others we become increasingly envious, depressed, distrusting and lacking in self-confidence. **Engaging in paralysing comparison creates self-loathing. When we compare we will always lose.** Because we are not meant to live someone else's life, dream someone else's dream or envy someone else's journey.

Our social compass and sense of 'self' becomes scrambled when comparison enters the mix!

Violence, greed and a list of evils start when we stop being satisfied and content with the path we were given and want someone else's. In contrast, joy comes creeping back when we start to retrain our brain to stop comparing our life to another, when we recognise that our life, with all its ups and downs, is a gift and only we can live it!

'There is no one alive that is Youer than You' is the prophetic statement of Dr Seuss. Maybe it is time to lay aside the glamorous, photo-shopped magazines that crowd our shelves and pick up our own dusty, neglected personal epic! Maybe it's time to delete some personas off social media or go on a tech blackout! Maybe it's time to make friends again with the person staring back at you in the mirror. That's the real person I want to know and love.

Don't present a mask, ..it's not you! People get to see the mask, yet you cannot feel their true support because you know that's not you. Marcus Aurelius once mused about how much time we gain when we stop worrying about what others are doing, thinking or saying, but rather focus on living our lives. I'm praying that you will stand up tall, get back on your track and live your magnificent life and give it the best shot you can.

Researcher Brene Brown says it this way 'Owning our story and loving ourselves through that process is the bravest thing we will ever do.'

Doin' life together, Cheers, Your Chaplain.

Mark Bateman 0412 151 121



Merchandise

The 2017 Merchandise Officer is Greg Hardy.

To order merchandising you can see Greg at the track or

Email: merchandise@vicflag.org.au or Mob: 0425 726 310

For overalls and jackets allow 4-6 weeks as these are not stock items.



VFT Merchandise

Item	Price
Overalls	\$220
Winter Jacket	\$90
Overall Jacket	\$175
Bag	\$30
Plastic pouches	\$2
Polo shirt (White)	\$25
Bucket Cap	\$12
Cap	\$10
Beanie	\$10
Internal/External stickers	\$2
25th Anniversary medallion	\$20

Want to contribute to the VFT Magazine??

In order to make the magazine a more interesting read, we need to rely on members for articles and/or pictures. If you would like to contribute, please talk to the editor, Joy Chirnside, at magazine@vicflag.org.au or 0417 018 044.

You might like to write about why you joined the VFT, experiences since you joined, or anything that you think readers will be interested in.



In action (or inaction) at:

Shannons Nationals Phillip Island



Watch the PCV LiquiMoly 2017 video (with a VFT Star!!)

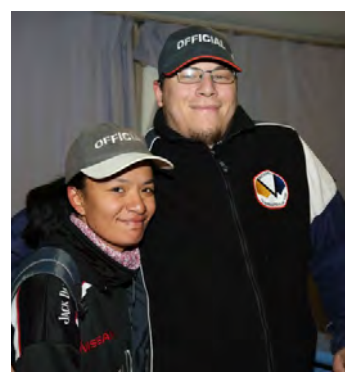


Here is the link to the video covering this year's event, courtesy of the Porsche Club Victoria and LiquiMoly:

<https://www.youtube.com/watch?v=17oF-CvWKu8>



Winton





Phillip Island 300



Darwin V8 Supercars





Dictionary of Motor Vehicle Madness

Occasionally we come across an article which brings a bit of humour into the day – below is such as example. If you are into motor vehicles, you may appreciate the article, part of which is reproduced below.

"This dictionary is dedicated to those of us who feel that it is their duty to service their own cars, instead of paying exorbitant amounts of money to a qualified mechanic so that he can destroy your car much more quickly and efficiently, with a minimum of fuss and bother on our part."

ACCELERATOR PEDAL: A pedal to rest the right foot on.

AIR COOLED: The radiator is empty.

AMMETER: An annoying gauge which inevitably points to 'DISCHARGE'.

BAFFLE: See exhaust pipe.

BALL BEARING: an interesting solid state friction modifier which is round when installed but more or less square when removed.

CONVERTIBLE: Yes, that bridge was just a touch low, wasn't it!

EXHAUST PIPE: So named because of the difficulty in installing it.

FUEL GAUGE: Another annoying little gauge on the dashboard which is reverse linked to the amount of money in your wallet.

GEAR RATIO: The ratio of how many teeth have sheared off one cog relative to another cog.

GLOVEBOX: An artificial black hole incorporated in the dashboard, into which objects such as your licence, registration papers, little black book, etc are irretrievably lost.

HANDBRAKE: A hand-operated brake which is especially useful in parking, fast u-turns, waking up the driver etc.

HIGHBEAM: A state of headlights which is useful when possum hunting, or warning oncoming traffic of radiation hazards hidden behind trees.

HORN: A loud warning device, sometimes used in lieu of filthy language.

JUMPER LEADS: Thick cables with alligator clips on each end; these can be used to blow up alternators when connected incorrectly.

NEUTRAL: A state of the gearbox where either all of the teeth have fallen off the cogs, or the clutch is disengaged, hopefully by the driver.

NUMBER PLATES: So named because this is how the Policeman finds you when your number is up.

OIL GAUGE: A gauge which you hope is broken, instead of your motor.

OVERHEAD VALVE: A brief description of the position of the valve after the valve stem has broken and the piston has knocked the valve through the head, rocker cover, bonnet etc.

PETROL: This is it, the deciding factor why we ride bikes and the Arabs drive limousines.

PICK UP: Can be a flashy big ute or a leggy hitch-hiker. It can also mean how fast your car will accelerate, and/or what you do with the pieces when you try to exceed its maximum pickup.

PINSTRIPING: There are two main types of pinstriping:

- (1) The \$150 job done by your neighbourhood paint shop during working hours.
- (2) The 20c job done by your local vandals outside your house during the early hours of the morning.

REAR VISION MIRROR: The RVM is a standard fixture in most motor vehicles, but the manner in which it is used is optional:

- (1) Used by the alert driver to check the area directly behind the vehicle.
- (2) Used by the easily distracted driver to remain in eye contact with the passenger in the rear seat whilst talking to them.
- (3) Used by the beautiful people to check that they are still as dashing good-looking as the last time they checked.

SPEEDOMETER: A mechanical liar which either tells you that the Police Officer is wrong and that you were only doing 60kph, or that you were doing the ton up Willunga Hill, even though your mates don't believe a word of it.

TAPPET: An extremely outspoken cam follower, which makes noises out of all proportion to its size and state of adjustment.

WINDSCREEN WIPER: Mechanical wipers whose sole purpose in life is to spread excess water, road grime, mud and grasshopper guts over the windscreen.



VFT General Meeting Minutes

Victorian Flagmarshalling Team Inc. – June 2016 General Meeting

General Meeting Minutes
1 June 2017, 8:00pm
MG Car Club
53/41-49 Norcal Rd, Nunawading

Members Present: 34 Members.

Apologies: Brian Mackey, Alan Krahe, Warren Gordon, Jenny Creet, John Pollard, and Country and Interstate Members

Roger Chirnside (RC) welcomed all attendees to the meeting.

Minutes from the previous General meeting (6 April 2017): Moved: Robin Wood, seconded: Geoff Kay that the minutes be accepted. Carried

Matters Arising:

Nil

Reports:

1 President:

- 1.1 Roger Chirnside (RC) spoke of having recently attended the service of Trevor Cole at the Austin Club. The last time RC spoke to Trevor, who was in his 80s, he asked him when he was going to give the racing away. Trevor told him he loved the sport too much to ever retire. RC was reminded of this by the outstanding performance of club members at the Phillip Island Shannons Round, where despite cold and wet weather conditions there were no complaints and the team just got on and got through it because we enjoy the sport. RC thanked everyone for their efforts at the event, and Historic Winton.

2 Vice President

- 2.1 David Thornbury (DT) advises CAMS have now confirmed all Victorian Officials will require a Working with Children Check by 1 August 2017 in order to volunteer. The club is also maintaining a list of members who have a valid Check. Details should be sent to workingwithchildren@cams.com.au and vicepresident@vicflag.org.au.
- 2.2 DT then fielded a number of questions from the floor around the Working with Children change.

3 Secretary:

- 3.1 Membership stands at 178 (176 paid, 2 pending invoices for new members)
- 3.2 Eric Rigg (ER) advises that membership cards will be completed next week and he will start distribution. The cards were delayed with the supplier.
- 3.3 ER highlights that we should only give apologies for General Meeting's where we have been directly advised by the member. Giving an apology for a member who is in fact attending the meeting could have an adverse effect on their ability to claim against the insurance cover if anything untoward were to happen to the en route to the meeting.



4 **Treasurer:**

4.1 As per report.

4.2 Payments to be passed:

• Telstra	\$50.00	Secretary Phone
• Stokes Badges	\$246.40	Hat Pins
• Geoff Kay	\$75.00	Equipment Winton Historics
• John Grist	\$37.50	Equipment PI Shannons
• Shan Rogers	\$37.50	Equipment PI Shannons
• Insport Promotions	\$229.63	Beanies x 25
• Insport Promotions	\$988.35	Starter Bags x 30
• Revolution Racegear	\$186.00	Bryan O'Reilly Uniform

Moved: Paul Kelly, seconded: Shane Rogers that payments are passed. Carried.

4.3 Terry O'Callaghan (TOC) queries if an audit was completed for the hand over from ER to Matt Cornford (MC). MC advises that there was not. TOC suggests it should be recorded that the handover was completed without an audit.

5 **Chief Flagmarshal:**

5.1 Completed Meetings:

- Sandown Shannons. Arthur Cooksley (AC) reports a few members stood down due to adverse weather conditions.
- Phillip Island Supercars. Low on numbers Friday. Sectors and Communicators provided cover.
- Porsche 4 Hour. Thanks to Simon Baston for Chiefting the event.
- VSCRC 2. VFT covered Comms on around half the flag points. No issues
- VMRC 2. No issues.
- Winton Supercars. Kevin Watson (KW) reports the Friday was wet. Members received plenty of television coverage. Issue with location of podium in pit lane, further restricting the view between 12 and 1. Also meant pit exit blue had to be moved closer to FP 1, but the view was still partially obscured by the Safety Car. KW reported 5 dangerous re-entries before being told Race Control did not want any further calls. David Reynolds got off a passing under red charge due to the flag not being visible with shell advertising behind.
- Phillip Island Shannons. Will Gaff (WG) reports the weather was poor on Sunday. Thanks to Shane Rogers and John Grist for helping with Equipment along with Colleen Walker. Made calls to members in the lead up to get extra people, which resulted in 4 additions on Sunday. Thanks to Don Johnson and Ian Hogen who both worked one up.
- Historic Winton. KW reports there were 7 members. 2 light wands had stopped working by 10am on first day. Seems to be a charging issue. Some issues Sunday involving two handicap races for bikes/sidecars, with margins of up to 3 laps.

5.2 Upcoming Meetings:

- Winton Shannons. AC Has advised organisers we will not be attending Friday as a club due to the lack of numbers. 16 on list for Saturday and Sunday.
- Winton VSCRC 3. 19 on list.
- PIARC Multi-Club Event. Currently only 16 on the list. We will definitely need more members
- Hot Dog Round and the Victorian 6 Hour both have good numbers for this stage.



- Sandown 500. Dual registration process. Members must register with Supercars and the Chief. Please note that by agreeing to the T&C's, you are stating you are available all 3 days.
- 5.3 AC reiterates to members that as per the email from CAMS they will be unable to volunteer as an official if they do not have a valid Working with Children check by 1 August.
- 5.4 Mario Pacifici (MP) queries why the Training Officer is not placed on a Flag Point. AC responds that the role of the Training Officer is to oversee the training of a number of trainees at each event, which requires him to move around the circuit. MP opines that it is the senior members who perform the training.
- 6 Asst. Chief Flagmarshal:**
 - 6.1 As provided in Chiefs report
- 7 Training Officer:**
 - 7.1 Mark Thompson (MT) further responded to MP's query (item 5.4) by advising that as Training Officer he has been assigned to a Flag Point where needed, otherwise he will visit flag points to provide support to trainers and trainees.
 - 7.2 Currently we just have one Trainee working through their 10 days, but there are a number of potential inductees in the pipeline we are hoping will join us shortly.
 - 7.3 John Clarke (JC) queries why there were no assessments being performed at the Winton Supercar round. MT replies that none had been planned and notes the assessee needs to take some responsibility for the assessment process. MP suggests it is the Training Officers responsibility to advise the Chief of those to be assessed. RC requests the Training Committee provide clarification on the assessment process.
- 8 CAMS Rep:**
 - 8.1 Jason Carroll (JC) advises that the next CAMS State Council meeting will be held Tuesday 6 June 2017 provided a quorum is achieved.
 - 8.2 JC anticipates there will be discussion around the Working with Children changes.
 - 8.3 If any members have items they would like raised at the State Council meeting, please contact JC.
- 9 Grade 3 Rep:**
 - 9.1 No report. Position currently vacant.
- 10 Grade 4/5 Rep:**
 - 10.1 Shane Rogers (SR) reports five people have been successfully in achieving Grade 4 since the last General Meeting.
 - 10.2 SR presents John McBain with his Grade 4 badge and certificate.
- 11 Promotions:**
 - 11.1 Phillip Island Supercars. Luke and Kim Hingeley handed out around 200 flyers at the Phillip Island Supercars. They did full laps of the track both Saturday and Sunday.
 - 11.2 Facebook enquiries. We have recently received a couple of membership enquiries via Facebook for a "job" post I put on there earlier this year. Thanks to those that have shared this post.
 - 11.3 Paul Meade reports he attended an information night at the Nissan Car Club to discuss flag rules/upskill their members. It is hoped some would show an interest in volunteering with the club, although most attendees were rally focused.
- 12 Social Media:**
 - 12.1 David Thornbury (DT) reports the Facebook page is very close to the milestone of 700 likes.



- 12.2 DT will post the notice from CAMS regarding Working with Children to the Facebook page as it seems some members have not received this.
- 12.3 MP suggests added the closing date for EOI's to the events posted on Facebook. DT and AC agree to liaise on this

13 Merchandise:

- 13.1 Greg Hardy (GH) reports that Beanies and Hat Pins are now available for purchase.
- 13.2 Robin Wood (RW) suggests the club sell whistles at events as there are a number of officials who do not have them.

14 Magazine:

- 14.1 RC advises that the cut off for articles for the July magazine is 24 June.
- 14.2 RC notes that while we have some excellent pictures from Sandown and Phillip Island, there aren't many available from Winton. If anyone is aware of photographers shooting there, or take their own pictures please share with the magazine editor to help with the balance of images.
- 14.3 The May magazine had an excellent article by Bryan O'Rielly. If anyone else would like to submit contributions to the magazine they would be very welcome.

Reports: Moved Greg Hardy, Seconded Matt Hardy that reports are accepted. Carried

15 General Business:

- 15.1 RC presents Paul Kelly with his 5 year service badge and certificate.
- 15.2 Michelle Clewett queries if there are any plans to conduct an EA course in the near future. MT replies that the course content is currently under review, with CAMS also looking to introduce a refresher course for existing EA's. RC notes there is a strong need for a refresher course due to the lack of detail on many assessment documents. JC advises that at a recent General Meeting, it was advised that Tony van den Dungen would be willing to run an EA course provided there are at least 4 people who would attend.
- 15.3 SR notes that a member posted an image to Facebook from the Winton Supercar round that was critical of two of our members. This could be seen as a breach of the CAMS Social Media policy. He notes that as members of the club we are all doing the same role and should be supportive of each other.
- 15.4 MP queries if the shirts worn by the Chief, Asst. Chief and Training Officer are paid for by the club or the individual. ER replies they are paid for by the club and have been for many years dating back to at least 2007.
- 15.5 Geoff Kay (GK) notes he was extremely disappointed by the number of references in the May magazine to members being under prepared for the weather conditions that impacted on Round 1 of the Shannons series. He states that it is hard to plan for a wind chill factor that can affect certain points.
- 15.6 RC notes he is pleased with the excellent turn out for the meeting. If the level of interest can be maintained, he will be inviting guest speakers along for the members to enjoy.

Meeting Closed: 9:37pm

Next Meeting: General Meeting, 8pm 3 August 2017 at the MG Car Club



2017 Calendar		
March 4-5 *	Winton	VMRC 1
March 4-5 *	Sandown	VSCRC 1
March 17-19	Phillip Island	Island Classic
March 23-26	Albert Park	F1 GP, not a VFT event
April 7-9	Sandown	Shannon Nationals
April 21-23	Phillip Island	WD40 Phillip island 500
April 30	Sandown	Porsche 4 Hour
May 6-7	Phillip Island	VSCRC 2
May 13	Winton	VMRC 2
May 19-21	Winton	V8's Winton 400
May 26-28 *	Phillip Island	Shannons Nationals
May 27-28 *	Winton	Historic Winton
June 9-11	Winton	Shannons Nationals
June 17-18	Winton	VSCRC 3
June 24-25	Phillip Island	Multi Club
July 22-23	Sandown	VSCRC 4
July 29 -30	Phillip Island	Vic 6 Hour Relay
August 5-6	Winton	Festival of Speed
August 19-20	Phillip Island	August Access
August 26-27	Winton	Shannons Nationals
September 8-10	Phillip Island	Shannons Nationals
September 15-17	Sandown	Sandown 500
September 23-24	Winton	VMRC 3
Sept 30 Oct 1	Phillip Island	VSCRC 5
October 14-15	Winton	AROCA 10 Hour Relay
November 10-12 *	Sandown	Sandown Historics
November 11-12 *	Winton	Winton 300
November 25-26	Phillip Island	Island Magic
December 2-3	Winton	HQ 4 Hour Relay
* = Clash		

Expressions of interest to attend any events must be conveyed to the Chief Flagmarshal via any of the following 4 ways:

- The VFT Club Phone : **03 8796 5321**
- The VFT Club Mobile: **0409 823 657**
- Email: chief@vicflag.org.au
- In person, **trackside or at club meetings**

Please DO NOT use Social Media for expressions of interest!



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