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News and information

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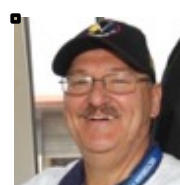
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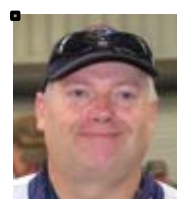
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2016 VFT Training Committee



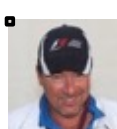
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2016 VFT Induction Team



**Induction Team
Coordinators**
Karen Legg & Paul Meade



Rebecca Armstrong



Danielle Bell



Zoe Butteriss



Harold Dreher



Shane Rogers



Trish Storey

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VFT 30th Anniversary Celebration

A very successful evening was held on 4 June to celebrate the VFT 30th anniversary – for a full write up and photos, please see the special 30th Anniversary edition magazine, to be made available at the same time as the July 2016 magazine.

VFT 30th Anniversary Congratulations

Please pass on to all of your Officials, our congratulations on the VFT reaching 30 Years of Service to motor sport. From all of your friends at SAMROA over here in Adelaide.

Paul Bonnett, SAMROA Secretary

Editor's note: The VFT would like to thank SAMROA for their kind and thoughtful wishes – very much appreciated.

VFT Life Members

Keith Alexander
Ray Begg
Rae Begg
Paul Cansdale
Roger Chirnside
Robert Farrell
Sue Jochheim
Alan Krahe
Terry O'Callaghan
Damian Petrie
Kevin Redman
Eric Rigg
Gloria Shallcross
Mike Shallcross
Barry Petersen [dec]
Neil Thompson [dec]

New Members

Welcome to our new members:
Arvind Gawade
Janine Johnson
Luke Sawyer and
Zita Szedlacsek

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This month's cover picture shows Hans Herrmann's BRM P25 airborne during the 1959 German Grand Prix. (Note the vacated chair!)



Presidential Pit Stop



Well hello again!

Welcome to what seems to be a quiet time of the year for the club as far as events trackside go. I guess some are earning brownie points at home, some are lucky enough to head to a few of the interstate events in the northern warmer states that occur this time of the year. I wish all those travelling a safe and pleasant journey.

It was a privilege to attend and take part in the club's 30th Year celebration just a few weeks ago. To meet some of the past members that I now can place a face to a name was a pleasant experience. To catch up with members that we don't see trackside for many reasons was also good to be able to recount old times and experiences. Also valuable time spent in understanding the history and why we now do some of the things we do in regards to training and other administration matters as a club. It makes me think that as we evolve into the future that some things may not have the relevance to the present time, and other matters may need to have some minor updates as we go along.

I was very interested in reading the content of the copy of the club's first "Newsletter" that was available on the night. It makes me think of that saying.... "The more things change, the more they stay the same."

We sometimes forget that as volunteers, most of us are time poor, some more than others. Sometimes family, work and health can take over without those around us seeing or recognising that we are struggling to keep up with life. Take the time to take a second look at the person beside you, and actually ask the question, are you ok, and is there something I can help you with?

See you all trackside soon, keep safe.

Kevin Watson
President
Victorian Flagmarshalling Team, Inc.



Flag One Reporting



We are now approaching half way through the calendared meetings for the year and, crucially, have completed the two clash weekends. These were the Winton v8's clashing with Sandown VSCRC 2, and the Phillip Island Shannons Nationals clashing with the Winton Historics.

Across these two weekends, it was disappointing to see that the manning of these meetings fell predominantly to the small band of "core" members – resulting in our resources being stretched very thinly. To those members who helped out, I offer a very big thank you. I would also like to thank Kevin Watson and Will Gaff for stepping in as chiefs at respective meetings, and to Paul Meade, Geoff Kay and Roger Chirnside for arranging the equipment.

Which brings me to the upcoming meetings, of which there are no fewer than 10 to be held over 12 weekends from the start of July to the Sandown 500 in mid September. Needless to say, this is going to be particularly taxing on everyone and especially so if left to the "core" members to do the lot. So, I ask every member to try and commit to even one day to help out at a few of the meetings listed below:

Upcoming meetings:

- VMRC2 Winton 2-3 July
- Phillip Island 300 9-10 July
- VSCRC3 Sandown (hot dog round) 23-24 July
- Phillip Island 6 hr relay 30-31 July
- Winton Festival of Speed 6-7 August
- Phillip Island Closed Access Race 20-21 August
- Champion of Winton 28 August
- VSCRC4 Winton 3-4 September
- Phillip Island Shannons Nationals 9-11 September (3 day meeting)
- Sandown 500 16-18 September (3 day meeting)

Feel free to email me at chief@vicflag.org.au if you haven't already got your name on a list and you can help out.

On a positive note, the shortest day is behind us, Bathurst will be here soon, summer is here in 5 months, and there are approximately 165 shopping days to Xmas.

Arthur Cooksley
Chief Flagmarshal
Victorian Flagmarshalling Team



Grade 3/3A Report



G'day everyone

I hope everyone enjoyed a bit of time off and recharged the batteries after an extremely busy May. A huge thanks to everyone who helped out especially those who put in when we had 4 events to cover in 2 consecutive weeks. Everyone deserves a big pat on the back well done.

I would like to congratulate the following members on their recent upgrades:

- Rebecca Armstrong from grade 4 to 3
- Colleen Walker from grade 4 to 3
- Paul Kelly from grade 3 to 3A
- Shane Rogers from grade 3 to 3A
- Glenn Rochester from grade 3 to 3A.

With winter well and truly here now, a reminder to be prepared when heading trackside. Please make sure you all have wet weather gear and enough layers of clothes on to stay warm. It may seem silly but also remember sunscreen on those sunny but cold days as you can still burn especially if there is a bit of wind about. We also need to keep an eye on our fellow mates if someone is looking cold and uncomfortable – please radio it in. If it is left too late hypothermia can sneak up on them and make the situation a lot worse and nobody wants that. In saying that also if you are working one up (as many of us have been lately) please let race control know if you are cold before things get worse.

Just a call out to all the members that may have not been very active for a while if you could consider a weekend trackside or even just a day to help will be greatly appreciated. We seem to have a core group of members that are there week in week out and a lot of this is working one up with next to no breaks. If we can get a few more trackside to spread the load I'm sure it will be appreciated by all. Especially so everyone can get a break at some stage during the day. We do have seniors doing walk arounds to relieve members but they can't be everywhere all of the time especially those flag points that are hard to access during racing. There seem to be big numbers for the "BIG" events and the smaller events we struggle for good numbers. So when considering which events you want to do consider the smaller events – 99% of the time it is better racing anyway.

cheers

Matt Cornford, Grade 3/3A Rep



CAMS, Promotions, and Social Media Update

CAMS

The 2015 CAMS Annual Report is now available on the CAMS website. For those not interested in the financial side (which for the record, shows a healthy surplus), it is still worth a read for the overviews from the President and CEO, along with a number of other sections outlining activities during the year.



The June edition of Speed Read features an interview with me on behalf of the club. In it, I speak about the origins of the club, along with the role of a flag marshal, and how to get involved. It was my hope in doing this article that we might attract new members to the club from the greater CAMS membership.

Thanks to Joy and Roger for their help with providing information on how the club came about.

Promotions:

On the Sunday of the V8 Supercars at Winton, a number of club members distributed recruitment flyers during the "True Colours" track walk. Around 120 potential members were spoken to and/or given a flyer in the 20 or so minutes available to us, which was a great effort. Thanks to Paul Meade, Damian Mitchell, Deanne Millett and Garry McArdle for their help with the flyers, along with Winton raceway for supporting this activity.

Since last year we have been using postings on volunteer websites in order to help attract interest in the club. Given the number of events we now attend at Winton, along with the challenges many of our existing members face in getting there, I have added a few new postings to the site to attract new members from Northern Victoria and Melbourne's Northern Suburbs. I will be monitoring this over the next few months to see how effective it is.

Social Media:

The club has recently achieved the Milestone of having over 600 likes/followers on Facebook. Given our membership currently stands at a little over 180, it is fantastic to see the level of interest the club attracts from the wider motorsport community.

For those people who don't always see our updates on their Facebook feed, there are a couple of things you can do to help ensure you don't miss out.

The next time you visit our page, hover your mouse over the Liked button. You will see a menu pop up. In that menu, make sure under "In your news feed" that "See First" is selected. And under "Notifications", that "All On" is selected.

I'd also like to remind members that the club uses the tiqbiz app to send out event reminders and sign on details etc. A flyer on the app and how to find us can be found in this edition of the magazine. Remember you will need your notifications and data switched on for the app.

David Thornbury
CAMS Rep, VFT Promotions & Social Media Administrator



TIQBIZ Instructions


(This flyer can be downloaded from the following link - <http://vicflag.org.au/Members/wp-content/uploads/2012/07/Tiqbiz-download-flyer-2014-with-windows-email.pdf>)


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Thanks from the MG Car Club – VSCRC Round 2

On behalf of the MG Car Club, we extend sincere thanks to you and your team for making VSCRC Round 2 at Sandown a great success.

The MGCC philosophy for race meeting management is to treat the competitors as our customers. On occasions over last weekend, our customers made it very challenging for you!

In great spirit, and with excellent collaboration between and within your teams, we delivered to our customers a full schedule of events in good time.

Please pass our vote of appreciation to your team members.

Cheers,

Barry Oosthuizen
Race Secretary
VSCRC Round 2



Dear Volunteer as addressed,

23rd MAY 2016

VSCRC ROUND 2

SANDOWN 20th TO 22nd MAY 2016

On behalf of the Sandown Organising Committee of the MG Car Club, I would like to thank you for your contribution to this very successful meeting. How lucky were we with the weather?

Over many months the organising Committee have put a lot of time and effort into the organisation and promotion of this event.

However, it is the members of the M G Car Club, with passionate outside help, from Team Medical Aust, Vic Flag Marshalling Team, Vic Fire & Rescue Squad, Timing, Scrutineers, Sandown Marshalling Team, PIARC Recovery and WAP Motorsport who should be congratulated for the conduct of the actual meeting over the three days.

Again this year we had a high number of "first timers" which is a very positive thing. In fact I was hard pressed to have a mentor for each newcomer. I did manage to speak to a lot of newcomers as they straggled back through Garage 34 for the BBQ after a hard day on Friday and Saturday and they all confirmed how much they enjoyed the experience. If you are a newcomer, then special thanks to you and we look forward to your involvement in the future.

A new initiative this year was a return to having a Credential's Office (marquee) for Competitors, Concession Retailers and Operational Teams. This required an extra early start for some which was appreciated by the organisers and Competitors.

Because many of you are away from the public address system, you need to be aware how much drivers acknowledge your work when they say a few words after being presented with their trophies.

The next involvement by the Club in a large circuit racing event is:-

25th VHRR HISTORIC SANDOWN –" 25 YEARS OF THUNDER "
4TH TO 6TH NOVEMBER 2016

Whilst the VHRR are the promoters of this huge event, the MGCC has the responsibility to run the competition component. Your contribution would be most welcome. A reminder will be sent, but please note it in your calendar NOW to keep the weekend free.

Thank you once again

Wayne Rushton.



June Reward and Recognition

Congratulations to Roger Chirnside, winner of the June Draw of our Reward and Recognition Scheme. Thanks for your efforts Roger.

Roger has won a \$50 fuel card and a voucher for accommodation up to \$150.



We would also like to thank the following members who met or exceeded the minimum event attendance requirement and qualified for the draw:

Rebecca Armstrong	Mike Arnott	Suzanne Arnott
Simon Baston	Danielle Bell	Wayne Butteriss
Zoe Butteriss	Jason Carroll	John Clarke
Michael Clewett	Michelle Clewett	Arthur Cooksley
Matt Cornford	Jennifer Cross	Graeme D'Arcy
Will Gaff	John Grist	Ian Hogan
David Humphries	Don Johnson	Geoff Kay
Paul Kelly	Alan Krahe	Karen Legg
Garry McArdle	Sam McCoubrie	Cataldo Mase
Paul Meade	Blake Neck	Lloyd Owen
John Pollard	Eric Rigg	Glenn Rochester
Shane Rogers	Doug Salan	Tanya Salan
Trish Storey	Zita Szedlacsek	Nevil Thatcher
David Thornbury	sColleen Walker	Kevin Watson

Special mention for Warren Gordon who also would have qualified if he wasn't a previous winner this year.

To qualify for the August draw, you will need to again attend three events.



Training Matters

Hi everyone, well here we are at the halfway mark of a very busy year, I know a lot of you have attended many meeting this year and are looking forward to the busy months ahead.

Even though we have attended many different types of race meetings, it's often a good time to reflect on our skill set. It's with this in mind that I urge you all to consider revisiting the VFT Training Manual. Hmmm... I can hear our spirited seniors already, but hear me out, it is important that we are all on the same page when trackside, therefore if we are all reading the same manual we are all able to draw not only on the valuable information that the manual has to offer but be also able to impart this knowledge to our newer folk should the questions be asked. From setting up of the point, through to the use of the Blue flag is crucial to our daily trackside activities and all equally important. A simple question asked, such as the use of the "Lack of Adhesion Flag" and how it's used, through to how the "Bad Sportsmanship Flag" is used can be critical in making sure that you and your fellow club members skill set is up to scratch. We must think of this as an insurance policy to all our skills, thus ensuring our club and members are at their best at all times.



Whilst we already have a very highly trained Flag Marshalling Team and a highly respected reputation, I think a review of our training manual is to be viewed as a mini refresher for us all. It's imperative that we are all up to speed and that our club members are able to identify and interpret not only our club rules but also the use of all our tools. "The Flags" after all, are our tools and we know them like no other, therefore we need to be sure we are all good with their use. Just think if you are fortunate enough to be working interstate, as many of us are e.g. Bathurst, Darwin, Clipsal or asked a question by a local or interstate official at the Grand Prix in Melbourne or any Victorian event with others less fortunate in flagging skills than you, that you can answer with accuracy and confidence. Our training manual can be downloaded or viewed in the Members Area under Training on the VFT web site <http://www.vicflag.org.au/>.

The VFT needs to be good at what we do, race day competitors rely heavily on our skills to not only keep them safe at all times, but to provide adequate information trackside and to keep them competitive. Race control also relies on us to maintain control of the circuit, so it's important that we have consistency in what we do. So happy reading!

2016 Officials in Motorsport Expo

By time you receive this newsletter the 2016 Officials in Motorsport Expo may have already happened or is about to happen, either way thank you for your support and for bringing along your friends, mates, partners or acquaintances to this important day. A big thanks to Sandown Raceway and CAMS for their continued support of the expo, also a special thanks to all the Presenters, sponsors and club contributors on the day. Also special thanks must go to Tony Van den Dungen and Eric Rigg for their exceptional help in organising this important event.

I thank you all again for your support towards further training, education and your commitment to the club, I look forward to the 2nd half of the year ahead and to seeing you all at the next event and hearing about your suggestions and training needs. Remember our Training Committee is at your disposal to answer your questions, alternatively please discuss your needs with your Grade rep.



Mark Thompson, VFT Training Officer



Jim Richards Drive Day

Pictures and accounts of the rides awarded to Rebecca Armstrong, Geoff Kay and Paul Kelly earlier in the year:



To Jim Richards, Shannons and VFT,
A massive thanks of appreciation for the ride day which was presented to Rebecca, Paul and myself, was an incredible experience and so enjoyed for something we enjoy doing so much, was hard to find words required, so as i say, TAH MUCHLY for all the appreciation you showed us and the rest of the team who man the flag posts each meeting so we can all have fun, Geoff Kay.

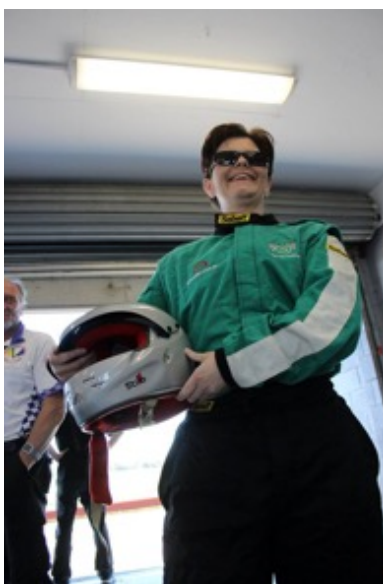
On May 31st with thanks to VFT, Shannon's and Jim Richards I had the privilege of attending Sandown Raceway for some fast laps in Jim Richards Cup Porsche along with Rebecca Armstrong and Geoff Kay – this was part of our awards presentation from 2015. What a great way to celebrate my 50th birthday which was on May 24th. I turned up at Sandown around 10am, meeting Belinda from Shannon's, signed on and watched some other people enjoying hot laps in Jim Richards Porsche. There was also a Lamborghini and another Team in a Porsche



doing hot laps. Shortly I was joined by Rebecca and Geoff we watched with anticipation and around 11am Jim Richards hopped out of the car for some photos and a chat about his motorsport career, with a light lunch served and an opportunity to get some items signed. Jim was back in the Porsche ready to go. Paul, one of the team members for Jim, called me over to get suited up. Now the excitement was building – only three more people in front of me and before I knew what hit me it was my turn to jump in. Jim wasted no time – me thinking first lap would be slower HA NO WAY! Pedal to the metal he was away funny thing is because we flag this track so much I knew every corner that was coming up so it was real interesting to see how Jim approached the corners and where he applied the brakes, down the back straight and 233km first lap and 236km second lap. Fantastic great feeling but all over too quick – I was just starting to get used to this! At least I have it on USB stick to replay at home and enjoy.

Thanks again to Shannon's and Jim Richards and his Team for the great day and for their support in our club and to Belinda for her time and the photos. It was a great day to enjoy and share with fellow Team Members who I know also had a ball.

Paul Kelly.



On arrival, the first thing I did was childishly bounce around the room. Cause it's okay to be an adult and jump around like a kid. Cause I felt like one. I felt like the biggest happiest kid in the world. I was so happy that I legit thought I was going to cry. I mean how ridic is this? I stand around these cars on a normal weekend, I wave a flag at them. Hell, I have even touched Jim Richard's Targa GT4 before when he asked me to get his communications plug for him. But to be there now, i-it was too much to take!

After the first group of people went through, we stopped for talk time and Q&A and a bit of lunch before the next group went through. Listening to Jim talk about his early days and getting into racing was inspiring, telling us the story about how he got over here and how to get sponsors. He said that now it's hard for people to get rides because sponsors aren't out there as much so it crushes the soul but I already knew that. Taking all of my courage, I put my hand up and asked a question. I rehearsed it over 10 times in my head to make sure I didn't do my usual stumble and sound like the creeper I usually do. Coherently I was able to get it out, asking him what appealed to him to do Targa since most of his career is circuit. His response, wow. It reminded me of why I love Targa. He started out just like anyone else in the younger years, doing a bit of *cough*illegal*cough* speeding on the road and moving onto the dirt rally. Targa gives him the chance to drive like that again without the illegal part. I-I think I love you *__*

Finally it came my time to get ready for the laps. Oops. No wait. People in race suits are not allowed to smile! You want to be a driver, you must have serious face. With my newly acquired serious face, I am ready to get my butt in and take on Sandown once again with Jim at my side cause they won't let me drive it... I mean come on! Cause I'm now buddies with one of the guys from Shannon's who looks so familiar to me because we have the same Targa Tasmania jacket so he wouldn't steal it when I had to take it off. These cars are seriously hard to get in. Also I asked the guy just beforehand



if he ever slammed people's heads into the car on purpose who are annoying. He said no because it scratches the helmets. Fair point. Also he seemed to remember me from when I got my award so like h-how did he remember me? I don't remember seeing him? I mean I bounced around a lot when I got it. Bouncing seems to be a very common thing for me.

When you see people doing hot laps on TV, especially the female ones, the presenters are always like screaming and carrying on like they are terrified or if it's like the world's best thing. I was talking to a couple of people who came out of the laps before and they were like oh your head gets snapped around like a rag doll from the corners, your spine feels like it is going to break because of the braking. I was expecting this to be the world's worst ride, just super fast. So what did I really get? Besides the smile on my face that I was never going to wipe off, there was no discomfort, I didn't even need to grab onto the bar or the seat like they said that I could. It just felt natural. And because of the track day that I already did at Sandown (unless you are reading this and work at Shannons or Subaru, I have never done a track day at Sandown >_>), instead of just going YES! OMG FAST CAR! I found it more beneficial to watch the lines Jim was taking and to see where he was braking and using it as a learning experience as well. I wonder if anyone else does this? Or am I just crazy? The downside of it though was that it just reaffirms how much I would love to be out there racing and how broke I am not to be able to do it. Even getting into the racing suit, it felt like a dream come true. If only I could get into that racing suit and then get into an actually racing situation then I would be even more happier. Regardless of that, it really felt so perfect and I felt at home there.

Thank you so much to the Victorian Flagmarshalling Team, Shannons and especially to Jim Richards for making this happen cause I know how much this costs (seriously, don't look at how much it costs because you will cry). For all of these experiences I get, the chances I am given to perform and do things within my club and to earn this day as a reward for it, it's really humbling.

Rebecca Armstrong

Thanks – from a driver

Recently saw the article in the speed read which prompted me just to drop a short note to say thanks to all having recently competed at the Shannons rounds at both Sandown and Winton – I am the old slow bloke at the back of the F3 field.

Many years ago I was a flaggie up here in NSW so I appreciate what you do and what I observe, you do it to a very high standard.

I should be back in September at the Island round so all of you are welcome to drop by the pits and will be more than happy to show around our cars.

Regards
Ross McAlpine



From Pits to Post

In terms of the Victorian motorsport calendar, May was a busy month for race meetings, with more clashes than a weekly footy fixture. The dynamics of each of these meetings could not be any more different: Grassroots racing (VSCRC Round 2 at Sandown) versus the Main Game (Supercars at Winton). The glitz and glamour of yesteryear (Historic Winton) versus the glitz and glamour of today (Shannons Nationals Round 2 at Phillip Island). In reality, the situation is the same no matter where and when: Cars on track needing us to stand beside aforementioned track showing colored fabric as required with respect to the conditions to keep aforementioned cars on aforementioned track in a safe manner.

Ironically, the first mention of a race meeting in my first write-up for the club magazine doesn't involve me on a point at all. As some may or may not know, the last 2 years I have been studying a Certificate III in Motorsport Technology, hence why most state rounds I have been more likely to be found in a garage than on a flagpoint, tinkering away as a student mechanic on our Formula Vee running in the VSCRC. I felt that writing about our Sandown weekend may provide a nice insight into life on the other side of the fence as a competitor, and how the whole picture is put together between competition and officialdom for everyone's mutual enjoyment of a race weekend.

Spoiler alert: Sandown for us wasn't exactly a fairytale, so I may need to write another article again sometime! I briefed our driver with regards to the expectation of waving to the flag points, however being at Sandown, Formula Vees were off at T1 and back via the paddock, so he said he would do it on the formation lap to the races. Qualifying went well as we finished the session in P5 with plenty of optimism to carry forward. Race 1 saw an amazing start, tipping into Turn 1 in 3rd position in the 12-car field, however ended up crossing the line in 6th. Whilst taking tyre pressures, I managed to cut my hand on a freshly-chunked Rim. Turns out that someone went up the inside at T2, made contact and our driver looped it. Dammit! New rim required to be re-fitted with the same tyre, but hush... that can be tomorrow – Richard's problem.

Whilst everyone else in our team decided on an 8am start, I decided to use the spare morning for a quick Sunday visit to the Vintage Room to say G'day to my flaggy comrades. 8am came and went, so I bid everyone farewell as I made the trek to Garage 22. Race 2 saw another amazing start, which held us pretty well in position until the last lap, when the car took part in a sympathy spin and backed into an already-spun Vee. One bent exhaust bracket later, the car trundled home in 7th, but some garage repairs were required on the bracket and muffler.

Following the start of Race 3, life was good. That was until Lap 2, Turn 9. Contact received, some decent airtime, and then suddenly our race was gone, sitting in a gravel trap leaking oil everywhere. Up on the flat-top, in at T9, finish the race and then see what we were up against. The tow truck came down pit lane bringing us a present, but this was akin to receiving coal on Christmas morning: This was a present that nobody wanted...

I knew it wasn't going to be good when neither of the rear tyres were on the back of the truck, and the scraping noise made by the exhaust that us students had been proud of fabricating was the perfect noise to drown out my profanities of what I was seeing. Suspension, Gearbox, Rear Axles... you name it and it was pretty banged up. And as our races were all finished for the weekend, we were left scratching our heads as to how to get the car mobile again off the pit lane apron.

Another issue arose for us in front of Garage 22 – a slippery black fluid which belongs in cars and not on tracks. Marshal-mode activated! A casual Sunday stroll across the Pit Lane for a spill kit and then returned throwing handful upon handful (important note: using my own bare hands!) of soaker down on our mess like Oprah hands out gifts at her shows. But hang on? Why is the soaker moving? What's that? Aaaaaand out crawls a decent sized spider!! No. Just No. All the NOOOOO!!!! Running away toward the grassy side of Pit Lane, that spider was either laughing at my reaction or thanking me for his freedom. Oh well, that



was the last thought that went through his head before a Pirelli was put over the top of him. Sports Cars, you guys are the heroes!! Who's laughing now, my eradicated arachnid friend?!?!?!

Fast forward a few days and suddenly I'm packing rain gear and warm clothes – Don't need to be a rocket surgeon to know that winter is coming! Thursday trip down the Island via Aussie Disposals for skiwear and some last minute acquisitions, including a new beanie and balaclava – I'm in the business of keeping warm, and this weekend, business was good!

Friday practice saw me down at Turn 6 – the part of the track where racetrack meets cliff and ocean. Having been trackside for the past 4 years waving flags, it's rather odd to think that this was my first full weekend trackside at Phillip Island! Still, Siberia would prove the perfect test: If I could survive a day out there warmth-wise, I'll be fine anywhere in the country!

Morning drizzle welcomed the Formula 3, Radical Australia Cup and the new-for-2016 Australian Production Cars category to the Shannons bill, with a few cars then welcoming themselves to the Turn 6 gravel trap. One Radical went for a trip inbound to Turn 7, with the Course Car required to go check out the wall. But the Course Car's stopped at the Armco beforehand. Teresa standing trackside with an incident report for collection, yet the Course Car is stationary well before her and not moving – something's up! Something *was* up, and it wasn't the fuel level in the Course Car! Towed back, on with the motorsport!! Other lessons learnt at T6 across the day included how crazy the local fauna can be – perhaps we could get them off the track and onto a point as trainee flaggies? Still, their kryptonite was the sound of a Formula 3 engine. Just need to make more of them and wildlife issues can be resolved!

Saturday arrived, and so did the reinforcements! I was relocated to FP12.1 to thaw out, and had Trainee John on point with me for the day, who had spent Friday at FP1. A fast section of the track, it was good to demonstrate to John the dynamics of the track and environment from both a driver's perspective and official, as well as the 1-per-centers to keep in mind when flagging to allow for anticipation of where to be looking when on blue and yellow flags, and for what. These skills were demonstrated across the day as we had anything from a stray garbage bag going for a walk, to cars spinning on wet painted lines and even having a go on Comms. Rotating with 2 on point throughout 2x 1 hour Australian GT Championship races as well as the Phillip Island 4 Hour Production Car race definitely had us busy and alert at all times.

Sunday was the same point, same cars and same task at hand, however today I welcomed Trainee Travis on point as we raced (no pun intended) through the schedule of Radicals, F3 and Australian GT Qualifying. The Phillip Island 101 being the feature race of the day concluded the weekend. Across both days, the Trainees learnt at an impressive rate, something which gives great confidence in both the training program within the club, as well as confidence in the fact that we will be blessed with a plethora of well-trained Flagmarshals in the years to come.

Australian GT would have to be one of the, if not – the, favourite category for me. These cars are the stuff of dreams – If I had a dollar for every time I thought "Geez I want one of these cars", I still wouldn't have nearly enough of a deposit to buy one, despite my best efforts! These are some serious cars driven by seasoned professionals, and that showed in the 101 – you know it is a hard and fast race when you have more tyre failures than Safety Cars (scoreboard: 11 vs 0)! Perhaps the tyres were rising up like in the 2010 French B-Grade film "Rubber", where all these tyres go on a rampage through town. Yeah, like that. But on a Racetrack? Ok, maybe not... Also, the added bonus for all after a long weekend is the oh-so-brilliant feeling of driving back up the South Gippy with some sunlight still around!

When some of my friends ask me what I'm up to on weekends, my answer of "Standing around in the rain and wind all weekend watching cars fly past me" doesn't seem to stack up with them for some weird reason. After this fortnight, despite the events of Sandown, I can confirm that they're the weird ones for missing out on the fun that we get to enjoy first hand together in our sport.

Richard Millott



Embracing Change

you'll love this!



Quote *"Dream as if you'll live forever, live as if you'll die today!"*

James Dean.

Do you have a positive attitude? More importantly, do other people think you do? Staying upbeat can be challenging when things aren't going well. It sounds reasonable but what about if you've lost a job, a marriage fails, or a child is struggling with health problems. Below are 10 reliable tips for improving your state of mind to cultivate the life skill of positive attitude.

- 1. Give thanks for each day.** Whether you say it to yourself or pray about it, express gratitude for all the things you take for granted, including a place to live, family, employment, clothes, neighbours, transportation, education, sunshine, food choices, health and freedom.
- 2. Count your personal blessings.** Look for personal benefits in your life. Things like a clear mind, a fit body, nice furniture, a social life, leisure time, trustworthy friends, things that you wouldn't notice unless they were taken from you. Make a list and add to it as more things come to mind. Then when you are feeling down, read your list to be reminded of all the good things in your life.
- 3. Do a good deed without telling anyone.** Isn't it exciting to help people without their knowing it? Imagine the surprise on a single mum's face when she receives an anonymous delivery of groceries or a gift card for a free oil change. Imagine an elderly neighbour's shock to find her flower beds weeded one morning. There are plenty of good deeds waiting to be done by caring people like you.
- 4. Forgive an old hurt.** Holding a grudge for weeks, months, or years can keep a sour expression on anyone's face. Contact the person who has wronged you, using email, telephone, or a note card, and express your forgiveness in kind, not controlling words.
- 5. Ask to be forgiven.** If you have wronged someone but stubbornly refuse to admit it, now is the time to seek forgiveness. Your apology will let you get the old burden off your chest, no matter how the other person reacts. You'll feel better, stronger, and freer automatically.
- 6. Compliment someone.** When you truly feel lousy and just don't want to be bothered, say something nice to the next person you see, assuming it isn't someone to avoid. Making a positive statement about a person's appearance, attitude, health, or job performance can help him or her feel better, and you will feel good, too, for improving that person's day.
- 7. Admire the view.** Find a comfortable seat outdoors and admire the scenery around you. This could be at a park near your workplace during your lunch break, a cluster of trees in your neighbourhood, or a country drive in the evening or over the weekend.
- 8. Donate something.** If you have something in your home that you're not using, give it to someone who can use it. People in need of these things may appreciate a computer printer that you've replaced. Give to a donation store, both outcomes should put a smile on your face. Otherwise, try to donate a few extra hours each month to aid those in need. There are numerous ways to offer assistance, which will make you feel needed and appreciated.
- 9. Sing a song.** Admit it—it's hard to sing and stay in a grumpy mood! When you start to feel down and need to get your spirits up, sing, hum, or whistle your favourite tune.
- 10. Smile!** Whenever you get a case of the grumps, look in the mirror and smile! Then share it and others will probably smile back, especially at home among your loved ones. A smile is contagious and promotes goodness and kindness.

I'm a believer that your positive attitude gets healthier by being a giver. Your choice starts now!

Doing life with you, Live it to the fullest!

Cheers Mark Bateman

0412 151 121



Merchandise

The 2016 Merchandise Officer is Natalie Daish.

To order merchandising you can see Natalie at the track or

Email: merchandise@vicflag.org.au or Mob: 0413 205 253

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



NOTE: the club now has **Paypal** available for card payments on merchandise and membership subscriptions: for further information see the Treasurer.



In action (or inaction) at Phillip Island, Sandown and Winton



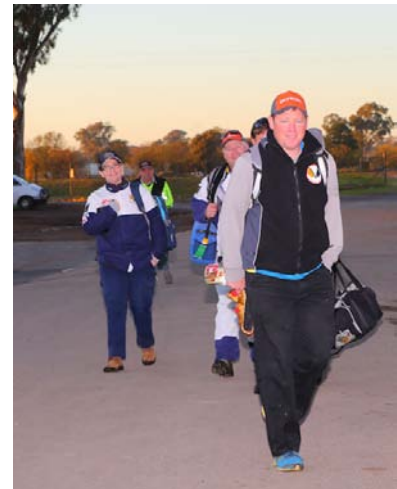
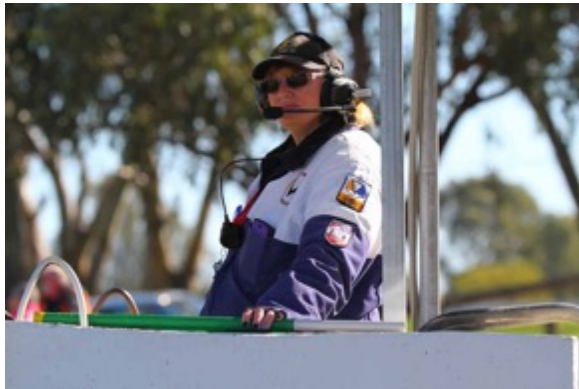
Our Pres seen hanging around at Winton!!





Who's the old guy with William at Phillip Island?!







Back when

Have you ever wondered when flag signals were first used in motor racing?? This happened in 1899 when the red flag was used for stop and yellow for caution – these two still have the same meaning today.

In the early city to city races which were run on public roads, spectators would stroll along the route, seemingly with not a care in the world, which resulted of course in many deaths. In order to minimise this 'inconvenience', in addition to flags being used, the organisers would station officials at various points with instructions to blow a trumpet, or a similar strident instrument, to warn the public of oncoming competitors. Owing to the rising death toll of both drivers and spectators, these city to city races were eventually banned.

The term 'pits' entered motor racing terminology in 1908 when a trench, or pit, with a counter just above ground level, was provided for team crews to replenish fuel and tyres at the French Grand Prix in Dieppe – hence the term 'pitstop'. It is believed that these trenches were stationed at the premium viewing points at the start/finish line so as not to impede the view of the paying spectators in the grandstands.

VFT General Committee Minutes

Victorian Flagmarshalling Team Inc. – June 2016 General Meeting

General Meeting Minutes

2 June 2016, 8:15pm

The Beach House Hotel

97 Beaconsfield Pde, Albert Park

Members Present: 19 Members.

Apologies: Paul Meade, Paul Freeman, Jason Carroll, Geoff Kay, and Country and Interstate Members

Kevin Watson welcomed all attendees to the meeting

Minutes from the previous General meeting (7 April 2016): Moved: Paul Kelly, seconded: Matt Cornford that the minutes be accepted. Carried

Matters Arising:

Nil

Reports:

1 President:

1.1 Kevin Watson presented Karen Legg with her 5 year Service badge.

1.2 KW reminded the meeting of the 30th Anniversary Celebration this Saturday night

2 Vice President

2.1 30th Anniversary. Help required with setting up. Room will only be available from 5pm as being used to show the footy. Currently a little above the numbers stipulated to the venue for catering and security purposes.



3 **Secretary:**

- 3.1 Membership stands at 184 (180 paid, 4 pending invoices for new members)
- 3.2 Eric Rigg advises that the club was successful in its application for a \$5k Government grant. Application for a possible grant of \$1.5k from CAMS is currently in progress.
- 3.3 We have received support from Cooldrive and Shannons for the 30th Anniversary Awards.
- 3.4 Penrite Club Night, 28 June. Email Eric if interested. Will have a number of talks, cars on display and up on the hoists.
- 3.5 Phillip Island 300 (9-10 July) and PIARC Closed Race Meeting (20-21 August) recently added to the calendar. In addition the Winton Shannons Nationals is now a 3 day event.

4 **Treasurer:**

- 4.1 As per report.
- 4.2 Figures are down at the moment due to the loss of some sponsors and costs associated with the 30th Anniversary Celebrations.
- 4.3 Payments to be passed:
 - \$153 Corporate Printers – May Magazine
 - \$150 Geoff Kay - Equipment
 - \$395.20 CR Hose Glassware – 30th Anniversary Gifts
 - \$30 Telstra – Chiefs Phone
 - \$148.80 CR Hose Glassware – 30th Anniversary Gifts
 - \$81 Promotional Centre – Tech Vests
 - \$18.95 J&M Pollard – New Ledger Book
 - \$50 Telstra – Secretary's Phone
 - \$139.90 Rebecca Armstrong – 30th Anniversary Cake
 - \$75 Paul Meade – Equipment
 - \$75 Geoff Kay – Equipment
 - \$3.10 Australia Post – Shannons patches to Revolution

Moved: Simon Baston, seconded: Roger Chirnside that payments are passed. Carried.

- 4.4 Mario Pacifici queried what the 'Functions' and 'Equipment' costs were on the Treasurers report. Functions relates to the Chiefs BBQ (\$545) and AGM Trophies (\$226). Equipment relates to Trailer Towage Payments and Registration Fees

5 **Chief Flagmarshal:**

- 5.1 Completed Meetings:
 - Sandown Shannons Nationals – Lloyd Owen was Chief Friday, Will Gaff Saturday and Sunday. 10 Friday, 32 Saturday, 33 Sunday. A trainee was stood down due to inadequate clothing for the conditions
 - Phillip Island Supercars – Kevin Watson was Chief. 20 Friday, 36 Saturday and Sunday
 - Porsche 4 Hour - One day event. 20 Members and 10 Trainees. Thanks to Paul and the Induction Team for their work with the Trainees. A terrific lunch provided chosen off menus in the morning. No port-a-loos were provided which has been addressed with the Porsche Club Secretary for future events.
 - VSCRC 1 – Arthur Cooksley was Chief. 35 Saturday, 30 Sunday. No issues.
 - Winton Supercars – Kevin Watson was Chief. 16 Friday, 22 Saturday and Sunday. Line of sight issue between Flag Point 12 and 1 due to new catch fences. Radios were unreliable.
 - VSCRC 2 – Will Gaff was Chief. 28 both days.
 - Phillip Island Shannons Nationals – Arthur Cooksley was Chief. 8 Friday including sectors/communicators, 23 Saturday, 21 Sunday.



- Historic Winton – Kevin Watson was Chief. 10 Saturday, 7 Sunday. One withdrawal Saturday morning due to AASA sanctioning. Thankfully it was run on the short track given low numbers. A major incident occurred on the front straight which the Chief/Asst. Chief helped with.
- 5.2 Upcoming Meetings:
 - Winton Shannons Nationals. Need more numbers for Friday. Please contact AC if you can assist.
 - VMRC 2
 - VSCRC 3 (Hot Dog round)
 - Sandown Supercars. Have been advised that we will be restricted on numbers. Preference will be given to those who have supported the circuit previously
- 6 **Asst. Chief Flagmarshal:**
 - 6.1 VSCRC 2. 31 Saturday, 28 Sunday. 3 Drivers. Will Gaff Chief. Jason Carroll Asst. Chief. WG and JC visited the circuit Friday to check ensure portable toilets were in place and sort out credentials. Roger Chirnside will be composing a letter re the lack of breaks. There were a few significant incidents with 3 drivers transported to hospital. All drivers are okay.
 - 6.2 WG represented the club at the VSCRC 2 de-brief. Organisers were happy with flagging at Sandown, after having raised concerns from the Phillip Island round. VSCRC 4 at Winton will be run on the long track, with both flags and lights in use. Sandown has just offered a 3 year contract to a car club, which may give some indications as to the future of the circuit.
- 7 **Training Officer:**
 - 7.1 17 Members currently being assessed for upgrades. Thanks to Will Gaff for his efforts co-ordinating this.
 - 7.2 Mentor program. Roger Chirnside, Kevin Watson, and Terry O'Callaghan have volunteered to act as mentors. Please approach them if you would like any guidance in your officiating career.
 - 7.3 New upgrade forms are available on the club website. Thanks to all of those who have provided feedback.
 - 7.4 New checklists have been put together for EA's when they are performing assessments. They are to be used as prompts on what to look for.
 - 7.5 The team are currently working on a Report Writing and Communications training session for members. Some recent reports have been woeful, which is embarrassing for both the club and the individual. Seniors on point need to be checking reports for accuracy/completeness, even if they did not witness the event.
 - 7.6 VFT Training Expo. 16 July. Sandown is providing the Vintage room to us, free of charge. The emphasis for the day is "bring along a friend" so as to introduce new people to the sport. Most presenters have now been confirmed. Please let Mark Thompson know of any potential sponsors. We are hoping to have race car/s present on the day. Will also be looking for help with the set up.

David Thornbury queried the registration process. MT advises this will be managed by CAMS. The will also be promoting the event through their various channels.
 - 7.7 John Clarke queried an apparent discrepancy in upgrade documentation where by most upgrades require someone of the grade above that being applied for to perform the assessment except 3A, which can be assessed by another 3A. MT confirms 3A upgrades can be assessed by another 3A.
 - 7.8 John Clarke asked for clarification whether Grade 3 members must become Grade 3A before seeking Grade 2 or can they apply directly. MT advises it is strongly encouraged, but not mandatory. JC queried if anyone is currently being assessed for Grade 2 from Grade 3. MT advised there is no one.



8 **Grade 3 Rep:**

- 8.1 Good to have so many Grade 3s at events. Matt Cornford has been contact Grade 3s regularly pushing attendance, even if for just one day.
- 8.2 Thanks to all those members who have helped the club over what has been a busy period with back to back clashes.

9 **Grade 4/5 Rep:**

- 9.1 No report

10 **Induction:**

- 10.1 Arthur Cooksley advised members of the Induction Team recently got together with the Club Chief and Promotions Officer. The focus of the meeting was to review the Induction Checklist and the documentation provided to Inductees. These are now in the process of being revised along with general information on the club website.

11 **CAMS Rep:**

- 11.1 State Council Meeting (taken from minutes of Committee meeting as reported by Kevin Watson)
David Bellenger would like more volunteers for the SOP, outside of the VFT and VFRS. CAMS are pleased with the revenue that has been received from International Training. Feedback on recent club information night was generally negative, with main concern the lack of opportunity to question the board. CATO reporting in the future will focus on numbers tested rather than how many failed. The next State Council meeting is to be held at the Winton Festival of Speed.
- 11.2 CAMS Information Night. The club was recognised by members of the CAMS board for our initiative with the Training Day, and setting the standard for the country with our training material

12 **Promotions:**

- 12.1 Approaches have been made to all the Melbourne based V8 Supercar teams requesting the club be involved in any upcoming open days. These events seem to produce the best results in terms of recruiting new members.
- 12.2 The club now has a link on the Shannons Nationals website. We are the only officiating group to have a link, so hopefully anyone interested in officiating will come through to us.
- 12.3 A story on the club was published in the June Speed Read. This is good exposure for the club.
- 12.4 Approx. 120 brochures were distributed during the True Colours grid walk at the Winton V8 Supercars.

13 **Social Media:**

- 13.1 We recently reached a milestone of over 600 likes on Facebook. This is over three times our membership, so great to see a high level of interest in the club.

14 **Magazine:**

- 14.1 Cut off for articles for the June magazine is 24 July. A special 30th Anniversary colour publication will also be sent out.

15 **Merchandise:**

- 15.1 Shannons badges have been received. Please see Eric if you need one. The badge will replace Holden on the right breast.

Reports: Moved Warren Gordon, Seconded Mark Thompson that reports are accepted. Carried

16 **General Business:**

- 16.1 Reward Scheme Draw. David Thornbury read out the names of those who have qualified for the June Reward Scheme Draw. Eric Rigg conducted the draw. Congratulations to Roger



- Chirnside who wins a \$50 fuel card and \$150 accommodation voucher to help him attend a future away event with the club.
- 16.2 Roger Chirnside provided an update on two Senior Officials who have recently had health issues.
Peter Nielson had been taken ill with pneumonia. During testing, some tumours were discovered in his lungs. These have now been removed and Peter is recovering.
Chief Pit Marshal Ivan Tarrant recently had a stroke. Doctors are looking at the cause. Ivan won't be trackside for some time while he recovers.
- 16.2 Roger Chirnside highlighted at the recent Shannons Nationals Endurance event that a number of people were working one up with no breaks between long races. Cars were being released to the circuit before the previous session had cleared, leaving no chance for a toilet break. RC is working with others to put an approach together to bring attention to the situation. There is too much being crammed into a day and RC believes officials need to be treated better. Mario Pacifici adds that the situation is stopping a number of people from coming to events.
- 16.3 Mario Pacifici requested an update on Electronic Incident Reporting via iPads. Mark Thompson advises this has been recently discussed, with issues around mobile coverage, who will pay the cost, and an alternative of sending a picture of the report by text message the focus. Singapore is working on a similar initiative, so would like to see their version. Clerks of Course are not overly enthusiastic about the initiative; therefore it is not currently a priority.
Kevin Watson noted that Supercars are moving away from written reports, instead going from the radio call from the official and reviewing camera footage.
MT added that Clerks of Course main concern at the moment is the accuracy of reporting. Gary McArdle raised concerns over damage to equipment while out on post along with the computer literacy of some members.
Shane Rogers and KW both note that sending pictures of reports via text message has been successfully utilised at Winton.
- 16.4 Mario Pacifici queried if the idea of a shipping container to store merchandise and equipment has been progressed. John Pollard responds that it is just a suggestion at this stage.
Mark Thompson advised his offer to store equipment at his factory still stands.
Will Gaff noted that he had priced a storage unit capable of taking the trailer and was quoted \$350 per week

Meeting Closed: 9:46pm

Next Meeting: General Meeting, 8pm 4 August 2016 at the Beach House Hotel

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 Narra Photography, Revved Photography and others



2016 Calendar		
February 28	Winton	Champ of Winton
March 5-6	Winton	VMRC 1
March 11-13	Phillip Island	Island Classic
March 17-20	Albert Park	F1 GP, not a VFT event
April 1-3	Sandown	Shannon Nationals
April 15-17	Phillip Island	V8's Phillip island 400
April 24	Sandown	Porsche 4 Hour
April 30 – May 1	Phillip Island	VSCRC 1
May 20-22*	Winton	V8's Winton 400
May 21-22*	Sandown	VSCRC 2
May 27-29*	Phillip Island	Shannons Nationals
May 28-29*	Winton	Historic Winton
June 11-12	Winton	Shannons
July 2-3	Winton	VMRC 2
July 23-24	Sandown	VSCRC 3
July 30-31	Phillip Island	Vic 6 Hour Relay
August 6-7	Winton	Festival of Speed
August 20-21	Phillip Island	PIARC Closed Race
August 28	Winton	Champion of Winton
September 3-4	Winton	VSCRC 4
September 9-11	Phillip Island	Shannons Nationals
September 16-18	Sandown	Sandown 500
September 24-25	Winton	VMRC 3
October 15-16	Winton	AROCA 10 Hour Relay
October 22-23	Winton	Sports Car Masters
October 29-30	Phillip Island	VSCRC 5
November 4-6	Sandown	Sandown Historics
November 12-13	Winton	Winton 300
November 26-27	Phillip Island	Island Magic
December 3-4	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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