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News and information

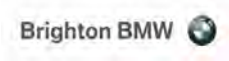
May 2017 6



A bit more opposite lock needed!! (Note the protection for the flagmarshal!)

www.vicflag.org.au

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2017 VFT Induction Team



Karen Legg



Zoe Butteriss



Harold Dreher

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Kevin Redman
Eric Rigg
Gloria Shallcross
Mike Shallcross
Barry Petersen [dec]
Neil Thompson [dec]

- This month's cover picture shows an Austin 7 with the driver in some difficulty at Donington Park in May 1933.

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Reminder – General Meeting – Thursday 1 June 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

At a recent race meeting it was disturbing to note that several marshals succumbed to the inclement weather. This situation was made more puzzling by the fact that the majority were experienced officials, seemingly well versed in the vagaries of Melbourne's weather. As we are now in the last month of autumn and the tender clutches of winter are approaching, a total revision of your apparel is needed. Our club jackets look extremely smart but they offer scant protection against pouring rain and biting wind. Marshalling in these conditions is not a beauty parade so solid waterproof footwear, thick socks and gloves, a woollen hat/beanie and scarf, and finally a heavy storm proof jacket and trousers should do the job. As I said before, it is not about style, although a navy blue and white scarf would add a touch of fashion and class to it all!



Elsewhere in this magazine there is a very good article regarding hyperthermia. I urge everyone to read it and take note. Remember, the rain is wetter and the wind is windier at Phillip Island!

A scan of faces at recent race meetings seems to reveal a number of younger marshals. This trend, albeit small at the moment, is very encouraging as it suggests that not all of today's youth want to sit around with their heads buried in their phones, totally devoid of any conversational or social skills. It is our responsibility to welcome and encourage these young people. Remember, youth is the future strength of our club.

Whilst on the subject of youth, from 1 August 2017 the Government is instituting major changes to the laws regarding working with children. From that date, all volunteers will be required to have undergone a working with children check and be in possession of a valid card. This procedure is free and details on how to apply are laid out elsewhere in this magazine. It is my understanding that after this date, if you don't have the card, you don't get to play. If we get our own house in order then the VFT can't be held accountable for not complying with the law. So, don't forget, *no card, no play!*

Roger Chirnside
President
Victorian Flagmarshalling Team, Inc.

Did You Know?

Flag signals were first used by race marshals in 1899:

- RED for stop and
- YELLOW for caution.

These two still have the same meaning today.



Flag One Reporting

We are now well into the race calendar year, with six events already completed. We are also approaching that time of year when the weather turns cold and wet, and the hours of daylight shorten considerably.

For those brave souls that endured the cold weather conditions on Sunday at the Sandown Shannons round recently, I give a big thank you. To compound the trying weather conditions, the fields of entries across the categories were disappointingly low, so not much excitement to be had other than the early chequered flag brought out for the last race on Sunday due to a turn 6 incident. A big thanks must also go to those members who were redeployed at short notice to cover flagpoints where members needed to be stood down due to the cold conditions.



Given that this was the first real taste of wintery conditions for most of us for many months, it is a timely reminder of everyone's responsibility to come prepared for the worst. This extends to warm, waterproof jackets, overpants, shoes/boots, beanies and scarves. A thermos of hot coffee or soup also helps to warm up from the inside. There are also the instant heat packs that are available from most chemist shops, that will keep hands and feet warm for up to 10 hours. These are reasonably inexpensive and can be tossed into race bags to ensure that you are prepared for a cold snap.

The Sandown Shannons round also saw a few of our members stepping into different roles. This included one of our members manning the starter box on Friday, and three members assuming sector marshal roles on Saturday and Sunday. This just goes to prove that we are not a one dimensional organisation, and our training allows us to fulfil varying roles when the need arises.

There are still a number of ongoing assessments underway, and while this can seem like a drawn out process to some people, it needs to be appreciated that the higher the grading, the higher the bar to achieve that grading. One of the common problems being faced, particularly at the smaller State level meetings, is the lack of numbers. Our responsibility to race promoters, first and foremost, is to ensure that we have adequate trackside coverage for all key flagpoints. This can, and often does, result in members working solo on a flagpoint. While every effort is made to accommodate those being assessed, we are limited by the numbers of people available at each meeting. I would therefore ask that those people undergoing upgrades be patient and understanding of the limitations presented to the chiefs when planning for each race meeting.

Congratulations to those members who have completed their 10 day training. Having observed this current crop of trainees in action, I have no doubts that they will further strengthen our trackside coverage at future meetings.

The next clash weekend falls on the last weekend of May, with the Shannons Nationals at Phillip Island coinciding with the Winton Historics. Once again, we call on as much assistance as we can get to cover that weekend.

Upcoming meetings:

- VMRC2 Winton 13-14 May, list closing 5 May
- Winton V8's 19-21 May, list closed
- Shannons Nationals Phillip Island 26-28 May, list closing 15 May
- Winton Historics 27-28 May, list closing 19 May
- Shannons Nationals Winton 9-11 June, list closing 29th May
- VSCRC3 Winton 17-18 June, list closing 9th June,
- Phillip Island Multi-club 24-25 June, list closing 16th June
- VSCRC4 Sandown 22-23 July, list closing 14th July.

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

- Email me at chief@vicflag.org.au,
- Call or text me on 0406036714, or
- Add your name on the lists that will be available at each meeting.

Catch you at the track,

Arthur Cooksley

Chief Flagmarshal, Victorian Flagmarshalling Team



Promotions and Social Media Update



February Member of the

Month: Congratulations to the winner of our inaugural Member of the Month Award, Eric Rigg. The Committee gave Eric the award for his efforts in bringing in two significant financial donations to the club to help us maintain our trackside activities. For those of you unfamiliar with what goes on behind the scenes in the club, Eric dedicates a huge amount of his time to the club and is definitely a worthy recipient. Thanks Eric.



Working with Children Checks: There are important changes to the Working with Children Check Act that are going to affect all of our active members.

From 1 August 2017 it will be necessary for all members aged 18 years and older to have a valid Working with Children Check card in order to volunteer at events.

For those who don't currently have a Working with Children Check card we strongly encourage you to obtain one as soon as possible to ensure you are not adversely affected by this law change.

While we appreciate the inconvenience this may cause, it is critical the club fulfils our legal obligations and ensure our younger members are protected. The good news is that when applying for a check as a volunteer it is completely free to you.

To start the application process, please visit <http://www.workingwithchildren.vic.gov.au/> and navigate to "Applications" and "Apply for a Check"

During this process, you will need to input the following details in relation to the club:

Organisation name: The Victorian Flagmarshalling Team Inc.

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

Phone: 0387965321

Occupation fields: 42 Clubs, associations or movements of cultural, recreational or sporting nature.

Once you have completed the application online, you need to wait for an email that will advise how to finalise the application. This will involve visiting a participating Australia Post outlet to have your photo taken.

I ask that all members who already have a Working with Children Check card, and those completing the check based on the law change, email a picture of their card to vicepresident@vicflag.org.au so that we can ensure our records are updated.

If anyone has any questions or concerns about this change, please feel free to contact me.



GRM Open Day: On 1 April, members of the club attended the open day at Gary Rogers Motorsport to promote the club to potential members. They spoke to a number of the visitors, and already have solid interest from someone which is being followed up on. Thanks to the team at Gary Rogers Motorsport for having us, and Greg and Matt Hardy, along with Luke and Kim Hingeley for their efforts on the day.

Phillip Island Supercars: Luke and Kim also helped promote the club at the Supercars event at Phillip Island. They clocked up the kilometres, completed full laps of the circuit on both Saturday and Sunday, distributing over 200 brochures to interested spectators. Hopefully we will see some enquiries out of this.

David Thornbury
VFT Promotions & Social Media Administrator

Presentations at Phillip Island

Warren Gordon receiving his Noel Barr Award for Club Person of the Year 2016



Mike Arnott receiving his 25 year service award and Arthur Cooksley his Grade 1 upgrade



Mike and Arthur with Eric Rigg who had received his Member of the Month Award (see photo on previous page)



Grade 3/3a Report

Hello everyone

We have had a very busy time of late. It has been great to see so many trackside along with some good numbers to the last general meeting. Hopefully the good numbers keep up now that some of the "BIG" events for the year have now been completed. I know most of you have put in some big efforts and your work is greatly appreciated by the club.



We have only had the one upgrade to grade 3 so far this year and I would like to congratulate Don Johnson on being upgraded from a grade 4 to grade 3. Great work Don. We have a number of 3 to 3A upgrades ongoing and hopefully we can get these upgrades through shortly.

By the time this magazine comes out I will have resigned as your grade 3/3A Rep to take on the vacant Treasurer's position for the remainder of the 2017 year. I have put a lot of thought into this decision as I have really enjoyed my time as your grade 3/3a rep. Your support and great feedback has been fantastic. I think that the Treasurer is a very important position within any club and for us not to have one now coming into May was not a good look for the club. Hopefully now this position has been resolved the club can move forward with the rest of the year. We will still need a grade 3/3a rep so if anyone may be interested please let myself or any committee members know. The grade 3 rep position can be appointed by the committee of the day as stated in the constitution 20.1. However, the Treasurer's position had to be filled by a current sitting committee member. This is why I have put my hand up to fill this role.

If anyone is interested and would like some more information on the role I am more than happy to have a chat. Until a new grade 3 rep is appointed I am still happy to voice any concerns you may have it just won't be in the official role of grade 3 rep.

Matt Cornford
VFT Grade 3/3A Rep

Did You Know?

Whilst we all hate traffic lights, have you ever thought where the world's first traffic lights were installed??

It was in Detroit, USA in 1919.

And

The world's first parking meter was installed in Oklahoma City in July 1935, so they have been emptying our pockets for quite some time!



More Presentations at Phillip Island



Jim Richards – and his audience



Jim Richards Ride Day Awards being presented by Jim Richards at Phillip Island to Shane Rogers, Geoff Kay and Warren Gordon



Starters Kits awarded to Teilor Woolford & Bryan O'Reilly



Grade 4 upgrade to John Mc Bain



Grade 4 upgrade to Matt Hardy



Grade 3 upgrade to Don Johnson





Grade 4/5 Report

Hi everyone,

Hope everyone is emoting their time trackside so far in 2017. The races we have had so far this year have literally thrown everything at us already. Everyone that worked at their first AGP, I hope you had an absolute ball. And those who attended the Shannon's Nationals under the very trying conditions, thank you so much for a job well done.

I have had nothing but great feedback on everyone's performance.



I don't have anything to really report at this stage. But I would like to hear some feedback from you guys and girls on anything that you would like to see in my monthly emails, or anything you would like me to bring up in the committee etc. You can contact me via email, phone, and social media too.

But now for the up and coming meetings:

May 13	WMRC R2	Winton
May 19-21	Supercars	Winton 400 (if this list isn't closed, it will close very shortly)
May 26-28	Shannon's Nationals	Phillip Island
May 27-28	Historic Winton	Winton
June 9-11	Shannon's Nationals	Winton.

If you can attend any of these events, even if just for 1 day (except for the Supercars events) 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.

And on a personal note, I hope everyone had a very Happy Easter, enjoyed the time with your families, and hope none of you put on too many centimetres around the waist with all the chocolate consumption.

See you all trackside.

Shane Rogers 0449 042 996

Grade 4/5 Rep

Letter from CAMS re Child Protection

Dear Club Representatives,

I want to bring your attention to the matter of Child Protection. Even if you do not believe that this matter applies to your club, I would ask that you at least read the e-mail in its entirety before dismissing it.

As you can appreciate, there is existing legislation in Victoria that is required to be complied with, that being the Working With Children Act 2005 (the Act). The changes outlined below are set to take effect on **Tuesday 1 August 2017** and will have an impact on all organisations that recruit volunteers and staff to child-related work.

A prime example of a program in a Motor Sport environment aimed at children would be a Junior Driver Training program.

Please note that a minor is considered to be any person under the age of 18, this overrides any definition set by CAMS.

There will be the following amendments to the Act:-

- to expand the term 'direct contact' to now include oral (e.g. telephone), written (e.g. postal) or electronic communication, in addition to face-to-face and physical contact
- supervised personnel will also require to undertake a Working With Children Check. This is a new requirement.
- changes regarding non-conviction charges now being considered as part of the risk assessment when a Working With Children Check is performed
- extended powers for the Secretary to the Department of Justice and Regulation to compel information to be provided for the purpose of compliance monitoring.



Training Matters

Hi everyone, well it's been a full on first quarter to the year with still 8 meetings remaining up to half way.....

It's great to see so many of our members considering upgrades and our seniors taking up mentoring roles. It's also encouraging to see so many of our people stepping up to assist our newbies both trackside and during morning muster.



Trackside Training

As you all know there has been a considerable push for trackside training, this is not only for our newbies but also for those of you who are undergoing upgrades. I'm happy to say that this initiative is already showing great results and has allowed us to identify those areas that need to be looked at a little closer, i.e. the use of the white and blue flag, safety car restarts etc. This has prompted us to look at ways of improving how we engage with newbies and how we teach our up and coming members the correct techniques. It is also important that if you have a Trainee that you read their previous reports to gain a better understanding of the areas they may need some honing or guidance. It is also advisable to discuss with the trainee, areas that they may feel they may be lacking, equally it's just as important for the trainee to discuss his or her concerns with the trainer on the day. I thank all those who have been standing trackside at recent meetings to assist our trainees.

Report Writing

For those of you that have attended the past few meetings there has been a considerable push by the COC of each event to make sure that our report writing is accurate, there has been some criticism from the COCs of the quality of the report writing and rightly so. I think it is also important to tell you all that this is not necessarily the VFT, in fact the majority of not so good reports are from those not associated with the VFT. Having said that, there is always room for improvement from our own trackside flaggies and communicators, so I urge you all to show your expressions of interest in attending our up and coming Communications and Report Writing session, once we have the numbers we can then organise a suitable date in the near future. In the mean time please be sure that you run your report by your on point senior or fellow flaggie to check its accuracy, correct car numbers, event name, time, flag point no etc, these are all areas that are very important for the Stewards, so if in doubt with any information please ask your Sector Marshal or senior and/or race control for clarification. Please email your expression of interest to training@vicflag.org.au

Newbies

It's great to see our people greeting our newbies as they arrive and that you make them feel welcome, however it is important to make sure that we continue to make them feel welcome and look after these people until they are familiar with each of our tracks, there are often idiosyncrasies at each track that they may not be familiar with, so your help is appreciated. Please also remember that if you are working with a newbie they must have their trainee vest on at all times

Upgrades

I am happy to report the following people gaining their upgrades, congratulations to you all. Well Done!!

Arthur Cooksley – Grade 1

Matt Hardy – Grade 4

Don Johnson – Grade 3

Andrew MacKinnon – Grade 4

Bryan O'Reilly – Grade 4

Teilor Woolford – Grade 4



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

I know 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.

Fire Extinguishers

There have been a few questions asked lately on the use of fire extinguishers - here are the two main types of fire extinguisher you will have on your flag point. Stand them separately at different track entry points (but keeping your escape routes clear) and then you can easily grab an extinguisher if you are required to attend a car fire trackside.



FOAM SPRAY













DRY CHEMICAL POWDER



How to use a fire extinguisher:

When you get to your point, check that the gauge on the extinguisher is green, with the plastic tamper tag in place. Check the cylinder for any damage or hose obstructions. Turn the dry chemical extinguisher upside down a few times to break up any settled powder. If you have to attend a fire, approach upwind and remove the pin from the handle, remembering to follow the usage guide below. Squeeze the handle of the appropriate extinguisher for a short test-burst, aim the hose at the base of the fire and use side to side in sweeping motions to put out the fire. For engine fires lift the bonnet slightly and spray the nozzle into the engine bay. Do not open the bonnet fully straight away as too much oxygen can fan the flames.

FIRE STOP (02) 6681 6000						
Fire Extinguisher Rating Guide						
ID sign	Typical appearance	Extinguisher Type cylinder contains	Class A Wood, paper, textiles etc, normal combustibles	Class B Flammable liquids, petrol, paints	Class E Electrical fires	Class F Cooking oil, animal fats & vegetable oils
		Dry Chemical Powder	YES	YES	YES	NO
		Co2 Carbon Dioxide	NO	YES	YES	NO
		Water	YES	NO	NO	NO
		Foam	YES	YES	NO	NO
		Wet Chemical	YES	NO	NO	YES

And at the end of the race day....

I would also like give a reminder for you all - it is important that our flags are not put away until the course car has passed and opened the track at the end of the day. There have been a number of comments made as it seems to be creeping into the club as an acceptable practice to pack up the flags before the course car has passed and the end of the day has almost arrived. Please be sure to set an example and wait for the course car to pass.

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 meetings so we can do some forward planning.

Remember: Volunteers don't get paid, not because they're worthless, but because they're priceless. ~ Sherry Anderson

Mark Thompson
VFT Training Officer





I'm Just A Trainee Flaggie!

By Bryan O'Reilly

Many years ago I was involved with a non-accredited, non sanctioned motor sport event where I competed in a VW Beetle with a mid-mounted Holden 186 red motor, that was fun. Fast forward 30 years to 2016 and I was looking for another experience for some of my weekends. Having a look around the CAMS website trying to work out how to volunteer as a track official, I had no idea what I was looking for so I then decided to attend the Sandown Historics in November as a spectator.



This is what got me started as a flaggie – spectating!

I noticed an advertisement in the Historics programme for VFT and thought, That's It, let's give them a ring / send an e-mail. The next thing I know I'm having a chat to Eric on the phone who invites me to the Phillip Island Magic on the next weekend, I can only make the Sunday, so why not give it a go.

Up early as I don't want to be late, need to be there at 7am I'm told, only about an hour drive for me, where do I meet Eric again? I don't have credentials to get in, but there he is, waiting for me

just inside the gate and my name is on the list, I'm impressed with the organisation so far. First lesson, 7am means to be at the briefing by 7.45am.

Day 1, Point 6, Tanya, Sunday at Phillip Island Magic.

Flag and General briefing, I'm listening very close, trying to take it all in, then a safety talk with Roger one on one – look after yourself first, then your comrades, then the drivers. Little did I know then that what Roger was drumming into my mind was about to be put into practice. Making eye contact with an out of control Porsche driver heading straight for me, watching the underside of his car as it flies past, turning around to see an Audi slammed into the embankment, dust and debris everywhere, Yellow, Safety Car, Red Flag Red Flag Red Flag! I'm alright, Tanya is alright, Comms is alright, Sector Marshal is alright, Audi driver is NOT alright, medical, rescue, incident controller, track repair team and more I have no idea of. Roger and Kevin quietly took me aside to have a chat within 15 minutes of the incident, again I'm impressed with the organisation and support, your own safety first. Am I the first flaggie to be asked to write a report within the first couple of hours of training? Remainder of the day was quite stress free so I listened a lot to the team around me and asked questions – none of them dumb as far as I was concerned.



Photo courtesy of Howard Shearing at Redlinepix



Day 2 & 3, Point 9 and Black Flag Relay, John Clarke at Winton3 HQ 4 hour (well really 2 x 2 Hour).

Early start, after arriving at the notorious bunk house the evening before, I love watching the sun rise over a race track, General and Flaggie briefing, these things are very important I'm starting to realise, intricate differences for each event. Out we go to the point, damn going to be a hot day today! Lots of water, keep hydrated, is that really the toilet over there? Ooops, let's go for a ride in the ambulance after falling backwards trying to exit the pill box & slamming my head on the concrete floor, I blame my trainer, John Clarke, but going for a ride in an ambulance at Winton has its benefits. Back out to point and learn a lot about Vic Rail and some very good tips on blue flagging during an endurance event. Not to mention Black Flag Relay, every car that was pinged for blend line, yep, let's get the number ready for the black flag relay board. Introduction to the 'wand' and lights instead of flags while also having my first full day with a headset; a mix of frivolity with absolute seriousness when cars are on the track, this is giving me a good insight to the way a flaggie mind works, have fun when you can, but when cars are on the track 100% mind on the job.



Let's not talk about the bunk house, what happens in the bunk house stays in the bunk house, except for when a couch jumps in front of you and you end up breaking your little toe.

Sunday morning, another beautiful sun rise over a very quiet pit paddock, let's stay hydrated again and try not to fall over. It's race time, how much petrol can be squeezed into the tank of an HQ? A great day of watching incredible cars race, some enjoying it others letting their ego and restricted talent enjoy it more. Very pleased that I stayed upright for the entire day, although was a little concerned when I found what looked like a piece of acrylic finger nail in my lunch, mmm, yum. The organisers took this very seriously and offered me a new lunch, I'm still waiting for the parma & pot.

Day 4 & 5, Point 5.8 with Michael at Sandown for VSCRC Round 1.

Took me longer than I expected to get to the circuit for this event, I had set aside a 5 minute drive, but I got caught at the red light so it took me 7 minutes, won't make that mistake again. General and Flaggie briefing – took in even more points, apparently you only put the White flag out for a competing car if it's going slower than you can run. This will test me, I gave up running when I learnt to ride a bike and I gave up my bike when I got my car licence. So basically I'll only put a White flag out for stationary cars, might as well just throw out a Yellow.



When setting up the flag point Michael gave me a new perspective on thinking about where to place the fire extinguishers and why. Damn those Excels can make some moves when they want to. Very different perspective of blue flagging when cars are coming along a straight, the depth perception needs to be taken into account. Introduction to "slippery surface" flag, sorry, Lack of Adhesion flag.



Michael challenged me with a few points to make sure that I am taking in the lessons from previous days. Days so far have introduced me to so many different classes and categories, as I've said to a few others on point, I've only been exposed to F1 and Supercars via the main stream media, so that is all I know about, these State & National events are such an eye opener to even more fabulous motor sport. While I still love my F1 and Supercars.

Day 6, 7 & 8, Point 12.5 with Warren on Friday, Point 9 with Nevil and Wayne on Saturday and Point 9 & 9.1 with Nevil and Warren on Sunday - is that confusing or what? At Phillip Island for Island Classics.

Friday, I was a crash magnet, well that's what Warren was complaining about, every time he gave me the comms to learn a bit more about it, a car crashed in front of our point; Not My Fault! Warren was a very good trainer, paying lots of attention to details and telling me why a certain flag response is required, not just saying that it needs to be done and he shared his lollies – mental note, take lollies to events.



Saturday, I was moved to Point 9 to learn more from Nevil, I actually learnt more from Wayne (about women, men's health, idiots, and a lot more that can't be published here [something about medical staff]). Our Sector Marshal spots some spectators in a no-go zone, so sends me off to chase them away (talk nicely and ask them to move) I'm still trying to find that particular task in the VFT training material. Incidentally it was a driver and his daughter from USA who just followed a path and almost ended up on the track. A good day with no incidents at our point much to the displeasure of Wayne, although a few Safety Cars and a couple of Red Flag, Red Flag, Red Flag kept us on our toes. People pay good money to be able to get this close to so many exciting classic race cars, how much was that Aston Martin worth, I think it went up over the weekend, started at \$7M and ended at \$15M.

Sunday morning arrives, briefing time as always listening very intently as the little details are extremely important to the entire day. Then I hear my name called out, thank you for the VFT members and seniors who nominated me to receive a signed book from Kevin Bartlett, lucky I'm a Richmond supporter.



Sunday was spent splitting my time between points 9 and 9.1, this allowed me to gain another perspective of the corners and track in the same day, therefore seeing the same category race (at a different time) from a different view point really solidified the speed differentiation of some cars in the same race, from a straight and from a corner. Learning that some cars like to follow another around, especially in the regularity event, so a blue flag is not necessarily required.

Big lesson from these three days – Warren with Wayne will weather whatever weather wreaks wrath while weakening wonderful worshipping women wisely with wet wood.



Day 9, Point 9 with Sam at Shannons National – Sandown.

Was an interesting ride dropping off the flag bags to all the points with Geoff & Sam, I'm thinking to myself, if I have to put up with Sam and her stories for the entire day I might need an extra dose of Lexapro tonight. However, the High Lord Senior Chief Flaggie decides I'm still too new for a day with Sam and repositions me to ... Starter. The Course Car zips around to drag me away from a day of very yummy food and I get thrown into the Starter box with a crash course (sorry for the pun) on the three flags I will need, Green, Red & Collingwood, sorry I mean Chequered (can't stand those Collingwood supporters, none of them know what a dentist is). A new voice is talking to me in my head – via the headset, not my normal head voices. This day was exceptional for learning, not just because I was higher than all the other flaggies on point, but because we were on the same comms channel. Understanding what is relayed to other teams when a flaggie or comms report an incident or issue with a car. I got used to the voice in my head saying; 5, 4, 3, 2, 1, chequered flag!

Day 10, Point 1 with Doug and Matt, at Shannons National – Sandown.

Nothing ever happens at Turn 1 at Sandown, I'm told by our Sector Marshal during the Sector briefing, well that set the tone for the day, I now know why so many photographers position themselves there. Who was it that told me racing drivers are intelligent people and listen well at drivers briefing, but when the helmet goes on something alien happens to them. Seemed like so many ran out of talent part way through the corner. This day really brought it all together for me, if a car spins, don't just throw the Yellow out, wait, assess, react. He might get going straight away from the spin, he might slow & go off track to a very safe spot. Wait – Assess – React. And was I really the only one to see that collision? Off to do another report and after attending the Mock Stewards



Hearing last month and listening to the Flaggie briefings, I'll put in what I saw, not what I think happened, damn what were the car numbers? Double check with Race Control about the number of the car that was towed away, the time of the incident, event, category and what colour jocks I'm wearing. Doug was great at throwing random questions at me, I'm still learning, no way do I know it all (regardless of what my ex-wife says). How long to have the green out for after the yellow is withdrawn? Blue flag, up high, get their attention, he's exiting the pits and needs to know he still has a fast car on his tail even after 0.5 point. Was that a Green and Red together he spotted at Point 2? No one else noticed it.



Wait, is that rain coming? But it was sunny this morning, this isn't Phillip Island, quick get the wet weather gear, yes, the gear that I've had in my bag for the last 9 days – but not today! Thank you, Doug, for loaning me your spare, what a nice guy after all. Let's see how the drivers react to the rain, most treat it well, some still need the blue flag, passing on a very wet track at turn 1, not the smartest thing to do in my opinion, **but "I'm just a trainee flaggie!"**



A Timely Reminder At This Time of Year – Hypothermia

(This is a reprint of an article written in the May 2012 magazine)

Hypothermia

by Paul Freeman

Hypothermia – and how not to get it!

A person is said to have hypothermia if their core body temperature falls below 35°C. A core temperature below 32°C results in mental confusion and poor co-ordination, and is a medically critical situation. Get below 27°C and the results are usually fatal.

The factors that increase our risk of developing hypothermia are:

- Cold weather conditions wind and rain
- Dehydration
- Poor nutrition
- Fatigue
- Some medications
- Alcohol
- Inadequate clothing
- Physical inactivity



The steps we can take to stay warm are:

- Be aware of the weather, and dress to keep out the wind and rain, you all know this already, and are very good at it!
- Maintain an adequate fluid intake. We know how important it is to keep drinking fluids in hot weather, but we often have little thirst when it feels cold.
- Maintain good nutrition. The importance of a healthy breakfast and snacks is often underestimated.
- Be self aware, and take even more care if you feel fatigued or are getting over an illness.

- There are a few medications that may increase your risk, ask your doctor.
- Avoid alcohol, obvious! One of the VFT rules.
- Keep active. Stamp your legs and fidget while races are on. Deliberately walk around and exercise your arms between races. Even when adequate clothing is worn, it is very difficult to maintain our body temperature if we stand still.

The symptoms of mild hypothermia include cold feeling hands and feet, shivering, and mild loss of ability to perform complex motor functions. (Walking and talking are not affected.)

The symptoms of moderate hypothermia include violent shivering, significant loss of fine motor co-ordination, slurred speech, impaired judgement and even irrational behaviour. It is clear then, that the symptoms of hypothermia can mimic those of alcohol inebriation, and are just as dangerous. Not only is our health at risk, but we are no longer in a fit state to carry out our marshalling duties. We become dangerous to others as well as ourselves. Even worse than this, our own awareness that we are impaired is blunted, so we do not see the danger of the situation. The lesson we take from this is that it is important to keep an eye on each other.

Obviously if hypothermia is suspected in yourself or your team buddy it is mandatory to let race control know, and come in for a warm-up and medical assessment. It is better to have a point thinly but competently manned, than to have a person with impaired judgement and co-ordination out there. Woody Allen once said "I am not afraid of dying; I just don't want to be there when it happens." Stay warm out there, and with a bit of luck it won't happen!

From the Editor

Many thanks to all contributors to this magazine.

Please remember articles for the July edition are due 24th June – magazine@vicflag.org.au - Joy Chirnside



Photos in this magazine appear courtesy of Narra Photography, Revved Photography, Redlinepix and others



My Jim Richards Experience

The day started with Warren and I arriving at Sandown Raceway and meeting Eric and Geoff for our rides with the legend Gentleman Jim Richards.

After a few signatures that were required, it wasn't long before I was given a suit and helmet to get ready for my ride. Not long after being suited up, they call me out to get strapped into Jim's Porsche GT3RS Targa rally car.

And what a rush the ride was, the acceleration,



the brakes, the handling, that car was awesome. I also used the experience to look at the point from a driver's point of view. As Jim and I came into the pits, he says: oh yeah, we did about 239-240kph up the back straight and about 220kph on the main

straight. And saying it like it was nothing. But all I could think of at the time was that I wanted more. Lol

Then after Eric, Warren, and Geoff went for their rides, we had lunch with the great man. And giving us all a brief history of his early racing career and how it brought him to Australia. After lunch Jim chatted to us all individually where possible, posed for photos, signed autographs before jumping back into the car for more rides. Now I can truly see why he is known as Gentleman Jim.

But anyway, enough of my rambling, I'd like to thank the VFT committee of 2016 for selecting me as Flagmarshal of the year, and also Shannon's insurance and Jim Richards for the experience.

See you all trackside.

Shane Rogers



Thanks for Jim Richards Ride Day

Thank you to Belinda from Shannons Insurance for the invitation to take a ride with Jim as recognition of the time and effort donated to the club. Thank you to Jim for the experience of hot laps around Sandown.

Eric Rigg



What's Love Got To Do With It?

- you're going to LOVE this;

Lyrics 'Love, just a second hand emotion; who needs a heart when a heart can be broken! Tina Turner



Hollywood paints a picture of two people just meeting and they are 'in love' and going off to bed. Tina's song reveals that this has nothing to do with love. She sings 'It's only the thrill of boy meeting girl, opposites attract!'

When it comes to truly loving someone, we must consider a holistic (whole heart, all areas) approach. The Greeks had four words for love; *AGAPE*, *EROS*, *PHILIA* & *STORGE*. Wikipedia reports;

AGAPE means 'love: esp. charity; the love of God for man and of man for God.' *AGAPE* denote feelings for one's children and the feelings for a spouse, to mimic the **unconditional love** of God for us.

This type of love was further explained by Thomas Aquinas as 'to desire and do good to another.'

EROS means 'love, mostly of the **sexual** passion.'

PHILLIA means 'affectionate regard, friendship,' usually 'between equals.' **Tender affection**, described as love between family, friends, a desire or enjoyment of an activity, as well as between lovers.

STORGE means 'love, affection' and 'especially of parents and children'. This is also used when referencing the love for one's country or a favorite sports team or **personal preferences**.

While old blue eyes sang 'Love is a many splendored thing!' it is often a very confusing thing too. And as people come in all varieties, shapes, and sizes, (especially me), so do their choices of personal expressions of love. But more often than not, the giver and the receiver express love in two different ways which are at times totally misunderstood. This can lead to quarrels, loneliness and even divorce.

Each member of my family is different as to what communicates to them that I love them. Dr. Gary Chapman identifies five basic languages of love in his book, (FIVE LOVE LANGUAGES) they are;

Words of Affirmation – if I encourage my son with affirming words you can see him take great strength from those words and he is built-up by this. This is his primary love language.

For my daughter, it is **Gifts**, when I would come home from travelling; her first question was 'What did you buy me?' Her Mum would encourage her with '...you should say hello to Daddy first!' Without missing a beat she would say 'HELLO DADDY – what did you buy me?' I communicate my love for her through her love language by buying her gifts.

My wife's love language is tasks, or **Acts of Service**. If I arrive home and BJ is involved on a task, like doing dishes and I want to give her a cuddle, she will respond with, 'get off me!' – I've learnt the best thing here is to help her achieve her task and then she responds with my love language;

Physical Touch, by giving me a cuddle.

My grandson just loves to hang out with me; his love language is **Quality Time**. He feels my love by the time we just spend together, sometimes doing absolutely nothing.

See if you can identify what your family's love languages are, sometimes we have missed saying 'I love you' by only using our love language and not theirs. Everyone has the basic need to love and be loved – understand how love works and desire to be a giver and receiver of true love. Learn to speak and understand the love languages of those you love – genuine and rewarding love is within your grasp!

Think about this, ...what do you mean when you say, LOVE YOU to someone?

Doing life with you, 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
Bucket Cap	\$12
Polo shirt (White)	\$25
Cap	\$10
Beanie	\$10
Internal/External stickers	\$2
25th Anniversary medallion	\$20

Reminder - Keep this date free – Sun 11 December 2017

The 2017 VFT Christmas Party will be held again at Como Gardens, home of our Patron, George Hetrel and his wife Pat, on Sunday 10 December 2017. This is always a great family day, so make sure to keep the date free and come along for a great social outing in wonderful surroundings.

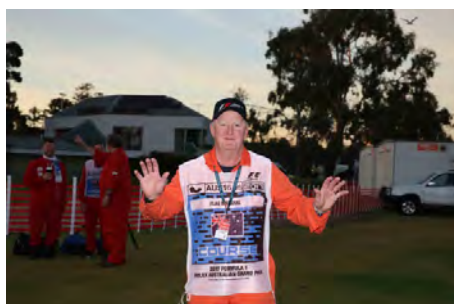


In Action (or inaction) at:

Phillip Island Classic

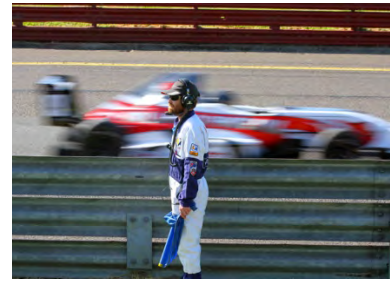


AGP





Sandown Shannons Nationals

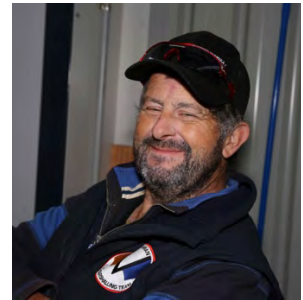
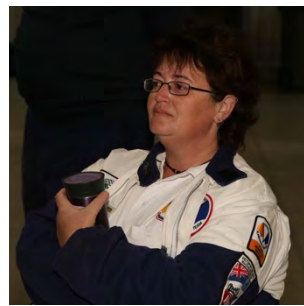


Phillip Island WD40 500





Phillip Island VSCRC Rd 2



Thank You

(Email of thanks sent to Simon Baston, Chief Flagmarshal for the Liqui Moly 240 at Sandown)

Hi Simon,

On behalf of Porsche Club of Victoria please pass on our thanks - to you, members of your organising group, and all of the VFT Team who supported the Liqui Moly 240 Sandown event yesterday.

We will collate Competitor feedback in due course, but the general feeling around the pits and paddock was very complimentary to the conduct of the event and the Officials.

If you have any specific feedback or any improvements we may be able to make for your Team please forward it to me. We will make sure it is received and considered for next year.

Thanks again,
Mark Horton Andrews
Porsche Club of Victoria



VFT General Meeting Minutes

Victorian Flagmarshalling Team Inc April 2017 General Meeting Minutes

General Meeting Minutes

6th April 2017 8.00PM

MG Car Club, Norcal Rd Nunawading

Meeting opened 8.00PM

Members Present: 26.

Apologies: David Thornbury, Jenny Creet, Paul Kelly, Rebecca Armstrong, Michael Poole, Mark Thompson, Country, Interstate and International members

Minutes of the previous meeting: Moved: Warren Gordon, seconded: Glenn Rochester that the minutes be accepted

Matters arising:

A/ John Clarke: matters arising [December General meeting]. John mentioned that the President believes the motion did not need to be presented again as original motion in August General meeting minutes item 15.2 was sufficient.

Reports

1 President

1.1 Items in General Business

2 Vice President

2.1 We have introduced a new "Member of the Month" award. Each month the committee will decide on the recipient, with awards presented at the following General Meeting. Winner will receive a certificate and \$50 Fuel card.

3 **Secretary:** as per report

4 **Treasurer:** as per report

4.1 Cheques to be passed for payment: Vicroads \$6.20 [trailer rego transfer], Aust Post \$134.21 [Magazine postage] David Thornbury \$360 [fuel vouchers and frames], Corporate Printers \$153.00 [magazine] Harvey Norman \$954.00 [laptop and software] Telstra \$30.00 [Secretary phone] William Gaff \$148.50 [rigger gloves].
Total \$1785.91

Moved: Jason Carroll, seconded: Simon Baston that payments be made. Carried.

5 Chief Flagmarshal

5.1 Reports on Island Classic and Sandown Shannons

5.2 Run through upcoming events

5.3 Colleen Walker – replacement uniform



- 5.4 Mario Pacifici – VFT Seniors should wear overalls. By-laws: “Any member volunteering to work on a flag point must wear a club-approved uniform.” Chiefs have shirts.
- 5.5 John Haywood: location of badges on uniforms. All overalls and overall jackets are badge by the supplier
- 6 **Assistant Chief Flagmarshal:**
 - 6.1 Report on VSCRC 1
 - 6.2 Report writing
 - 6.3 6 assessments at the moment
 - 6.4 VSRS Inc meeting – no issues with VSCRC 1
- 7 **Training Officer**
 - 7.1 Current assessment status
 - 7.2 No training committee meeting, have tried on a couple of dates.
 - 7.3 Mock stewards hearing night.
 - 7.4 Upcoming course, reports, comms, critical incidents
 - 7.5 Fabulous officials awards through CAMS.
 - 7.6 EA list 39 are VFT, 22 not active
- 8 **CAMS Rep.**
 - 8.1 No Quorums for February or March meetings
- 9 **Promotions.**
 - 9.1 Grand Prix, flyers at CAMS tent
 - 9.2 GRM day, thanks to Luke and Kim Hingeley, Matt and Greg Hardy
- 10 **Grade 3 Rep.**
 - 10.1 monthly emails, no feedback
- 11 **Grade 4/5 Rep:**
 - 11.1 Monthly emails, Induction process. 2 members completed ten days
- 12 **Induction**
 - 12.1 No report
- 13 **Merchandise**
 - 13.1 quotes pending for current merchandise, some items have run out.
- 14 **General Business**
 - 14.1 Roger Chirnside
 - 14.1.1 Physical condition, reference to Supercars volunteer registration webpage.
 - 14.1.2 Asked Mario Pacifici on role of course marshal/course car driver and how sectors and other trackside officials can help.
 - 14.2 John Clarke
 - 14.2.1 report writing at the classic
 - 14.3 Simon Baston
 - 14.3.1 Thank you to the club for sympathy card following father’s passing, thank you to Roger and Eric for organising a chequered flag

Next Meeting: 1st June 2017

Meeting Closed 9.30PM



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 12 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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