

# The Victorian Flagmarshalling Team News

## MELBOURNE

## AUSTRALIA



Pic by Christian Schmidt: Phillip Island 6 Hour

# September 2014

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# The 2014 Committee



**President**  
William Gaff  
0418 127 835

president@vicflag.org.au

**Vice President**



**Treasurer**  
John Pollard  
0451 308 840

treasurer@vicflag.org.au



**Secretary**  
Eric Rigg  
0457 245 171

secretary@vicflag.org.au



**Grade 3 Rep**  
Jason Carrol  
0422 314 223

grade3@vicflag.org.au



**Grade 4 Rep**  
Michelle Whitaker  
0417 396 941

grade4@vicflag.org.au



**Chief Flagmarshal**  
Terry O'Callaghan  
0402 359 099

chief@vicflag.org.au



**Assistant Chief Flagmarshal**  
Kevin Watson  
0432 986 866

asstchief@vicflag.org.au



**CAMS Rep**  
Murray Stevens  
alt: Paul Baxter  
0412 110 354

cams@vicflag.org.au



**Training Officer**  
Mark Thompson  
0409 324 341

training@vicflag.org.au

## Training Committee



Mark Thompson



Perry Ballard  
Executive Officer



Terry O'Callaghan



Tony van den Dungen



Simon Baston



Kevin Watson



Arthur Cooksley



Glenn Rochester

## Induction Team

induction@vicflag.org.au

Induction Team  
Co-ordinator



Zoe Butteriss



Trish Storey



Simon Baston



Lee Davis



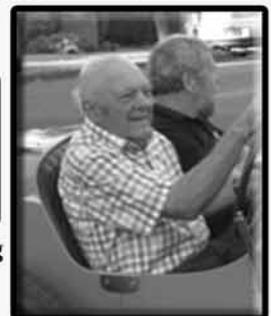
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Promotions



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CLUB PHONE: 03 87965321

CLUB MOBILE: 0409 823657

Please send articles and photos by the 24th of even months to:  
[magazine@vicflag.org.au](mailto:magazine@vicflag.org.au)

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# A Word from the President: Willy Gaff



Hi and welcome to another magazine report

Well there is a spring in my step it must be due to its spring and the Sandown 500 a great time of year it will be busy the next 3 months so I hope we are all ready to do it all over again. So get the bag ready for the ride it is going to be great and I must say I am really looking forward to it.

The last committee meeting we need to replace the magnetic numbers for black flag relay plus build some more rocket launchers as we only have just enough to cover as few extra wont go astray and to make the new members (trainees) feel part of the team we are buying some new trainee vests so we all know who they are and go and say hello to them.

The other thing the committee has done is to buy into an app called TiqBiz it is free to down load to your smart phone and once you have signed up we can contact you directly, the information will go straight to your phone contact Eric if you have any problems and they will get sorted out.

The TiqBiz app Eric will load up the race calendar committee meetings and general meetings and any other events as well with reminders 24 hours before the event to the members who have signed up so if your not on TiqBiz get on board asap its all about communication.

The thing I will always do is thank you all for your efforts for the year so far and for the rest of the year.

At our last general meeting it was with great pleasure to have Mark Bateman speak

to the members about life, togetherness ,family our motor sport family and being a volunteer in the sport we love and how we need to work together for the sport and each other and form great bonds with each other and to tolerate each other through thick and thin. I must say Mark is a great speaker and we thank him for spending his time with us thanks Mark.

As the year comes to the end I know a lot of us are travelling on the roads to interstate events so have a safe trip and we will see you on the flip side

Until next time  
William Gaff  
President VFT

**Welcome to our new member:  
Serah Ackerley**



**Thanks to all of our contributors this month. Please remember the closing date for articles and images is the 24th of even months.**

**Next magazine deadline: October 24**

**This month's photo credits:  
NarraPhotography, Christian Schmidt, Glenn Rochester, Andrew Mercieca and Damien Mitchell**





# Flag One Reporting

Thanks must go to each and everyone who helped out the club by attending meetings in not so perfect weather. Once again, we proved how professional we are as a Club and feedback received from motor racing promoters and organisers was nothing but positive. Please note: that the Promoter always retains the right to decline officials' application for credentials or limit the number of officials.

Please remember that if you receive an invitation from an event organiser or promoter in reference to your attendance, you **MUST** respond to both the VFT and the organiser/promoter. This assists with catering and carpark allocations. Unfortunately, some members have been ignoring letters from the organiser/promoter which necessitates applications being rejected.

As most events at Sandown are extremely popular, I recommend that EOI be made as soon as the list is open. Preference will be given to those officials who support the particular venue and, as always, the promoter has the right to restrict numbers or close off lists early.

Completed meetings:

**VMRC Round 2 Winton**, Promoter Benalla Auto Club. July 5/6 (Clash with Sandown 4 hr) – Kevin Watson, Chief of event. Warren Gordon/Jenny Cross, Assistants. The VFT not only utilised the flags and lights but also were responsible for the trackside communications. Very cold with plenty of action with minimal traction! On Saturday evening, a large number of VFT members were joined by other officials from Winton in the traditional Saturday evening meal.

**Sandown 4 hr**, Promoter Porsche Club of Vic. July 6 (Clash with VMRC2). Will Gaff, Chief of event. Lloyd Owen, Assistant. This event was brought back to a one day event and reduced to 4 hours. With practice in the morning and the race in the afternoon. VFT supplied flaggies and comms as well as 2 starters. Thank you to everyone for making this event happen in view of the clash. Only 13 teams were represented at this event.

**VSCRC Round 3 Sandown**, Promoter ASSA. July 19/20

– Arthur Cooksley, Chief of event, Kevin Watson, Assistant. This iconic round, known as the Hot Dog Round, had 50+ graded marshals on both Saturday and Sunday as well as numerous trainees. Also a number of drivers were allocated to flagpoints and contributed 8 hours to their trackside activities of a licence upgrade. The VFT were also able to supply Communicators, Sector Marshals as well as Race Control personnel for this event. Saturday and Sunday were both cold but we cannot expect any better in the middle of July in Melbourne! Due to the popularity of this event, the Event Promoter requested the VFT to close off their lists early due to the maximum number of officials being reached.

**6 Hour Relay Phillip Island**, Promoter 6 hr Relay Committee. August 2/3 – Arthur Cooksley, Chief Flagmarshal, Kevin Watson, Assistant. This annual iconic event had 49 entries. Excerpt from Arthur's Chiefs report "The event went without major incident and the team worked well as a whole. A number of flaggies came close to a dose of RSI from writing so many reports of passing under yellows and SC. Even after the CofC read the riot act to the drivers at the Saturday afternoon debrief, the numbers of reports written on Sunday was only marginally down from Saturday. Jason and Lance provided valuable coverage by car around the circuit as the two "roving sectors". In fact, Jason covered so much ground on Saturday that he had to drive into Cowes in the afternoon to refill his car. The organisers of the 6hr event are looking to making next year's event, which will be the tenth year of the 6 hr, a special occasion which will include special recognition to those who have attended all previous events".

**Festival of Speed Winton**, Promoter VHRR/BAC. August 9/10 – Warren Gordon Chief of Event, Kevin Watson, Assistant. 23 graded flaggies with 1 trainees on Saturday, 26 flaggies and 1 trainee on Sunday. Once again, the VFT not only utilised the flags and lights but also were responsible for the trackside communications. This event is starting to grow larger on the historic calendar with over 280 entries and a number of drivers travelling from interstate. The usual Saturday evening dinner was organised by Jenny Cross which has grown in popularity.



# Flag One Reporting



## Upcoming meetings:

**Winton COW, Promoter Benalla Auto Club. September 7. TBA Chief. TBA Assistant. This event is a late inclusion on the calendar and is only a one day event.**

**Sandown 500, Promoter V8 Supercars. September 12/13/14. Kevin Watson, Chief of meeting. Arthur Cooksley, Assistant. This list is now closed. The VFT will be supplying Flagmarshals, Trackmarshals, Communicators and Sector Marshals. Also we have been given the extra responsibility of chaperoning the CAMS Young Officials' Team.**

**Shannons Nationals Phillip Island, Promoter PIARC. September 20/21. Kevin Watson, Chief of meeting. Arthur Cooksley, Assistant. The list is now open for this event and will be closing soon. 7 different categories**

have been invited and large fields are expected.

**Winton Trucks, Promoter BAC. October 4/5. Jenny Cross, Chief of meeting. TBA Assistant. This event is part of a clash.**

**VSCRC 4 Phillip Island, Promoter Mini Club of Victoria. October 4/5. TBA Chief of meeting. TBA Assistant. Seeing this event is part of a clash, we will need officials.**

**AROCA 6 hr Relay Winton, Promoter AROCA. October 18/19. TBA Chief of meeting. TBA Assistant. Another one of the annual 6 hr relays.**

For any other meetings, please check the magazine listings.

If you need to register or withdraw from an event, please use **ONE** of the following **4 methods**:

1. Ring the Club mobile on 0409823657 OR
2. Leave message on VFT answering service 8796 5321 OR
3. Email – [chief@vicflag.org.au](mailto:chief@vicflag.org.au) OR
4. Add your name to the list at a prior event.
- 5.

**\*\*\*\*PLEASE DO NOT USE THE VFT FACEBOOK'S PAGE TO REGISTER/WITHDRAW YOUR INTEREST\*\*\*\***

Your Chief  
Your Club  
Terry O'Callaghan  
0402359099





Well the training committee has been hard at work putting into place a number of initiatives that have come out of the discussions that both myself and the Chief Flag Marshals have had over the past few months with you all.

Our last meeting was very productive with a number of items taken to the committee.

## **NEW IDENTIFICATION FOR TRAINEES / NEWBIES**

In an initiative to better identify our new trainee members, we are implementing a new Training Vest. These vests will be worn at all events by the Newbies upto their 10 Days. These new vests will also enable all of us to better identify who they are on point thus making it easier to assist where required and in the case of an incident. These vests will replace the current bib and will again help with our on track professionalism. Samples of the vest have been submitted to the general committee for final approval of design.

## **STREAMLINING THE TRAINING FLOWCHART**

A while ago a training flowchart was prepared and a copy included in the club magazine. As part of the ongoing upgrading of our training documents, we have been actively working to streamline the upgrade process, once completed it will be available on the VFT Web Site.

## **BLACK FLAG RELAY POINT - ROTATION OF MEMBERS**

Following on from the idea of rotating members through the point, the training committee has produced a comprehensive training document covering the procedure, including radio communication with race control whilst the flag point is in use. The document is currently being assessed by the committee. When approved it will be laminated and included with the BF Relay kit. The committee feels that as we are rotating members through this important flag point it is essential that all marshals who are manning this point have access to and be aware of the requirements and possible consequences of their actions during an event.

## **POWERPOINT PRESENTATION FOR NEWBIES / TRAINEES**

The training committee is currently working on power point presentation for trainees / newbies and members generally.

## **ASSESSMENTS**

As at the date of the meeting the committee reviewed 12 requests for upgrade, including trainees. Of these, 4 members were approved for upgrade, being Brian Williams Gr 4 to Gr 3, Damien Mitchell also Gr 4 to Gr 3 and two trainees to grade 4, being Don Johnson and Greg Hardy and we congratulate all those who have been upgraded.

## **TRAINING EXPO**

Thanks to the success of this year's inaugural event, the club is anticipating holding the 2015 Training Expo; we anticipate it will be held in February pending availability and approval. The proposed venue is the Vintage Room at Sandown. CAMS have already been in touch with the club and initial planning

including times, attendees and events is fully underway. We are currently exploring a number of formats in order to maximise each session to all attendees. One change to this year's event is we are looking at the possibility of holding more than one session at the same time and repeating these events during the day so as to have smaller groups attend each session. This would provide more choice and flexibility for the attendees. If possible, please keep these February dates free for this highly anticipated event. Further details / information / confirmation will be provided as soon as possible.

## **COURSE PRESENTERS TRAINING**

CAMS Office 8.30pm Saturday 30-8-14. Please contact the Training Officer / Mark / Tony / CAMS for further details?

## **SECTOR MARSHALS COURSE**

Mark / the committee would like to hold a Sector Marshalls course sometime between now and the end of the year. Please let either of the training committee members or Tony Van Den Dungen know if you are interested and for further details. Dates and location yet to be confirmed.

## **CHIEFS CHECKLIST & BRIEFING TEMPLATE**

The Chief Marshalls have been busy refining the information contained in the Chief Marshalls Kit, Thank you to Terry O'Callaghan and Kevin Watson for their invaluable input in bringing the Chiefs kit up to date.

## **UPGRADE PAPERWORK NOT GETTING TO CAMS**

This matter has been raised on a number of occasions because it seems there is/may be some confusion regarding who is responsible for the relevant paperwork going to CAMS. The correct procedure is that we as the committee will complete the necessary paperwork and sign off but it is the member's responsibility to get the paperwork to CAMS. The club recommends you keep a copy and note the date of when the form is sent to CAMS.

In summing up I would like to remind members who are thinking about going for an upgrade, they should contact their respective grade rep / training committee member / senior official for details ( of the clubs policy and procedure)?

As always we welcome any ideas or suggestions you may have, please just drop a line to

[vftrainingcommittee@vicflag.org.au](mailto:vftrainingcommittee@vicflag.org.au)

and we will be happy to discuss your input.

Remember keep those flag high and waived with conviction.

Happy Flagging

Mark Thompson  
VFT Training Officer



## Volunteer Satisfaction ... you'll love this!

*'If you are doing it for the right reasons — the honest desire to help others pays great dividends.'* Study on Workplace Culture by Jack Lowe Jnr

Four years ago I started an event called **Chaplain's Shout** – it was to be a night for our volunteers to come together away from the race track, a fun-filled night of entertainment, great food and a chance for me to say 'THANKYOU' for all the effort that each one puts into their clubs to reach our collective goal of passionate racing, but safe motorsport. Your dedication – makes our sport great.

The major strength of volunteerism theory is; you are there because you want to be there, you love motorsports and you give it 100%. The traditional leadership style of dominating subordinates and telling them what to do; require something worthwhile, like a wage to get you to comply. Love for what you do empowers volunteerism and inspires outstanding dedication and effort. Everyone pulling together collectively bring results which are awe-inspiring and satisfyingly rich in reward.

The volunteer framework places great importance on teamwork and relationship building. Each person in the team plays different roles at different times based on their expertise rather than by their rank or title. Enabling each member to play a significant role generates an infectious energy that helps the organisation fulfil its goals and mission. Have you ever wondered; 'What the heck am I doing at Turn 6 'Siberia', in the middle of winter waving a flag around? I really think you're amazing!

My analysis of motorsport volunteerism strengths and weaknesses show, our major strength is the common link between the organisational and the volunteer's goals. Relationships are forged through the training pathways and hands-on participation quickly connects each member into the team. The time and effort to help each volunteer

upskill strengthens organisational beliefs and values. It also identifies potential and higher purposeful opportunities to serve.

### **Common Goals – Forged Relationships – Enjoy Serving = Volunteer Satisfaction**

On the other hand, having pastored churches for many years (which mainly operate on volunteers) I've observed weaknesses to the volunteer model which happen when unresolved cases of individual hopes, suggestions or goals go unfulfilled. Often this triggers feelings of conflicting goals, some broken relationships and a loss of enjoyment in serving, resulting in a loss of volunteer satisfaction and can lead to nit-picking and trying to get people to side with ones point of view.

Can I encourage you to keep your eyes on the simplistic reason for why you commenced this volunteer journey – your love and being a part in making motorsports happen. I'm a believer in what the good books says; 'more joy and reward comes from being a giver, over being a taker.' If it's time to move on, that's OK. Find satisfaction in having contributed to the sport and given it your best. Again the good books says; 'Don't cast away your confidence which has built you a great reward'

If you missed Chaplain's Shout this year, then let me shout out to you as a passionate motorsports lover, a huge THANKYOU for making our sport – spectacular! The main thing is to keep the main thing the main thing. Have a fresh intention to let go of some of those 'issues' and enjoy being a generous giver to our sport. It thrills me seeing you out there, just simply doing what you love doing.

Doing life together,  
Mark Bateman 0412 151 121

Loving life with you, Chappy. Mark Bateman 0412 151 121



# VSCRC Round 3. (Hotdog Round) 19<sup>th</sup> and 20<sup>th</sup> July 2014. Sandown International Raceway.

Saturday Morning proved damp on track. During our briefing a thick cloud of drizzle passed over the track and basically soaked everything. Except spirits and enthusiasm. The rest of the day stayed dry. There was qualifying in the morning. Saloon cars, Historic Touring cars, Formula Ford 1600, Sports cars, Formula Ford, MG and Invited British, Formula Vee, HQ Holdens, Improved Production and Porsche 944. Well behaved drivers for the most part. In the afternoon racing started. Incident all over the track. Collisions all about the circuit, spins everywhere early on, and plenty of good passing. Turn one where I was had plenty of action in all races. We ran out of incident report forms.

Sunday morning was foggy. Race control sent a few cars around to clear the fog. Like trying to stir a swimming pool or thick pumpkin soup with a tooth pick. Eventually nature came through for us, and on time we started racing. For the most part it was an uneventful morning, but in the last race

of the morning we had Porsche 944 mayhem. Firstly there was a car pulled off to drivers right just before our flag point. Driver exited the vehicle no problem. A lap or two later another car blew its motor and dumped oil from start finish line to turn one. Impressive smoke screen for anyone following. Then a few laps later again, another car, after passing 2 "Lack of adhesion" flags, thought it would be fun to hit their breaks on the approach into turn one. The result of their decision flung the car left, into the Armco then rebounded the car across the track into the Armco on the drivers right at our point. Heavy impact.

We had a Ferrari towed out of the kitty litter and later in the day another car lose its front right wheel and crash into the same place. Action packed afternoon .

A huge thanks to everyone on the point. Graeme, Terry, Julio, Hayden, Eddie and our sector marshal Brian.

Experience and humour. Great weekend !!

**Glenn Rochester**





Friday I was at FP 6, we copped 4 seasons chill factor brrrrrrrr. Red & Yellow flags were a common occurrence for the day as drivers spun, veered, some even managed to find the Armco fences around the track. At my point a formula vee hit the wall and we collected a headlight that came off a porsche. Sat I was relocated to FP 0.1 weather much nicer. Qualifying Sat morning rest of time racing with more carnage around track for the day.

Sunday was a little bit foggy to start the day but lovely once it lifted, racing all day and yet I had another go into wall as he got collected when the cars started racing in the Porsche 344 class. We are given Hot soup, yummy sandwiches and Hot Dogs on Sunday as this is our winter round.

**Michelle Clewett**



# Clinical monitoring of race car drivers by marshals

*This article by Ernie Nagamatsu highlights a situation that marshals may be confronted with when a driver becomes acutely unwell at the wheel. Dr Nagamatsu began racing over 20 years ago in Formula Fords. He is well known in Vintage racing and recently drove his Old Yeller II 1959 Buick Special in the Sussex Trophy at Goodwood. For more information about Ernie's racing career and his Old Yeller II see his website: <http://oldyeller2.com>*

The clinical observation of drivers is critical for all marshals prior to and during races.

In historic racing, as a marshal, there is a critical need to be highly observant of the race car drivers. Although there are regular mandatory medical approvals by medical doctors for Historic Racing drivers, some individual drivers may be medically compromised under certain circumstances, as racing can be stressful at times. There are some medical problems that may “fly under the radar” so to speak and in some instances the racing environment may and can exacerbate symptoms that may become serious.

Some racing drivers can have medical issues that would still allow them to race safely, but with stress and heat in the racing environment, clinical problems can arise. Drivers in the “senior” category may have issues of diabetes, cardiovascular disease, neuromuscular (such as Parkinson's Disease) symptoms, and related vision problems. These drivers would still be qualified to race, as they may have medications to correct any major problems and still have a doctor's approval. As an example, diabetes can lead to compromised vision related to cataracts, glaucoma, and retinopathy which can also impair depth perception that is critically needed in auto racing.

Other symptoms related to diabetes can be the difficulty of accommodating for glare of the bright sun especially

while on certain sections of the track. With diabetes, a driver may or can experience hypoglycemia due to the side effect of diabetes medications, excessive drinking of alcohol (even a day prior), skipped meals, and increased activity with stress which can all affect systems causing dizziness, blurred vision, clumsy movements, sweating, difficulty with being attentive, head darting around, and pale skin colour.

There are some drivers that have first stage Parkinson's Disease, had orthopedic surgery, or have a joint prosthesis which can lead to compromised body movements in racing. Mental stress can predispose to



increased vascular risk as the related adrenergic stimulation can augment myocardial oxygen requirements. It can also cause coronary vasoconstriction and influence myocardial oxygen supply. There are drivers with some cardiovascular problems and the symptoms are managed with medications.

Observation is critical for safety of the drivers as there are some instances that the drivers are “late” getting to the grid in the proper time and are rushing to position their race-cars – that can cause incredible stress to the driver. It is important to observe if a driver is rushing to “strap in” with their safety belts and are having difficulty with the process. It is difficult to clinically observe the driver's face

with layers of fire proof racing gear on and they may have a helmet that has a tinted shade.

The grid marshal must take command if there are obvious symptoms that the driver is agitated, having blurred or double vision, having difficulty following directions (positioning the race car in the grid slot), erratic arm movements, dizziness, confusion with the situation at hand, and not clearly responsive (exhibiting confusion) to loud questions asked of the driver.

The physical appearance of a driver being trim in weight does not always indicate a driver being in optimum health. It is near impossible to observe the facial skin color of the driver, as that is a common indication of medical problems, along with excess sweating. The “fogging” of eye glasses or helmet visors can be a sign of excessive sweating.

When it is an excessively hot day, the marshals must observe carefully as dehydration can occur without warning for all of the drivers. The grid marshal must report to the control marshal if there are significant symptoms that a driver exhibits that may be a warning of an impending medical problem such as a “Pre-Stroke” problem with related symptoms. A marshal

must be loud and clear in questioning the driver... “Are you OK?...Can I help you?... Are you having trouble?...while the driver is in the grid area and is in a pre race situation. If there are distinct observations that deem attention, the marshal should get in very close contact with the driver to get the attention of the driver. In such a situation, a marshal should say... “It is my responsibility for the safety of all drivers to make sure everything is OK with you”. If the speech is slurred or there is a delay in the response to a question, the marshal should be very alert. Double vision or blurred vision is a pre stroke symptom and the question to the driver should be... “Are you sure you can see clearly?” There can be a sudden drop in blood pressure as well as an abnormal heart rate or rhythm.



There can be a unilateral weakness in the body causing numbness or weakness for the driver.

It is remembered that heart attacks can occur with fans at a sporting event with the stress of the sporting event. On the track, a driver with symptoms may take an erratic "racing line" or slow down with no apparent reason of a car malfunction. A stroke, TIA (transient ischemic attack or mini stroke) or CVA (cerebrovascular accident) can lead to the rapid loss of brain function due to the disturbance in the blood vessels supplying blood to the brain. There are varying clinical symptoms with a "pre-stroke" situation and one must be always on the "look out" watching drivers, as each driver has a different personal "stress level" when racing. A "grid" marshal should also be constantly observing and looking for abnormal patterns of the driver walking to observing a driver having unusual difficulty getting into the race car. The medical support team must be alerted immediately if there are clear symptoms of a driver struggling with a stroke or pre stroke situation.

Repeating again, the possible risk factors that can impact and cause changing physical capabilities with added stress and heat (the required fireproof layers of racing clothing/helmet can generate body heat) in racing...may include, but not necessarily be limited to hypertension, diabetes, medications, heavy alcohol consumption, cardio vascular disease, cigarette smoking, high blood cholesterol, and or genetic predisposition. In recent years, in Southern California at a Historic race, there was a well known driver in his early 70s who had a stroke/heart attack during the race. The driver of the black Kurtis race car veered off the track and slowed down with the

car being stopped by a barrier. While I was having breakfast at a small coffee shop with the "corner workers" the day after the tragic incident we were discussing the sad passing of the driver the day before. The grid marshal next to me mentioned that the driver that died was one of the last getting to the grid and had extreme difficulty in backing up the race car at the designated angled grid slot. Finally the grid marshal decided to leave the car in an odd race car grid position at pre grid as it was at the back end of the grid. It is a known fact that the legendary Denny Hulme of F1 fame died while racing in 1992 at the Bathurst 1000 in Australia. Hulme had a massive heart attack while driving a BMW M3 and he was sharing the driving with Paul Morris. As per report... "After complaining of blurred vision... Hulme suffered a massive heart attack at the wheel whilst travelling part the way down the 200 mph "Conrod Straight" at Mount Panorama track... after veering into the wall on the left side of the track, he managed to bring the car to a relatively controlled stop".



**I researched for the article and being a racer for many years from SCCA FF days to Historic racing... hot days, stress, dehydration, long races, and compromised medically can ignite acute problems for a driver... need to tell them in that situation..."There will be another race..." The key element of the article is that sometimes a Marshal has to take control of a situation and confusion is a symptom of a Pre Stroke and as well as blurry vision along with erratic actions.**

**I could not locate my word document. The article was published in the Marshals newsletters in England as I race at Goodwood often ...**

**Thanks Ernie Nagamatsu**



## **Porsche 4 hour. 06/07/14. Sandown International Raceway.**

Up early again for the passion that drives so many of us to rise on a cold and wet weekend morning. And true to tradition, it was cold, and wet. And early. Though this year it was just a one day event. Great turn out by our VFT members. Well done to you all.

The day started, and finished on schedule (Awesome).

I was on flag point 0.5 with Trish Story. Practice and Qualifying started and we were blue flagging from the second lap. On the third or fourth lap we had a 944 give it too much curry coming onto the front straight. As a result the car and its driver lost control and hit the wall just a few feet from us. It spun and returned to the track, but pulled over later that same lap and got a flat tow back to the garage for buffing and new screen door.

For our point, other than a welcomed visit from Terry, Will and Lloyd, that was it for any action. There were calls made on occasion from a few turns about cars coming off or spinning. And one call of a car losing a wheel.

Tandoori chicken rolls for lunch, and a nice spread put on in garage 33 afterwards. Thanks again to Trish for a great chinwag, and to our visitors. Until the hotdog round . . . . .

Glenn Rochester

## **Pitstop Moment From Assistant Chief Flag**

It has been quite a while since I have had the time to grace the hallowed pages of our magazine. So hopefully my comments are beneficial to all.

For some time I have been concerned that a number of the team has been under a misconception or misinterpreted the role of the Grade 3A. I have spoken to some of you on my walk around's this year, and would like to clear this up.

The 3A path was introduced some 6 or 7 years ago, to recognise those members who had the ability, and the passion to train and mentor team members. This includes new trainees, grade 4's moving along and then going for an upgrade, grade 3's needing some help or mentoring in areas that they are not strong in, and then preparing those wanting to move on from there.

It was never the intention of the then training team, and is still not, for grade 3A to be used as a stepping stone to grade 2. As a grade 3 (CAMS Bronze) you do not need to become a 3A to move on to grade 2 (CAMS Silver). In some cases it will

## **Grade 4 and Trainee Report**

Hello to all grade 5/4,

To all who have recently upgraded or are new, my warmest congratulations and welcome.

If anyone has any ideas or items for discussion at the next committee meeting or is interesting in upgrading please feel free to email, phone or bail me up at anytime. I'm only too happy to help and point you in the right direction.

I look forward to catching up with you all trackside soon.

In the meantime happy flagging,

**Michelle Whitaker**  
**Grade 4/5 Representative**

help, but it is not a requirement. There are some who have skills, like leadership skills, but do not want to focus on continual training that should place their focus on upgrading to grade 2, keeping in mind that this is a much higher responsibility track side and does still require an element of training to be observed.

Then there are those who are very comfortable with the level of responsibility they have achieved as a grade 3, and they can remain there for as long as they like without any pressure to move forward.

So to repeat myself, and impress upon you that this is how the current training committee feels, those that are keen and have a passion to train and mentor other team members, then we would be pleased to have you join the ranks of those already assisting as grade 3A's.

Please feel free to approach me, and any other training committee member, to guide you in the right direction, or path, that would suit you better.

Cheers, see you all track side soon.

Kevin Watson,  
VFT Asst. Chief Flag.

## 3 Days in the French Countryside: Roger Chirnside

I have long looked forward to marshalling at the Le Mans Classic. I have previously had the privilege of waving flags at several of the Le Mans 24 hour races but not the Classic. A number of friends on this side of the world had often said 'why don't you do a real 24 hour?'. So with their help and that of a British motorsport artist living in France, I sent all my details to the organising body, the ACO. At this point I must thank Lawrie Schmidt of CAMS for supplying me with a letter of introduction, otherwise I may have been a spectator!

Picking up credentials was pretty much standard as with all big meetings, along with a bit of help from my wife who can speak French much better than I can! So it was a case of - find the building, queue up, show your letter and licence, and with a bit of luck your envelope is handed to you along with all the other goodies - and what goodies they were: official's and guest passes, car pass for entry into the circuit, a beautiful commemorative medallion, a poster and programme.

Now to the event. The Classic is held every two years and uses the same 13.6 kilometre circuit as the Le Mans 24 hour, but with a large difference inasmuch as it is virtually 12 races within the 24 hours. Let me explain. There are 6 classes or 'plateaus' according to their years:



- Plateau 1 - 1923-1939
- Plateau 2 - 1949-1956
- Plateau 3 - 1957-1961
- Plateau 4 - 1962-1965
- Plateau 5 - 1966-1971
- Plateau 6 - 1972-1979

These cars had one day and one night practice session for each class - practice started at 3.00pm Friday and went until 2.40am Saturday, with

approximately an hour's break in the middle. Each plateau was limited to 76 cars!! It would take me three articles to list all the different types of cars, suffice to say engine sizes ranged from 750cc to 7000cc. To mention just a few marques - Jaguar, Cobra, Lola, Ferrari, Maserati, Mercedes, Porsche (including a 917 which only appeared briefly), Talbot, Peugeot, Alfa, BMW, Riley, Renault, MG, Matra, Aston Martin and of course who could forget Bugatti and so on and so on. I was very lucky to be stationed right by Dunlop Bridge on driver's right and within this area, with the very famous bridge in the background, we had four posts to man, three on flags and one on recovery. The weather was typical Le Mans, sunshine and heavy rain. Rain is not so bad during the day but at 3.30am it does test one's sanity! Lack of marshals meant that for a few races I was on my own on flags in the pouring rain, right by one of the most famous icons in motor racing. But the sight of very old racing cars on full opposite lock and bellowing their lungs out exiting the right hand corner before the Dunlop Bridge made all thoughts of rain, cold, and very few hours sleep seem irrelevant.

The racing and the atmosphere at this most famous of tracks is of course one thing but the displays of cars that you only read about in magazines and the merchandise (and models), the pictures, books, clothing and memorabilia are something else again. I was like a little boy in a lolly shop!

Le Mans to me is a very special and emotive, almost sacred place. The history and the atmosphere seems to reach out and engulf you, the type of place you want to go back to time and time again, and hopefully I will.

I must thank Ray Cook and Ray Toombs, our artist friend in France, several of who's fine water colours adorn our walls at home, for making things a little bit easier to marshal at this event, as my French is almost non existent, also the Chef de Post and all the marshals at Post 8 who made me feel so welcome and one of the team for my three days in the French countryside.



# Round 2 VMRC Winton Motor Raceway

Last weekend saw Round 2 of VMRC which consists of BMW e 30, Pulsars, Sport Sedans, Super TT, Swifts/Excels and Modern sports cars at Winton. The Super Truck Nationals were also there with their layer of black smoke surrounding them. Saturday saw a very damp, cold day at Winton, with a very wet infield. All flag points were covered by VFT personnel. I was posted to flag point 4 and was kept busy from the first session with a number of trucks off the track at my point due to the wet conditions. All categories had their qualifying session done before lunch. After lunch the racing started with plenty of good racing and a fair few reports filled out which kept us on our toes. The biggest thing that happen at my point was when two Super Trucks came together and that made a big bang. The day ended with the final race finishing in the dark for the second event in a row. As normal we had a good turn out for dinner at the bowl clubs, which was organised by Jen Cross.

Sunday brought a little bit better day of weather, it wasn't raining at least. With a full day of racing on the cards we all headed out to our points for 8:40am start. The morning session was fairly quiet with only a few minor incidents. After the lunch break things started to warm up a little both on and off and track. Turn 4 is a good spot to watch the super trucks race from but also can be a little scary at times. I can't think of too many places in the world where you can stand with 12 angry racing trucks coming straight at you and knowing that they will turn (well you hope they turn!) Still don't understand how they can come into a corner 3 wide and somehow make it through. With the truck races being so close together it is sometimes a little hard to see everything that happens though the thick black smoke, but that adds to the fun of it. With all drivers pushing hard to get the best result they could for the weekend there were lots of incidents and one fire. By the end of the day the words "I'll have a report for that" were replaced with "we have had contact and are writing a report". In the end it turned in to a contest of who would end up writing the most reports. I think that honour went to the people at flag point 9.

**Damien Mitchell**





by Murray Stevens

## 30th Anniversary book

The committee is looking seriously at producing a book for the 30th Anniversary of the VFT. If you a current, past member, or past president we are asking you to submit a story that captures the spirit of the club, or shows how we contribute to the sport we love.

Also, if you have some pictures of the VFT at work please send them into me as well.

Any questions or suggestions?

Let me know

[promotions@vicflag.org.au](mailto:promotions@vicflag.org.au)

Regards Murray

## CAMS Rep report

A couple of weeks ago the State Council met. Andrew Fischer, who is CAMS drugs prevention officer, addressed the council and presented a more in depth insight into their anti-drug policy, and more specify the Sakhivel rests that are being held trackside.

A major points where that the frequency of testing will be increased and saliva testing is accurate enough to determine weather your fit enough to continue with your duties.

One point that is important is if your selected for testing and even if you've had medication for a headache, when given the opportunity to declare any medication taken recently, say so! This includes passive smoke from marijuana etc!

The primary test will show a general reading trackside. The second test that is conducted on your second sample 'back at the lab' will show exactly what you've taken or been in-contact with.

I'd strongly suggest we all read CAMS Drug in sport policy on their website.

## Promotions report

The biggest effort for promoting ourselves is the Sandown 500. This year we will have the marquee near the main gate and my fiancé, Kimberley and 'the boys', Sam and Matt handing out our brochures. If you think you can help us out let us know. We may need the help!

From past years experience, this is our most successful day to throw out the net and catch some new flaggies.

Good luck and stay safe.

Murray



# Flaggies report from Carolyn Kruger

When the reminder came up that the magazine was being put together, I thought it might be interesting to do a little write up on what it's like to be a member of this club, from a drivers point of view. Now I'm sure there are other drivers out there who are members of this club as well, but I for one, was blown away when I did my flags for my licence. I was blown away because I couldn't believe how ignorant we are as drivers, to the jobs that our flaggies do. This is my few words on how absolutely amazed I was at the job you guys do, so much so, that I joined hoping to be able to have that experience again.

I started my motorsport passion late in life, even though I have always been a petrol head, I decided to get in and drive after the purchase of an Historic Group A Touring car. Most of you know that car is the Peter Jackson Skyline campaigned in the ATCC during 1986 and 1987. I bought the car not actually knowing what I was going to do with it. As is clearly obvious now, I ended up deciding that I wanted to drive it. Having never driven on the track before, this was a massive undertaking, and I had no clue as to what was involved in getting my licence, or in fact, knowing what I had to do to compete in this car. Well I bit off way more than I could chew, but I chewed like mad, and I'm now driving the car in historic events. I'm never going to win an event, I'm always going to be down the back third of the field, but I'm having the time of my life.

Which leads me to my first ever flag day so I could get my signature on my licence. What a mind blowing experience my flag day was. It was sheep stations Sunday at Sandown Raceway in 2012. What an eventful meeting this was, with 4 rollovers – just on the Sunday, Jims massive crash in the Javelin, and a whole heap of other drama, including 2 massive accidents with people who had just passed there OLT the day before. In one of those accidents, a flaggie was injured, it was terrible



As an owner/spectator/driver, I often asked some questions, which now seem really stupid. Like, why do we still have to have numbers, why does it matter if there are two cars in historic motorsport with the same number? We have timing beacons so, why do numbers still matter? Well clearly I know different now that I've flagged on sheep stations Sunday. I think every driver should have to Flag, not just to get their licence ticked, but at least once every two years, to maintain the appreciation of what the flaggies do for all drivers. Seriously, drivers owe the flaggies a HUGE thanks, enormous respect and sincere gratitude for what you all do. Such massive appreciation from me, as I already said, so much so, I became a member immediately.

The things that stood out for me are:

- How hard you guys actually work
- Your camaraderie with each other is awesome
- How dedicated you all are
- How much fun you have
- How intensive your job is
- How much you all love your motorsport

I've only done one flag day since, due to trying to get as much driving time as I can to develop my race craft. That takes nothing away from how rapt I am to be a member of this great club. From the bottom of my heart, thank you for having me as a member, and thank you for looking after me on the track. HUGE thanks for acknowledging me on my cool down laps. I hate it when I don't get a full cool down lap to wave and thank every one of you. Thank you to each and every one of you for welcoming me so warmly, and for everything you do.

Cheers  
Carolyn





**Russell Clasby and John Pollard are your  
Merchandise Officers for 2014.**



Please contact them by email at:

[merchandise@vicflag.org.au](mailto:merchandise@vicflag.org.au)

Russell: 0432 952 572 John: 0451 308 840

or when you seen them at the track to put in your orders



Winter Jacket

\$90



\$140

Overalls



\$120

Overall jackets

Subsidy of 50% applies to the issue of first one of each item, on the top row further purchases are at full price as of 1/1/2013



\$30

VFT Bag



\$35

Jumper



\$25

Polo shirt  
New colour: White



\$2

3 plastic pouches



\$10

Beanie



\$10

Baseball cap



\$12

Bucket hat



\$20



\$2

Internal/external stickers



\$5

Small Badges



\$5

Hat pin

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# Winton Festival of Speed

**Chief flagmarshal :** Warren Gordon  
**Assistant Chief :** Kevin Watson & Jenny Cross

We attended the Winton Festival of Speed on the weekend of 9&10 August the weather on Saturday morning as crisp and cool no rain we had 23 flaggies and one Trainee. We enjoyed a quite mornings practice and qualifying we had a parade of car that stretched around the entire track at lunch time some excellent cars among them. The afternoon saw some excellent racing not to many incidents to report.

Saturday night found us at the Golf club for dinner there were 20 flag marshals there good food good company great time had by all.



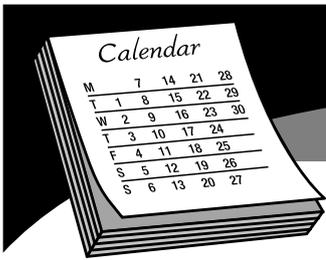


Sunday dawned with rain and cold but we had an extra 3flaggie show up on Sunday by the time the racing started at 9 the rain had cleared and the sun try to make a guest appearance during the course of the day we had a great days racing more incidents this day keep the pen moving at most flag points for the day. we had over 280 entrants for the weekend.

I would like to thank all the flaggies involved for the weekend make me proud to be a flag marshal in Vic

Chief Flag Warren Gordon





## Contact the Chief Flagmarshal to attend these events

**\* denotes Clash**

October 2	Beach Hotel	General Meeting
October 4-5*	Winton	Supertruck Nationals
October 4-5*	Phillip Island	VSCRC 4
October 18-19	Winton	AROCA 6 Hour Relay
November 7-9*	Sandown	Sandown Historics
November 8-9*	Winton	Winton 300
November 14-16	Phillip Island	V8's Phillip Island 400
November 29-30	Phillip Island	Island Magic
December 4	Beach Hotel	General Meeting
December 6-7	Winton	HQ 4 Hour Relay
December 14	VFT Christmas Party	Como Gardens

General Meetings – 1<sup>st</sup> Thursday of even months at the Beach Hotel  
97 Beaconsfield Pde. Albert Park.

Members wishing to have their attendance in other disciplines recorded at a VFT calendared event, contact Chief Flag via email or phone. Your days will then count towards the Neil Thompson Memorial award.

Important Note: These are the only events the VFT will attend as a club. Should you attend any other event it is your responsibility to ensure it is either a CAMS or AASA sanctioned event or you have adequate insurance. VFT uniforms and badges may not be worn at other meetings. Note: Please contact the Chief 10 days prior to each meeting to indicate your availability and obtain the sign on times for each day. Major Events (V8 Supercars etc.), require at least 6 weeks notification of availability.

## Registering for an event

Please note that the VFT's Facebook page advertises upcoming events the club is involved in, and can not take responses to register for events. If you have nominated to attend and your circumstances change please notify the Chief ASAP

Expressions of interest to attend events must be conveyed to the Chief Flagmarshal via:

The club phone: 03 8796 5321

The club mobile: 0409 823 657

Email: [chief@vicflag.org.au](mailto:chief@vicflag.org.au)

Or in person at the track or club meetings.



# 6 Hour Relay, Phillip Island

Arthur Cooksley was the Chief Flagmarshall at the 6 Hour Relay at Phillip Island with Kevin as his assistant. The event went without major incident and the team worked well as a whole.

A number of flaggies came close to a dose of RSI from writing so many reports of passing under yellows and SC. Even after the Clerk of the Course read the riot act to the drivers at the Saturday afternoon debrief, the numbers of reports written on Sunday was only marginally down from Saturday. Jason and Lance provided valuable coverage by car around the circuit as the two "roving sectors". In fact, Jason covered so much ground on Saturday that he had to drive into Cowes in the afternoon to refill his car.

The organisers of the 6hr event are looking to making next years event, which will be the tenth year of the 6hr, a special occasion which will include special recognition to those who have attended all previous events.

Arthur





# General Meeting Minutes 2014

Minutes of General Meeting  
August 7th 2014 8.00PM  
The Beach House Hotel  
97 Beaconsfield Pde Albert Park

Welcome to all

Meetings are recorded for the purpose of typing the minutes.

**Present:** 22

Mark Bateman – Chaplain

A Drive for life program, suicide prevention fundraiser

B Chaplain's Shout, VFT will be invited to the 2015 shout.

C Volunteers – Volunteerism is being taken over by narcissism. Chaplain's Shout is trying to bring people together instead of watching people walk away from the sport.

**Apologies:** Shane Rogers, Terry O'Callaghan, Sam Dumsney, Steve and Jennifer Clasby, Simon Baston, Glenn Rochester, Katrina Ballard, Kevin Redman, Wayne Butteriss, Country, Interstate and International members.

**Minutes from the previous meeting:** Moved: Robin Wood, seconded: Mark Thompson that the minutes be accepted. Carried. [2 No's]

Reports

1 **President**

1.1 Nissan Motorsport night being planned

1.2 Safety car boards

1.3 Congratulations to Angelo Magro and Samantha Dumsney, expecting their first child.

2 **Secretary-** as per report

2.1 Tiqbiz app for phones and computers as a communication option to members, free to members to download, 30-60 day trial for the club

3 **Treasurer:** as per report

3.1 Mario Pacifici asked for explanation on Functions, Parking, Flowers, and Auditor. John Pollard: Functions [Chief's BBQ, Training Expo]. Flowers [Millett's newborn], Auditor [Club had to find a new Auditor as existing could no longer be contacted, and Parking [2 members parking fees at Jeff's Shed for the CAMS General Assembly]. Auditor recommended that the Treasurer do a running sheet rather and a monthly report.

3.1 Cheques to be passed for payment: Steven Clasby \$75 [Trailer], Embroid-me \$151.82 [balance of Chief's shirts], Eric Rigg \$30[phone recharge], Russell Clasby \$150 [Trailer] and Inkstation \$277.89 [cartridges for club printer and William Gaff's printer] Total \$684.71.

Moved: Murray Stevens, seconded: Matt Cornford that the cheques be passed. Carried.

4 **Chief Flagmarshal,** report email, read by Kevin Watson along with Asst Chief report.

4.1 Completed events, Chief reports presented. Sandown

VSCRC 3 oversubscribed, members required to get names in early for Sandown events Progressive green after safety car at Vic 6 Hour.

4.2 Upcoming events: Fest of Speed, CoW meeting TBA [7<sup>th</sup> September], Sandown 500 lists closed 2 weeks ago. Phillip Island Shannons.

4.3 CAMS licences being requested to be shown at Phillip Island and Sandown, Drug and alcohol testing becoming more prevalent at events.

5 **Training Officer:** report from Perry Ballard, thank you for the opportunity to read report.

5.1 VFT caps for seniors. Mario Pacifici asked, don't they already have a badge? Discussion took place on identifying seniors at events.

5.2 Upgrade process – flow chart

5.3 Certificates for completed upgrades

5.4 Induction process.

5.5 At Vic 6 hour, exercise was undertaken during a break, camera fitted to a race car to get the drivers prospective on flags waved at flag points.

5.6 Trainee vests.

5.7 Brian Williams and Damien Mitchell to grade 3, Don Johnson and Greg Hardy to grade 4

5.8 Black Flag Relay, an information sheet is being prepared for those assigned to Black Flag Relay at events

5.9 Training Expo 2015 is in planning, Sector Marshal Workshop, looking at incorporating in Expo

5.10 Course Presenters module. Refresher course set for 30<sup>th</sup> August, for newbies a date is yet to be set for the full module.

5.11 Chief Checklist updated and Briefing template created.

5.12 Tony van den Dungen through the AOC, CAMS has asked why the VFT is successful.

5.13 Upgrade process with CAMS, it is the members' responsibility to send their paperwork direct to CAMS and keep a copy for themselves.

5.14 John Clarke – criteria in 2013 magazine is that current. Mark Thompson states we are currently running on criteria on the website until changes are ratified.

6 **CAMS Delegate**

6.1 At the VSC, drug testing at the track and outlined procedure. Paul Meade, alcohol testing, if you fail what is the backup test? Jason Carroll what is the recourse if the readings are faulty? Angelo Magro asked about time control of the test, if left too long it shows positive. Murray Stevens will ask further questions.

6.2 New Racing categories – Standing regs will be issued from other categories to get them going

6.3 Officials of the year- review panel

6.4 Historic cars no longer will be running E85,

6.5 Breakdown of Government funding to sport, motorsport is near the bottom.

7 **Promotions**

# General Meeting Minutes 2014



- 7.1 Flyers will be distributed at the Sandown 500  
7.2 30<sup>th</sup> Anniversary book, enquires being made and looking for contributors for stories and photos.
- 8 **Grade 3 Rep**
- 8.1 Presentations- Brian Williams and Damien Mitchell to Grade 3  
8.2 EA Course, several members attended. Noel Tippett was the presenter and acknowledged the VFT's involvement.  
8.3 Emails sent to members of club activity.  
8.4 Future Development, working on a document to present to Committee.
- 9 **Grade 4 Rep: No Report**
- 10 **Induction Officer**
- 10.1 10 Newies this year, 4 potential [waiting on responses.] 1 newie this weekend.
- 11 **Merchandise**
- 11.1 2 uniform jacket orders in progress.
- 12 **Magazine**
- 12.1 Deadline 24<sup>th</sup> August  
12.2 John Clarke asked about colour? There is a huge increase in costs to create a color magazine.

**Reports:** Moved: Paul Meade, Seconded: Anthony Filippousis that the reports be accepted.

## 13 **General Business:**

- 13.1 Robin Wood  
13.1.1 Aluminium drink bottles, not received and follow up from previous general meetings. William Gaff stated that if they are kept clean there is no issue.  
13.2 William Gaff  
13.2.1 VFT has been invited to the V8 Supercar luncheon on Friday of the Sandown 500 by CAMS, as recognition of our commitment to motorsport. Thanks to John Pollard. William handed over to John. John pollard co-ordinated planning with CAMS, V8 Supercars and the BOQ. Any money raised will go to the CAMS foundation. This will become an annual event. John asked how we select the people. John Clarke mentioned that the hierarchy attend and ballot for remaining seats. Mario Pacifici suggested we wait for Terry O'Callaghan to return.  
13.2.2 16<sup>th</sup> September at the Village Green Hotel is a night for Allan Moffat.  
13.3 Zoe Butteriss  
13.3.1 Concerns on privacy, phone numbers etc. There are policies in place with CAMS and the Privacy Act that need to be adhered to. Committee has use of details for VFT business only.  
13.4 John Clarke  
13.4.1a Airport luggage bag: John Clarke - Motion: That the VFT purchase 250 airport luggage bags with wheels. Kevin Watson seconded motion. John went through description of bag and that it was a good idea to use club funds. 2 designs, first is \$69ea [\$17,000

approx] and second at \$99ea [\$25,000 approx] plus embroidery, may be able to get discount on volume ordered.

13.4.1b John Pollard: Committee has done some research, wheelie bags struggle in wet or gravel area, John went on to list what members receive coming into to club. Some mentioned using backpacks. Eric Rigg stated the club supplies a carry bag to get started then members can choose out to kit themselves out as time goes on.

13.4.1c Anthony Filippousis suggested an email out to members for an indication.

13.4.1d Zoe Butteriss mentioned that for herself that a different bag is used for her requirements.

13.4.1e John Pollard asked the room: "Who would be interested in this idea"? One hand was raised.

13.4.1f John Clarke replied and was not complimentary of the Committee.

13.4.1g Anthony Filippousis suggests the topic go back to Committee.

13.4.1h Mario Pacifici amendment to the motion. That the vote be deferred back to the Committee for further discussion and their advice and report back to the next General meeting. Seconded: Zoe Butteriss. Carried

## 13.5 Mario Pacifici

13.5.1 Winter jackets, over 10 years old, members could receive a subsidy to upgrade as some need to be updated.

Next Meeting 2nd October at the Beach Hotel  
Meeting closed 10.09PM



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Sandown has long had a great relationship with the volunteer officials who have willingly given up their weekends in all weathers to support motorsport at the venue. How long? Well check out the photos attached to see how things were in the early 1960's.



Top: Turn 2 spectating

Middle: L - Stirling Moss R - Grandstand

Bottom: Racing along old Pit Straight

From an officials safety viewpoint have a closer look at the flag positions when the Pits used to be on the inside of the old Turn 1. Looking back from those pits, how about the picture of the cars racing well before the grandstand & horse track constructions were finished. Yes, we have even found one with a young Stirling Moss shaking the hand of an official in the old Pit Lane area. Hope you enjoy.



Wade Calderwood  
Executive Manager |  
Sandown (Sportingbet  
Park)



Victorian Flagmarshalling Team Inc  
ABN 53 038 411 980, ACN A008703F

PO Box 5140, Frankston South, VIC. 3199

Telephone: (03) 8796 5321

(International: +61 3 8796 5321)

Mobile: 0409 823 657

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