

Marshals Mumblings March 2009



MARSHALS MUMBLINGS March 2009

Official Newsletter of the
South Australian Motor Racing Officials Association Inc.

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The Editor welcomes contributions from any person interested in motor sport. Therefore, views expressed in this Newsletter are not necessarily those of the South Australian Motor Racing Officials Association or any of its members.

SAMROA WEB SITE www.samroa.org.au

Postal Address: PO Box 1312 ADELAIDE, SA, 5001.

The South Australian Motor Racing Officials Association (SAMROA) Inc. is a volunteer organisation affiliated with the Confederation of Australian Motor Sport (CAMS) Ltd.

PRESIDENT'S REPORT

Hi Everyone,

Well March is here at last and that here in Adelaide means the Clipsal 500 is just around the corner! Time for SAMROA to show the rest of Australia what we do best. It's great to catch up our interstate members and hear what they have been up to. A good way to do this is to join us at our General Meeting – as per the flier that was put in the last Clipsal 500 newsletter. If anyone needs a reminder of when, where & how, give me a call, the numbers on the inside cover of this mag.

I intend to make the business side if this meeting short, so we can enjoy a social evening with fellow interstate officials.

I would like to thank those members who have kindly opened their homes to the WA Officials who are flying over for the Clipsal 500. Peter Tann & I are chauffeuring them from the airport to the track where after a "Botticilli Breakfast", they will meet their hosts. (I hope their Ford Fans; it's a long walk from the airport!)

While you are at the Clipsal 500, those who get a chance to walk past the CAMS display area have a quick look at what our members have set up for our display. You will notice the mannequin has been "cleaned up" he's had a face lift, or total removal to more precise, a big thank you to David, Lou and the boys at Findon Crash for this. I can't forget to thank those members who are manning (and offered to man) the display. It's frontline contact like this that keeps our association alive! Fliers are available for distribution to the general public that you may talk to. Please ask at the General Meeting for some.

At the last Committee Meeting the subject of Officials driving their own cars to the flag points, to assist in getting back for lunches etc was raised. As long as those cars are driven & parked in the public areas, it would not be a problem. You must not park them past the spectator fence. The disadvantage being, as you walk to the flag points, you have a change to walk the track and inspect your section for bolts, broken bitumen and so forth. You MUST still inspect your section of track before the steward's inspection the morning of each race meeting. Also be mindful that the gate at turn 3 may be locked, leaving you with a longer walk than you anticipated. If you are going to drive to the point, please car pool, we don't want 4 cars parked at each point.

PRESIDENT'S REPORT (Cont)

The sale of the Australian Central Credit Union Lottery Tickets is going great guns! At this rate we will sell all tickets, bringing \$1600.00 into the Association. If you have sold your tickets and need more, please see Bronwen. If you don't have any to sell, what are you waiting for? There's only 10 tickets per book, do you have 10 friends?

To finish with, I'd like to wish all those members who are traveling to Melbourne for the ING Australian Grand Prix, the very best, play safe & bring back plenty of stories. To all SAMROA members, enjoy the Clipsal 500, do what you do to the best of your ability and be proud of what you do. This is our time to shine!

I look forward to seeing you all at the General Meeting on Tuesday 17th at 8pm.

(Map to the Veneto club below..Ed)

Until then, Cheers

Paul Hart, President.



Cover Photo: Keith Wong powering through the esses at the recent Sporting Car club twilight meeting. **Photo:** Phil Williams, Phil Williams Media & Marketing, <http://www.freewebs.com/philwillmedia/>

SOCIAL COMMITTEE REPORT

We have a few things happening at the moment:

10 Pin Bowling

A happy band of bowlers made their way to the Ingle Farm Bowl on 15th February. We had three lanes & a good time was had by all in attendance.

Go Karting/Social Get-together

We are planning a Grand Prix at Kart Mania Gepps Cross on the afternoon of Saturday 16 May at a time to be advised (waiting on confirmation of date & time from Kart Mania)

Minimum age for participants to race is 16 years.

At this stage cost is expected to be in the vicinity of \$45.

There will be a Social Get-together/Chicken meal afterwards (cost to be advised closer to the date & will include soft drinks) at Paul Karamanovs'.

BYO alcohol.

A non refundable deposit will be required prior to the event (by close of business at the General meeting on 15th April) of \$25 per head for the Karting and \$10 per head for the meal.

You may attend either or both events.

Partners/Family welcome & encouraged.

Please see any of the Social Committee to advise your attendance & pay your deposit.

Annual Dinner

Work is progressing towards organising the Annual Dinner/Awards night in late August.

We are currently assessing a number of potential venues and anticipate being in a position to make a recommendation to the General Committee in April.

Reminder: March General Meeting will be a day early - Tuesday March 17th

This will be a chance to mingle/socialise/talk motorsport with visiting officials before getting down to work....all welcome.

SOCIAL COMMITTEE REPORT (Cont.)

Movie

We have received a flyer from the Palace/Nova Cinemas advising the release of a film by Eric Bana "Love the Beast" about a 25 year relationship with his first car. Check newspapers/website for session details if you are interested.

Cheers

Social Committee Contacts : Scott Chamings, Jodie Johnson, Bob Schofield, Peter Tann

Next Social Committee Meeting : Monday 23 March 8:00pm

Location : Para Hills Community Club, Bridge Road, Para Hills



Members that will be celebrating Birthdays in the coming month Happy Birthday!!



March

Brett Unsworth (21st), Bob Richter (28th)

April

**John Silverblade (6th), David Mori (11th),
Dieter Von Zieden (11th),
Matthew Meegan (14th), Matthew Johnson (15th)**

Trade Discount at Ray's Outdoors:

SAMROA is now a trade customer at Ray's outdoors, simply quote the Business name (South Australian Motor Racing Officials Association) or number D73564 at the register to get a significant discount. 28 stores nationwide, SA Stores at:

61-69 West terrace ADELAIDE
1 Phillip Highway ELIZABETH
Harbour Town ADELAIDE
AIRPORT



T&CC Report

Not much to talk about at the moment, most people are pretty focussed on a couple of big race meetings coming up.

Firstly, feedback from the recent twilight race meeting was generally good. The morning Comms/equipment/personnel check went through quickly without any issues. This makes getting the day off on time much easier for everyone (particularly those in race control). The Incident reports were also good, providing the information required. Sometimes, a little rattling of the cage is not a bad thing.

One omnipresent issue is one of getting over the wall – not only in the morning but also when attending incidents. Most injuries in motorsport occur to Marshals on their way to incidents – sprains, strains etc from climbing/falling over walls, slipping and tripping etc (sounds like the keystone cops..). Good footwear is an excellent investment, while it can also help to ‘warm up’ before heading track side. Some suitable exercises for this were circulated with the newsletter last year.

Performance sheets are another issue. Many people cringe at them and are possibly concerned about offending people. However, we need to remember that the role of these sheets is to identify where people need some help to improve and also to identify people who have gained the skills/experience to be given a chance to take a step up into a more demanding role. Seniors also benefit from being given feedback – pobodys nerfect, and so feedback on your team leader will help THEM to help you more effectively.

That said, if there are real problems with team members or within the team then a quiet word with the Chief flag may be better to get the problem solved sooner rather than later.

Planning for the **MANDATORY** fire training day is continuing with the date set as **Saturday 18th July**. The time and venue are to be confirmed.

V8 Supercars – Clipsal 500	19 th -22 nd March
Australian F1 Grand Prix	26 th – 29 th March
National Historic Race Meeting	11/12 th April
Mandatory Fire training	18 th July

Special Offer – Club Port – Almost sold out



We still have a number of bottles of the Club 30th anniversary port available.

In order to clear remaining stock, quantity discounts are being offered:

2 Bottles for \$35

3 Bottles for \$50

4 Bottles for \$60

That works out at \$15/bottle for a 25-Year old port.

To purchase some of this Port (would be a good collectors item or a winter warmer), see Peter Tann to arrange payment.

Townsville 400 (July 10-12) – Call For Volunteers

Volunteers and officials are required for the Inaugural Townsville 400 to be run from July 10-12.

Those interested can contact the Operations Assistant, Sarah Schofield by:

Phone: (07) 5630-0328 Mobile: 0401-761-081 Fax: (07) 5630-0338

Email: sas@v8supercars.com.au PO Box 607, Southport BC, QLD, 4215

Further information and application forms are also available from the SAMROA Website (www.samroa.org.au) by downloading the March 2009 newsletter.

Most accommodation has sold out, however camping will be provided to volunteers (same deal as Bathurst).



T&CC Report (Cont).

Finally, a reminder of the next SAMROA event – the Easter Historics at Mallala on 11/12 April. This is a chance to see some fantastic machinery in action – including a visit from the Ford GT Nationals. A Reminder that we need to get names to the Sporting car club at least a week before the event – so get your names in. You can do this through the real or online red book, or by contacting a T&CC member. If you are not sure that you can make it, it is easier to take your name OFF the list than put it ON the list...

That's it from the T&CC..onwards to 'Mad March'...

Enjoy yourself trackside and be safe.



Cover Photo: More action at the recent Sporting Car club twilight meeting.

Photo: Phil Williams, Phil Williams Media & Marketing,

<http://www.freewebs.com/philwillmedia/>

Can anybody find a problem with this picture ??

F1 Technical Briefing With Charlie Whiting

http://www.fia.com/en-GB/mediacentre/pressreleases/f1releases/2009/Pages/f1_tech09.aspx

2009 REGULATIONS

With the Formula One teams beginning their development programmes for the upcoming season, Charlie Whiting provides an overview of the main regulation changes and their implications.

REVISED AERODYNAMICS

What was the idea behind all the changes we'll see this year in this area?

CW: This was all a result of the work done by the Overtaking Working Group, as it was called, made up of the technical directors of Renault, Ferrari and McLaren, plus myself. After a lot of research, we came up with a package that gave a following car less disturbance and would make overtaking less difficult.

The key element of this is, first of all, a neutral section of the front wing (the middle half metre of this device is a prescribed section). The incidence of that profile and its position relative to the reference plane are carefully prescribed. It's the most critical part. The front wing is wider and there are no turning vanes or bargeboards: the area where you can put them has been severely restricted, because there's only room for very small devices.

Also, the diffuser has been made smaller, and the rear wing is higher but narrower. I can't go into the specifics of why these things were done, but we arrived at this package by five sessions of wind tunnel work. It's been carefully thought through. Now, we'll have to wait and see how it works on the track.

What has been the loss in terms of downforce of these measures?

CW: The target figure was 50% less. But, as ever with these things, one never knows how much the engineers have managed to claw back.

Have some unexpected devices already appeared on the new cars?

CW: You know, we write the rules to enable the teams to design cars as close as possible to the technical spec. They've been working in areas they hadn't previously been trying to work in, so there's not much we can do about that. I'm confident we've achieved a fairly significant reduction in downforce, but that's not the critical thing: the critical thing is the effects. As long as we have the effects, we should be okay.

F1 Technical Briefing With Charlie Whiting (Cont.)

SLICK TYRES

Presumably, these effects have to be considered in conjunction with the slick tyres...

CW: Yes. An increase in mechanical grip and a decrease in aero grip were what we wanted. We should achieve 6 to 8% more mechanical grip with slick tyres, but it'll clearly depend on the compound because Bridgestone will provide a range of tyres - 4 different ones to be exact. They are still developing these, so we don't know exactly how it's going to work out.

Is it true to say that Bridgestone is working on a bigger gap between the available compounds at each race?

CW: Yes. This year, once again, each driver will have to use two different types of slick tyres during the race. We wanted to have a bigger difference between them. Sometimes, in 2008, this gap was a matter of one or two tenths. We thought it would be better if it was bigger. The Bridgestone engineers are working on that.

There seems to have been some talk during the winter tests about this difference being massive...

CW: What happens in winter testing is probably not indicative of what will happen in the warmer conditions of the first four races. It's something we'll have to look at, as we certainly don't want too big a difference between the two types of tyres available at each race. This said, I think it would be to everyone's benefit if there were a slightly bigger gap.

What would be this ideal gap?

CW: My personal opinion is at least half-a-second. But it's only a personal opinion. Sometimes, in 2008, the difference between the two types of tyres was negligible wasn't it? One couldn't see the difference between the two, really.

KERS SYSTEM

A lot of teams seem just about ready to use their KERS system now. Is it worrying?

CW: The reason for KERS is very clear. We want to showcase technology. I think F1 using this sort of system will help manufacturers. Obviously, Formula 1 is going to be doing something to speed up the development pace on road cars. The other thing, obviously, is overtaking.

F1 Technical Briefing With Charlie Whiting (Cont.)

For a driver to be able to use the extra horsepower at his disposal for overtaking has, I think, the potential to improve racing and that's what we're hoping for.

Team are using very different solutions in this area. Is it healthy for Formula 1 to have so many dissimilar ideas for a new technical challenge?

CW: Difficult to say. Presumably the teams involved have done things for their own good reasons. Obviously, the best solution will emerge, eventually. This is what always happens when we have something new. All the teams have significant simulation tools at their disposal. They've used these the best way they can to find and arrive at the best technology. There's no clear leader as we speak but one will emerge, I'm sure.

Also, I think KERS will add significant interest to Formula 1. It's going to be very interesting to see how the drivers deploy it, because the rules state that the release of the power has to be under the complete control of the driver - that's the important part.

Some people have raised some concerns about safety with KERS. What has been done, as far as the FIA is concerned, to make sure the system won't cause any problems?

CW: "Through the Technical Working Group, we set up a KERS Safety Working Group chaired by BMW. They've met quite a few times and they've come up with a long list of suggestions, parts of which have already become regulations, and some of which will form the basis of a comprehensive document we'll circulate to all circuits and tracks hosting a grand prix.

The teams are taking this very responsibly for their own safety, of course. They're also looking at how the marshals will respond to broken-down cars. There will be things like the KERS status warning light that will be on all cars. Marshals are going to be educated by the documentation we'll provide.

Also, the systems themselves should be safe. If there's a risk, it should be clear to a marshal who walks up to the car. He should approach the vehicle, look at the KERS status light and, if it is in the wrong state, he shouldn't touch the car. Also, people working on the track are being briefed about how to pick up parts, which will be clearly identified by colour coding. If they potentially contain high voltage, they have to know how to move them. They will also wear gloves, which are good for a thousand volts.

F1 Technical Briefing With Charlie Whiting (Cont.)

What about safety in the design of the KERS components and their integration in the cars?

CW: The teams are coming up with this themselves. All the electronics experts are talking to one another and coming up with various ways to make sure they don't get into any kind of difficulties.

UPGRADED ENGINES

There's also some kind of uncertainty recently about the number of engines the teams will be able to use over the season...

CW: It's eight engines for the whole year. A driver will only incur a penalty if he uses a ninth engine. So the teams can use the engines as they like. There's no three consecutive race rule because there doesn't seem to be a need for it any longer. The engines will not have to do three complete events now.

In the past, as you know, the two-race engine was used only on Saturdays and Sundays. Now, for 17 races, the eight engines will have to do the three days of each grand prix. What the teams will do is to have a Friday engine that'll probably do the first four races or something of that nature. They'll then take the engine out and use another one for Saturday and Sunday. All we've got to do, - it'll be extra work - is to make sure that these engines remain sealed and are untouched.

So, once you've started the event with one engine, you will be able to change it whenever?

CW: Exactly!

In terms of performance gains, can you say what has been allowed for the teams, especially for Renault?

CW: As you know, I can't really give you confidential information. But we gave all the teams the opportunity to submit a list of things they would like to change in order to achieve engine parity, because there seemed to be some disparity between engine performance, which was not intended. Then, with Honda's withdrawal – they appeared to be the ones down on power – the engine manufacturers agreed among themselves that they would not seek any engine parity changes, and they would allow Renault to do something. It's what I would describe as a minor upgrade. It's a one-off thing; it's not an on-going thing. Now, teams have submitted their list; we've agreed to it and that's the end of it until 2012.

F1 Technical Briefing With Charlie Whiting (Cont)

SAFETY CAR RULES

It was difficult to follow some races in 2008 because of the safety car rules. Will you change them this year?

CW: Yes. The rule introduced in 2007 was a bad one, and we've gone back to the 2006 regulations. The only difference is we intend to implement a minimum time back to the pits. When we deploy the safety car, the message will go to all the cars, which will then have a "safety car" mode on their ECUs. As soon as that message gets to the car, it'll know where it is on the circuit, and it'll calculate a minimum time for the driver to get back to the pits. The driver will have to respect this and the information will be displayed on his dashboard.

If you remember, the reason we closed the pit entry was to remove the incentive for the driver to come back to his pit quickly. That's gone now, as you won't be able to reach the pits any quicker than your dashboard display allows you to.

PRIVATE TESTING AND USE OF WIND TUNNELS

What other measures have been taken recently in order to reduce costs?

CW: What we've done, as far as regulations are concerned, is to slash the maximum amount of testing from 30 000 to 15 000 kilometres. Moreover, there will be no in-season testing. That means no testing between seven days before the first race and 31st December of the same year. So no testing whatsoever except for eight days of aero testing in a straight line.

This might be a big problem for young drivers who want to get into F1. They won't be able to get any kind of training...

CW: There's provision for a few days of young driver training as well.

Finally, there's a big cut in wind tunnel testing...

CW: That's right. No more than forty hours per week for each team.

Why was this measure taken and what does it imply?

CW: This is simply because some teams were running twenty-four hours a day, seven days a week with three shifts -including model makers- and all that sort of thing. Quite clearly, it's very hard for a team that hasn't got that kind of resources to keep up. Forty hours a week seems to be something everybody can cope with.

F1 Technical Briefing With Charlie Whiting (Cont.)

Will you be able to check that nobody uses a sub-contractor to do extra work in a private facility?

CW: We're obviously looking into all those things: if it emerged that anyone had been doing something underhand, they would be in very serious trouble. Also, we're putting measures into place in order to make sure that people don't have any incentive to do so. A link to a video outlining the rule changes is available here:

<http://link.brightcove.com/services/link/bcpid1529569285/bctid10497901001>

Thanks to Lawrie for passing on this information.

The Mountain is calling...

Officials applications are now open for this year's Bathurst 1000 (October 8-11). In previous years there have been a number of members heading over as a group – sharing cars and adjacent campsites (John will submit a campsite application on our behalf). Anybody interested in answering the call, should contact John Silverblade (john.silverblade@marion.sa.gov.au) or at home on 82651828, wk 83756822 or mobile 0412261579



Alcohol testing to become more common

CAMS have recently made several changes relating to Alcohol and drugs in motorsport. The changes primarily affecting officials are those involving participation in motorsport while under the influence of alcohol.

CAMS have recently purchased a number of breath testing instruments and have trained a number of officials to serve as 'CAMS Accredited Testing Officials' (CATO's) who can undertake blood alcohol testing of competitors, crew and officials **at any event without notice.**

If you want further information, contact CAMS or a T&CC member.

World's greatest Shave...

For those of you wondering who I am my name is Andrew Hindes and I am a grid marshal at the Clipsal 500 and at Mallala.

I have done this once before 2 years ago and decided to have a go again to try and raise more monies for the leukaemia foundation and therefore will be totally bald at this years Clipsal event. Please be generous as this is a worthwhile cause.



I'm taking part in the Leukaemia Foundation World's Greatest Shave this year., I'd like you to support me by making a secure online donation using your credit card.

Take a look at my Profile Page by clicking this link:

<http://my.imisfriendraising.com.au/personalPage.aspx?SID=49632>

- Every hour of every day, at least one person in Australia is diagnosed with leukaemia, lymphoma or myeloma.
- Every two hours, someone loses their life to blood cancer.

Please help me raise as much as I can for the Leukaemia Foundation. Their vital work provides patients with practical support during their long and tough treatment, as well as funding important research.

Thanks for your support!

Cheers
Andrew Hindes



Australian Central Credit Union Community lottery

SAMROA is participating in the Australian Central credit union community lottery this year, with 800 tickets (80 books) allocated. Already, 18 books have been fully sold and returned - there are still plenty of tickets (and books) still available...

The concept of the lottery is that the Australian Central credit union and sponsors will provide tickets, prizes and run the lottery while community organisations sell the tickets and (after banking) receive 100% of the ticket monies received. This is a great opportunity to raise some funds to help finance additional training and updated equipment.

You can assist either by helping sell tickets or by buying tickets in the lottery (\$2 each, lots of great prizes). Please see Bronwen for a book (or more) of tickets.



Training Courses online

CAMS has recently upgraded the training material available on the web – of particular interest are the introductory and Circuit racing officials modules.

For those considering licence upgrades, the online modules provide a means of completing the required learning without having to wait for a class to become available. For details see the CAMS website/Officials page/National officials training calendar or call 1300 657 673

KWIK STIX Sponsoring SA Officials

Kwik Stix are sponsoring Motor racing officials in South Australia by providing over 2,000 gift vouchers to officials working at events.



People who have been to their restaurants will agree that they provide great food and good service at a good price.

The new meal vouchers are now for **“one main meal”** at all restaurants owned by The New World Lifestyle group. The New World Lifestyle group own several restaurants throughout Adelaide

Note: These vouchers are only for Oriental – Hove and Holden Hill

Time attack – Help wanted

The Mitsubishi GSR/EVO Club are again presenting the Phillcom Rally Time Attack on 29th March. The sprint based event will be attracting some impressive machinery and drivers to battle for the fastest lap. Limited to 30 entries, 5 on the circuit at once. The Mitsubishi GSR/EVO Club require a few volunteers to man flag points for the day. Any help will be much appreciated, and you will be looked after. Please register your interest.

Tristan Catford tcatford@hotmail.com 0400 820 745

Andrew Robinson robinsoandrew@gmail.com

phillcomrally.com

MITSUBISHI
GSR/EVO
CLUB

Time Attack

Round 1
Mallala 29th March

Tuner VS Tuner Battle Trophies for class winners

Timed 1 lap sprints Limited to 30 entries

Unrestricted Modifications Spectators FREE

For more info visit www.gsr-evo-club.net

SAMROA Merchandise



SAMROA Sew On
Badge - \$6



SAMROA Cap - \$10
(Hurry – only 2 left!)



SAMROA Sticker - \$3
(10cm across)



SAMROA Logo Pin
(Metal) - \$3



SAMROA Polo - \$40
(1 Large & 1 X-Large left)



SAMROA Cross Flags
(Metal) - \$3



NOW AVAILABLE:

SAMROA 30th year Souvenir badges...
\$10 each

There are also some 'heritage' 21st anniversary badges
available too...



Last Chance!! – SPECIAL OFFER

Limited Edition 25 Year Old Vintage Tawny Port. A bottle of
this excellent drop can be yours for only TWO for \$35,
THREE for \$50 or FOUR for \$60

Club Overalls are also available \$90 – includes embroidery
All Purchases are to be made from the Treasurer, Peter Tann.



Automotive Repairers and Refinishers

367 Grange Road, Findon

Ph: 8356 4404

Mobile Lui: 0408208755

Mobile David: 0409202414



RAA Approved

Supporting the SAMROA
30th Anniversary dinner.



MTA Member



BECOME A VOLUNTEER OR OFFICIAL AT THE TOWNSVILLE 400

It's a great way to get up close and personal with all the action and be a part of North Queensland's most exciting sporting event.

Applications are now open for the inaugural 2009 event, July 10 – 12.

By becoming an Official or Volunteer you will play a vital role in the event and you will be ensuring its overall success. We are currently looking to fill the following positions:

Officials

(Must hold a CAMS licence)

- Fire Marshal
- Flag Marshal
- Pitlane Marshal
- Race Control
- Recovery Marshal
- Scrutineer
- Supply Marshal
- Timing Marshal

Volunteers

- Accreditation Centre
- Corporate Facility Usher
- Gatekeeper
- Grandstand Usher
- Information Booth
- Media Centre
- Volunteer Sign-On

In appreciation for your efforts, you will receive:

- Lunch and drinks each day
- A complimentary campsite
- A 3 day General Admission ticket, including a Paddock Pass for you and a guest
- A uniform
- An exclusive Welcome and Thank you function before and after the event
- Plus many more exciting benefits

To become an Official or Volunteer simply complete an Application Form.

For any enquiries please contact Sarah Schofield at sas@v8supercars.com.au or call on 07 5630 0328.

Look forward to seeing you there!



TOWNSVILLE 400

10 – 12 July 2009

OFFICIAL APPLICATION

10 – 12 July 2009

Please complete and return to: Event Assistant

V8 Supercar Events – PO Box 607 Southport BC QLD 4215

Phone: (07) 5630 0328 Fax: (07) 5630 0338 Website: www.v8supercarevents.com.au

APPLICATIONS MUST BE SUBMITTED BY FRIDAY 29 MAY 2009

APPLICANT DETAILS:

Title	First Name	Middle Initial	Surname
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SHIRT SIZE: (Please circle one)

S	M	L	XL	XXL	XXXL	Date of Birth:
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Address:

State: Postcode:

Phone (W): Phone (H): Mobile:

Email:

Please tick if you do not wish to receive V8 Supercars specific marketing material.

NEXT OF KIN: Name: Relationship:

Phone (H): Mobile:

Type of officiating position - list one only (eg. Flag Marshal):

CAMS Licence No: Expiry: Grading:

DIETARY NEEDS: (Please circle one) COELIAC, DIABETIC, VEGETARIAN, STANDARD

Please tick the dates you are able to officiate. Must be available both Saturday & Sunday.

Please note - Preference will be given to those who are available for the three days.

- Thursday is for Scrutineers only.

Thursday 9th Friday 10th Saturday 11th Sunday 12th

Signature of applicant: Date:

Signature of parent or guardian (if under 18 years): Date:

Address of parent or guardian:

PLEASE NOTE: If you pick up your accreditation pack and do not turn up for work without notifying V8 Supercar Events or the Secretary of the Meeting, you will be billed for the value of the pack.

PHOTO ID MUST BE SHOWN UPON COLLECTION OF ACCREDITATION



TOWNSVILLE 400

10 – 12 July 2009

10 – 12 July 2009

**OFFICIAL/ VOLUNTEER
CAMPSITE APPLICATION**

Please complete and return to: Event Assistant

V8 Supercar Events – PO Box 607 Southport BC QLD 4215

Phone: (07) 5630 0328 Fax: (07) 5630 0338 Website: www.v8supercarevents.com.au

APPLICATIONS MUST BE SUBMITTED BY FRIDAY 29 MAY 2009
ONLY ONE OFFICIAL/VOLUNTEER TO COMPLETE – ONE FORM PER CAMPSITE

APPLICANT DETAILS:

Title	First Name	Middle Initial	Surname
-------	------------	----------------	---------

Address: _____

State: _____ Postcode: _____

Phone (W): _____ Phone (H): _____ Mobile: _____

Email: _____

PLEASE NOTE

- The Campground is located outside of the event precinct at Kirwan State High School, Hudson Street, Kirwan, Townsville. (Approx 9kms from track)
- There will be strictly no parking on the campground. Cars should be parked in the adjacent car park located on Hudson Street.
- Officials/Volunteers campsites are limited in numbers so please make every effort to maximise the number of people within the campsite.
- Sites are approximately 4x4 metres and strictly limited to tents only.
- Caravan sites are approximately 4x8 metres and will be located on a separate campsite. Please indicate if you are towing a caravan.
- All campers requiring power will need to supply their own generator.
- Shuttle buses will be provided for transportation to and from the track.

NAMES OF OFFICIALS-VOLUNTEERS AND GUESTS SHARING CAMPSITE:

NAME/S

Please circle:

1. _____

Official – Volunteer or Guest

2. _____

Official – Volunteer or Guest

3. _____

Official – Volunteer or Guest

4. _____

Official – Volunteer or Guest

Caravan: Yes / No

Car Registration number/s: _____

Applicant Signature: _____ Date: _____

<u>OFFICE USE:</u>
SITE NUMBER
