

South Australian Motor Racing Officials Assoc. Marshals Mumblings December 2009



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MARSHALS MUMBLINGS December 2009

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

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<i>Office Bearers</i>	<i>Mobile/Work</i>	<i>Home Ph</i>
Patron	Vern Schuppan AM	vernschuppan@mac.com
President	Andrew Robinson	0404 323 294
Vice President	Scott Chamings	0417 806 832
Secretary	Paul Bonnett	0409 092 535
Assistant Secretary	Darren Mattiske	0412 823 171 8264 3028
Treasurer	Peter Tann	0417 867 403
General Committee	Tony Aloï	0417 358 305
	Glen Malthouse (Position Vacant)	

Training & Competition Committee

Chief Flag Mobile		0448 633382
Chairperson	Adam Litchfield	0419 032 619
Secretary	Andrew Leitch	0422 119 928
OH&S Rep	Andrew Robinson	0404 323 294
T&CC Members	Paul Bonnett	0409 092 535
	Scott Chamings	0417 806 832
	David Marshal	0419 843 522
	Leigh Marchesi	0418 813 603

CAMS Chaplain	David Vaughan	
CAMS Delegate	Paul Hart	0412 319 141
Newsletter Editor	Andrew Robinson	editor@samroa.org.au

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

Well, we see ourselves at the end of another motor sport year. It's time to take a well earned break and recharge the batteries ready for 2010.

While you enjoy the break in the motor sport season, there is still plenty happening within the club:

Firstly, we are holding a fund-raising event in the form of a Sausage-sizzle at Bunnings Munno Para on January 9th. Fund raising is an important club activity – it not only raises our profile with the public (and so helps us recruit new members), but it also allows the club to be able to do more to support the members (such as subsidise overalls/shirts and social events). We need about 10 people all up in order to be able to work in 2 shifts: one from about 8 – 12:30, the other from 12:30-5pm. If you are interested in helping out, contact Darren Mattiske.

Secondly, we are in the process of accepting orders for the club optional 2-piece uniform. This has been requested by people for quite some time, and after a lot of effort...it's here. If people want these to be ready before the Clipsal, then we need to get the order in pretty soon so that the shirts can be made and embroidered in time for the big event. Members will find a form inside the mailing slip of this newsletter. Remember, the club is subsidising up to two shirts to the tune of \$50 EACH. Fill in the form and give it with your payment either to Peter Tann or a committee member.

Before signing off for the year, I would like to make mention of the four brave souls who ventured Westward to participate at the V8 supercar event at Barbagallo (see story starting on page 7). By the sounds of things, it was enjoyed by all concerned with everybody benefiting from the experience. If you are able to billet anybody during the Clipsal 500 period, let Darren, Andrew L, Peter or Paul know.

Before wrapping things up, our final meeting for the year is on Wednesday 16th December, hopefully we will see you there.

On behalf of the committee, I would like to express our thanks for the hard work you have put in through the year and wish you and your families the best for a Merry Christmas and a happy, and safe 2010.

Andrew

T&CC Report

Well another year of motor sport has come to an end for us and as usual it's been a long year with varied weather and pretty good racing over all and it was great to see so many faithful members attending week after week so a huge thank you for coming to the races. From the T&CC's side it was pretty good year too, but that's not to say that there is not room for improvement.

A few of our members this year have had the opportunity to be an official at other circuits around Australia and to me personally it highlights how good SAMROA flaggies truly are and to maintain that level your committee has in the pipeline a few training courses coming up in the new year to keep us all sharp and at a high level.

One of those courses will be on report writing, this may not seem to be of huge importance to many of you but when you think of the many crashes, bumps and breaking of the rules that we report on and the many styles of writing and interpretation that we put on paper then we all need to be doing reports in the same style and method. Even after proof reading by the Chief Flag many reports get asked for clarification from the Clerk of course due to unclear or incorrect reports. Writing reports is a pretty simple thing if we all stick to the same style.

As was mentioned in a previous report we all need to look at recruiting new members so over the break if you are talking to a motor sport fan please mention our club, give them the email or phone number of one of us and let's try and see some new faces at our meetings.

Also mentioned before was the need to please call the chief or someone if you cannot attend a race meeting that you have your name down for, not only is it pretty rude but it leads to headaches for the chief and others to try and fill those gaps at the last minute, so please take that on board for the new year!

When filling out the performance sheets they must be filled out in full, the self assessment side of them is a good tool to learn more about your own performance if you are honest enough about yourself!

Looking at next year's calendar that should be up on our web page by now then we can see we have a meeting before the Clipsal 500, the T&CC want a full turn out for this meeting for all those that have their name down to work at the Clipsal as just doing the 1 or 2 major meetings a year is really getting beyond a joke, so I look forward to having every point at Mallala next year brimming with flaggies!

(See list of events on page 6..Ed.)

T&CC Report (Cont.)

As you might have seen a recognition day was sprung upon us at the last minute this year, sadly SAMROA as a club can't support this at such late notice but urge you to go out as individual officials and take advantage of a blat around the track, while you are being taken around take a minute to look at every flag point and look at it from the drivers point of view, then think to yourself when and where would this driver be able to see my blue flag that I'm waving, believe me it's a real eye opener!

On our members data base web page is a section for placement preference, take a minute to look at this and fill it out if you want to try a different role within the club it will help us in placements and make you happy so it's a win for all of us!!

Ok my fingers are getting tired so I'll stop now and wish you all a very happy Christmas and a great New year and I'll see all your happy smiling faces gathered around our shed next year!

From your T&CC



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



December

Darren Mattiske (17th), Chris Monck (18th), Bob Schofield (25th)

January

Jodie Johnson (4th), Brian Agars (14th),
Karl Fleming (16th), Rick Hobbs (18th)

Correction:

The photograph of the scooter on page 6 of the November issue was taken by Paul Hart and not Shaun Doecke.

2010 Calendar of events

Date	Event	Location
9 Jan	Sausage Sizzle Fundraiser	Munno Para
21 Feb	Superkart/Mod Reg	Mallala
27 Feb	SA Circuit Racing Champ Rnd 1	Mallala
11-14 Mar	Clipsal 500	Parklands
25-28 Mar	Australian F1 GP	Melbourne
3-4 Apr	National Historics	Mallala
11 Apr	Superkart/Mod Reg	Mallala
1-2 May	SA Circuit Racing Champ Rnd 2	Mallala
23 May	6 Hour Mod Reg	Mallala
29-30 May	Shannons Nationals	Mallala
4-6 June	Bigpond 300	Barbagallo
5 June	HQ Enduro	Mallala
18-20 June	SKYCITY Triple Crown	Hidden Valley
20 June	Superkart/Mod Reg	Mallala
18 June	Superkart/Mod Reg	Mallala
15 Aug	Superkart/Mod Reg State Champ	Mallala
21-22 Aug	SA Circuit Racing Champ Rnd 3	Mallala
26 Sept	Superkart/Mod Reg	Mallala
2 Oct	Lobethal Grand Carnival	Lobethal
30-31 Aug	SA Circuit Racing Champ Rnd 4	Mallala
7 Nov	Superkart/Mod Reg	Mallala
18 Dec	Officials Appreciation Day	Mallala

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SA, going all the way, to WA.... ☺

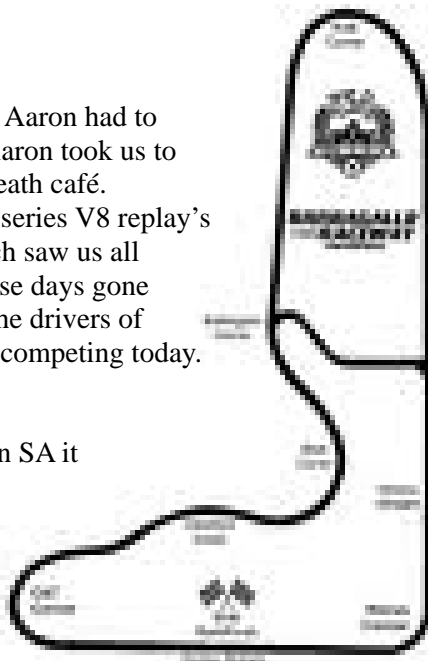
As many of you might know, CAMS arranged for 4 Western Australian officials to participate in the Clipsal 500 this year as an opportunity for them to experience the best motor racing event in the world. Yeah I know, I'm biased.... The idea behind this was to enable these officials to see how we run a V8 round and hopefully give them some ideas to take home so that when they have theirs later in the year, it would be even better than before.

CAMS saw this as a golden opportunity to engage our WA counterparts and hopefully foster a closer relationship with them, which I think they succeeded. So with a big yawn, 4 lucky SAMROA'ns (Andrew Leitch, Peter Cirillo, Paul Hart and Darren Mattiske) made their way to Western Australia for the Bigpond 300 V8 round at Barbagallo Raceway.

The Western Australian Sporting Car Club (WASCC) and the Wanneroo Flag Marshals Association (WFMA) gave us a very warm welcome and allowed us to be involved in the event in a number of ways, but more on that later. On arrival at the airport we were greeted by the 2 best people we could have ever met. Sharon Young from the WASCC and Aaron Yeak from CAMS (WA) provided the transfer to our first stop, Sharon's house. We dropped off our stuff and prepared for a full day of activities.

So after a chat and get to know you session Aaron had to go and do some administration stuff and Sharon took us to breakfast at the Joondalup Hog's Breath café. We had a tasty meal and watched old Shell series V8 replay's from various circuits around Australia which saw us all calling the incidents and reminiscing of those days gone by. It was interesting to see how many of the drivers of the day, are now V8 team managers or still competing today.

After the bout of hot weather we had here in SA it was strange to feel cooler and see that stuff falling from the sky called rain. It did make us wonder how our next activity would pan out though.



SA, going all the way, to WA.... ☺

Next stop was the Wanneroo Pro-Kart circuit where we were graciously offered 20 laps in a twin engine kart. As it had been raining prior to our arrival we knew this would be rather interesting seeing that the karts had slicks on them. Luckily there were only a few damp corners and a couple of puddles to try and jump, or at least go through without spinning off. So we suited up and ventured out for a couple of warm up laps. With that, we decided to get the spinning off bit over and done with on the second corner, which saw Paul and Peter do a nice 360 and Andrew go wide into the sand. Darren being behind us saw this and gently coasted through. ☹ A few turns later we got to "Hell Corner" as they call it and being another wet patch and nicely cambered, saw a couple of us spin out there as well. Damn it...!! Darren scoots away into the distance !!

So we gridded up for a 5 lap race, and on the fall of the flag sunk the boot in. Knowing what happened during warm up, we all tip toed through the few wet patches with all of us doing some creative drifting at times, but not going bush. Darren, having the weight advantage blitzed the first race with lap times around the 1 minute 10 second mark. Peter was close behind by half a second and Paul and Andrew followed up a few seconds later. All up there was about an 8 second gap from 1st to last.

Race 2 was another 5 lapper with similar creative driving styles but the track was beginning to dry out a bit except for a few larger areas, which we could drive around. Peter spun out and allowed us all to pass him, but a few slips and slides saw him get through to take second place. Upon reviewing the lap times we noticed we had all shaved off around 5 or so seconds so we must have been getting the hang of it. Finally we had a 10 lap race and similar creative driving and puddle dodging took place, but saw Paul go bush bashing with his kart and required recovery to get back on the black stuff. It's amazing how old race tyres will let go on the slightest bit of moisture, just when you think you've got it sussed. Of course, Darren buzzed through to take second with Peter winning the final race and the lap time had come down to 1 minute and 3 seconds. Not bad for beginners!! It was commented by one the guys working there that the lap record is just over 55 seconds. So I guess were still slow.



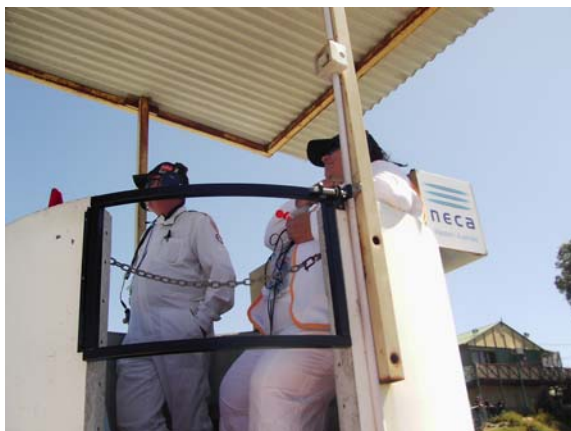
SA, going all the way, to WA.... ☺

After the adrenalin rush of 4 little wheels, we headed of to Barbagallo Raceway to get a close up look of the circuit and the surroundings. We met heaps of people (I think they knew we were coming) who expressed great enthusiasm in meeting us and having us over for the event. Sharon had organised for us to go around the circuit in the WASCC XR8 Safety Car (Pity we couldn't drive it though ☺) so we could see every corner for ourselves and discuss the various idiosyncrasies in detail. We noted that the concrete walls were quite higher than Mallala by about half again, and you'd need to be a good jumper to get over them, especially in a hurry. The flag bunkers or "turrets" as some officials called them were basically extra large concrete pipes mounted vertically with wooden flooring and a narrow steel bench to sit on. By nature of their design, you could fit 2 people nicely, but 3 can fit just very snugly.



Whilst the circuit itself had limited track lighting (unlike Mallala) the flag post had 2 spot lights mounted on them for when they do their twilight meetings. You'd probably benefit a lot from night vision if it were available.! So with 11 flag points, 7 turns on the long circuit (they have a short one as well) and a few undulations, it's quite an interesting track. Along the back section where it

drops away from Race controls sight, they have several Pan & Tilt Closed Circuit TV cameras which stream vision of the area back to several screens where the Clerk of Course can see what's happening. So you might think you're out of sight and no one's watching, but Big Brother is always there.... (well Sharon is anyway, as she was operating them so I guess it's "Big Sister"..!!)



SA, going all the way, to WA.... ☺

So more looking around in places like Race control, the garages, etc, we got asked to assist in some of the setting up of signage on the grand stands. If you were watching it you might have seen large "PERTH" banners on the front of the grandstands on Pit straight. That was our contribution and thanks to the time gods, we had to leave before we could do too much (thankyou!!) Back to Sharon's where we met our other hosts Dave Hyndman and John Webb. After a meal and a few drinks we all headed off for a good nights sleep in anticipation of the first of 3 days trackside.

Friday saw us manning a flag point as they were short of flaggies. It was interesting to note their skill sets and radio protocols which were a little different to ours. Another noticeable thing was that during lunch (not after or before) we moved to another point on the other side of the circuit. This was a first for them too and whilst it does allow you to see things from another perspective, didn't give you any "sit down time". Andrew started writing an incident report at point 7 (down in the basin) and completed it at point 1 which is on Pit exit. Point 1 also operated the Stop/Go "lollipop" and waved the green flag to enter the circuit. An interesting day was had by all... I think..!



Saturday saw us up early (even earlier for Darren) and of to the track for a bacon and egg roll breakfast cooked by the WA HQ Racing Association. Just what you need prior to a long day trackside! I wonder if we could get our HQ boys to do this..?

All 4 of us were assigned to Pit lane as observers and whistle blowers but it also allowed us to converse intimately with the WA officials and get to know how their clubs work and what goes on at club level events. Even some lucky trainees got a Pit Lane gig.!! The V8's did their stuff and so did the other categories without any real dramas which sort of made the day drag a bit, but was still a good experience as pit lane is probably something that most of have never done and probably will not ever get to do at a V8 round.. After the V8s finished their stint, Andrew took the initiative and climbed into the starter's box. A long chat with Frank (the starter) and his assistant Greg, saw us directly invited to be assisting on Sunday.

SA, going all the way, to WA.... ☺

So it was back home to our hosts homes and off to bed early with the feeling of a Friday at the Clipsal. You know, feeling tired, but still enjoying it.

Sunday came around quickly and saw us in Pit Lane again and we “assumed the position”. Our skills didn’t go un-noticed with many official feeling a little overwhelmed at being our seniors, as it was evident we had more experience and a higher grade license. But as we all know, it’s how you manage your team that counts and didn’t matter to us what grade you had .

We took turns at being the “stalled car” yellow flag person during several starts and also did our rotation as starter or his assistant. A localised power failure saw Comms and timing go down in race control, which caused a few people to stress out, but was resolved in a short time. A back up plan was put into place which was to bring in a generator and manually count laps just in-case something similar happened during the V8’s. Could you image Tim Schenken’s reaction if we lost count of laps and who was the current leader...!! Luckily all was good for the rest of the day.

For those who were watching the Mini Challenge you would have seen Peter waving the Red Flag when Leanne Tander got a close up look at the bigpong logo on the concrete wall right in front of the starter’s box. You would have most likely also seen Darren showing the medical hand signal to Race Control as he was right at the point where the car stopped in the centre of the circuit and saw her slumped forward, motionless.



It was a big hit seeing the side windows shattering, front right damage and even the brake rotor shattered with parts of it in the circuit. As we were explicitly instructed during our first briefing, “you don’t go trackside or leave your flag point for any reason regardless of what has happened”, made us feel a little frustrated as we all wanted to jump the wall to help as we would do here.

SA, going all the way, to WA.... ☺

Post event on Sunday saw us having drinks at the circuit’s club rooms “McCracken House”, and saw the winners of the various categories get their trophies. Whilst we were thanked by the WASCC at the start of the presentations, Paul Hart gave a speech thanking all the people who were involved with special mention to our hosts and especially Sharon for everything she did prior to our arrival. We headed back to Sharon’s place and went straight to the debriefing area where we relaxed and discussed the many things we experienced over the 4 days. Monday morning came around too quickly which saw us all heading back to the airport and back to normality.

Thanks must go to Adam Litchfield for the airport transfers and if you’re ever looking to hire a luxury car, give him a call.

So in the wash up, it was a great weekend full of many eye opening situations and we met lots of great people who were keen to learn and find out how we do things. Some expressed interest in up-skilling and would like to have a training session which we kindly offered to assist with, which ultimately makes motorsport better for everyone.

Several of them also want to come over for the Clipsal in 2010 so if you can billet someone let Andrew, Peter, Paul or Darren know because we’re sure they’ll be asking.

In closing we’d like to thank Adam Williss and Aaron Yeak from CAMS for putting together the exchange program, our 3 hosts (Sharon, Dave & John) plus the WASCC and WFMA for everything we experienced there.

Andrew, Peter, Paul and Darren.



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THE SAMROA SOCIAL COMMITTEE NEEDS YOU !



Do you enjoy the BBQ lunches at the Superkart meetings, BBQs after some events, the Annual Dinner, or crushing the Superkart Club to defeat when they are brave enough to challenge us??

All these activities happen because of the members of the social committee.

Not much time is needed from members of the committee, we meet once a month for an hour or so on a Monday night at the Para Hills Community Club for a drink and to discuss what supplies are needed for the shed and upcoming activities.

Unfortunately due to other commitments, we are currently down to two members on the Committee. We desperately need some assistance to keep the BBQs and Events occurring, so come on and join the committee.

Members partners or family members are also encouraged to join, perhaps this is a good chance to check out this club that the other half runs off to on the weekend!

**Contact Jodie Johnson on 08 8562 3528 or
Scott Chamings on 0417 806 832
to register your interest.**

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AIRPORT

January Newsletter:

January issue will be printed on Thursday Jan 14th for post on the Friday.

Final deadline for material is Midday Thu 14/1. Earlier is appreciated.

Thanks to Peter Tann for his assistance in printing the newsletter each month.



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