



South Australian  
Motor Racing Officials Association  
Marshals Mumblings  
May/June 2018

A  Affiliated Organisation

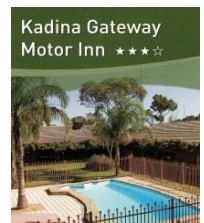


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# MARSHALS MUMBLINGS

## March/April 2018

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](http://www.samroa.org.au)**

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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

Welcome to the May/June newsletter.

A lot has happened in the last few months and I would like to thank each and everyone of our members for their contribution in what has been a very busy few months.

Firstly, we saw the inaugural race meeting at The Bend Motorsport park come and go. The Shannon's round was a learning experience for each and everyone involved. The organising committee would like to say a big thank you for your contribution to making this event such a success.

To all those that came out and supported the grass roots event of Superkart/Modern regularity again thank you it is important that as a club we do not lose our focus on why we were formed and continue to support such events.

Two weekends ago saw everyone make the trip back out to The Bend, there was some great racing and again a lot was learnt about the intricacies of the track from both an official and competitor perspective.

The annual dinner will be upon as soon as we know. This year the club celebrates 40 years. Details can be found elsewhere in this newsletter. If you know of any past members that would like to attend, please forward them the information.

If you would like to come out to The Bend Super Sprint in August, please email [tbssofficials@bigpond.com](mailto:tbssofficials@bigpond.com) so that a registration form can be forwarded to you.

It is that time of the year again when we need to think about nominations for the committees. If you wish to nominate please contact Paul Bonnett.

Community Lottery books are now available for sale, please see Paul Bonnett if you are able to assist in selling these. A number of our members have headed north to soak up the warm weather in Darwin for the V8's last weekend.

Yours in Motorsport, Janelle.

**Cover Photo:** The South Australian contingent that travelled to Darwin over the past weekend to volunteer at the Crown Bet Supercars round at Hidden Valley. We thank each one of them for their dedication and hard work.



*Happy birthday to our members who have either celebrated a birthday in May and June or will be celebrating in July.*

### **May**

Scott Chamings – 5<sup>th</sup>  
Christian Thiry – 10<sup>th</sup>  
Paul Karamanov – 25<sup>th</sup>

### **June**

Sarah Kenyon – 7<sup>th</sup>  
David Marshall – 9<sup>th</sup>  
Bronwen Williamson – 12<sup>th</sup>  
Adam Litchfield – 29<sup>th</sup>  
Ashleigh Bennett – 30<sup>th</sup>

### **July**

Colin Leaker – 2<sup>nd</sup>  
Andrew Robinson – 11<sup>th</sup>  
Peter Ruth – 15<sup>th</sup>  
Minnie Litchfield – 17<sup>th</sup>  
Alan Candy – 25<sup>th</sup>  
Elise Lopez – 31<sup>st</sup>



If you would like to register your interest to take part in the 2019 Formula 1 GP in Melbourne (Dates TBA) follow the link below to confirm your details. This is not an official application form.

<https://www.surveymonkey.com/r/3MP8N76>

## Viewpoint ~ Dave Vaughan ~ Chaplain



“Motorsport is very addictive, if you are reading this you will know what I mean. As a Motorsport official, you are constantly reminded that Motorsport cannot exist or happen, without you, the dedicated official. And no doubt as an official, you have experienced all kinds of emotions, highs, lows,

disappointments, anger and frustration at various times in your roles. Can I encourage you that despite what you think or what you think other people are saying, that you are special.

Some people have often asked why I do the role of a Chaplain. It is because I love Motorsport, more of that later, but more importantly, I love working with people and seeing people encouraged, motivated and achieve their goals, no matter what their goals may be or the size of them.

We three chaplains, Dave Hamilton, Grant Zippel and myself have a heart for people and are always available to provide a listening ear, a shoulder to cry on or even a shin to kick. We are also passionate about cars! I started watching Motorsport in 1968, was a Flag Marshal whilst living in Sydney between the years 1976 - 1981 and now have completed 29 years as a Motorsport Chaplain. Interestingly, Dave Hamilton was also a flag marshal about the same time I was, our paths no doubt crossed a few times, but who knew that we would work alongside each other as chaplains, (Dave became Chaplain in 1999). Grant, although has no Motorsport background, has a passion for cars, American cars and runs successful cruise nights for people with American cars.

So, yes, we have a passion for cars, but more importantly, for you, the race officials who make motorsport happen. We are always around for a chat, either at the track or during the week for a coffee.

Until next time, keep up the great work, keep warm and enjoy life to the max.”

Cheers, Dave Vaughan

0418 803 239

[www.motorsportchaplain.com.au](http://www.motorsportchaplain.com.au)

## People's Choice Community Lottery

SAMROA is once again participating in this year's lottery. Tickets are \$2 each and all funds raised come directly back to our club. You can assist by buying tickets online via the link below or even better, taking a few books yourself to sell. Books can be organised through Paul Bonnett (Secretary).  
<https://www.peopleschoicecu.com.au/south-australian-motor-racing-officials-assoc>

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**people's choice**  
COMMUNITY LOTTERY



## T&CC Report

Hi and welcome to the May/June T&CC Report.

Firstly, I would like to thank our members that decided to get involved with the last two events we had at the Bend. This being The Shannon Nationals and GT Sprint. Considering these were not SAMROA events it was pleasing to have the consistency track side with the seniors, and then of course having our seniors looking after a whole new group of officials. A lot of These new people were locals trying their hand at Officiating for the first time and we need to nurture the new marshals to the best of our ability. We can now all see firsthand how demanding this facility will be on our membership and how many people it will absorb to successfully run a race meeting there.

If you haven't officiated at The Bend yet, well here's another chance for you. If you are thinking of registering for the Supercar event in August, it would be great for you to do one or two events beforehand to get to know the layout of the Circuit and where the Marshal Post are situated and how events are run there.

The T&CC were planning to have a Chief Flag and Clerk Of Course get together at the start of the year but haven't been able to so far make this happen. Everyone who was interested in being a Chief Flag this year was asked to put their names down alongside the Race Meetings they were available to do. I have attached the Chief Flag list further in this newsletter for everyone to see, those people who placed their names down please check your availability and let myself or a T&CC member know if you are unable to do it. If there are any changes to the list, I shall republish it in the next newsletter.

Thank you to those Officials who went out and supported the 6Hour Regularity at Mallala on May 6<sup>th</sup>. I've heard everything went smoothly enough and congratulations to Dieter Von Zieden on his first day out as Chief Flag.

Please look forward into your diaries and put your names down for the grass roots Motorsport, either by the data base, phoning a T&CC Member or better still, come along to a General Meeting and do it the old fashion way, write your name in the red book. It will be great to have some new faces showing up. These are not a very late night and are great to catch up with your piers socially.

All for now, Steve Lewis.

Upcoming Events		
June 24 <sup>th</sup>	Mallala	Superkarts and Regularity
July 29 <sup>th</sup>	Mallala	Superkarts and Regularity
August 4-5 <sup>th</sup>	Mallala	State Championship Round 3

Chief Flag Availability 2018													
			CF	Asst CF									
Feb-17	State Circuit Racing Chamionships Rd 1	Mallala	PS	BM			BM			AR	PS		
Feb-25	Superkart & Modern Regularity	Mallala	RMc	AL			RMc	BM	AL	DM	PS		
Apr 21-22	All Historic	Mallala	AR	GP			RMc	BM			AR	GP	PS
May-06	Peter Hall 6 Hour Regularity Relay	Mallala	RMc	BM			RMc	BM			AR		
May-27	Superkart & Modern Regularity	Mallala	CC	SH			RMc	BM				PS	CC SH
June 9-10	State Circuit Racing Chamionships Rd 2	The Bend	DM	AR			BM	AL		DM	AR	PS	
Jun-24	Superkart & Modern Regularity	Mallala	GP	TA		PB	BM		TA	AR	GP	PS	SH
Jul-29	Superkart & Modern Regularity	Mallala	PB	SH		PB	BM			AR	PS	SH	
Aug 4-5	State Circuit Racing Chamionships Rd 3	Mallala	CC	GP		PB	BM	AL	DM	AR	GP	PS	CC
Sep-16	Superkart & Modern Regularity	Mallala	PB	BM		PB	RMc	BM					
Oct 20-21	State Circuit Racing Chamionships Rd 4	The Bend	PB	DM		PB	RMc	BM	AL	DM	AR		CF from R2 back up CF
Nov 10-11	Improved Production & Saloon Car Nationals	The Bend	TA	PS		PB	RMc	BM	AL	TA	DM	AR	CC
Nov-17	State Circuit Racing Chamionships Rd 5	Mallala	RMc	AR		PB	RMc	BM			AR	PS	CC
Nov-18	Superkart & Modern Regularity	Mallala	SH	PB		PB	RMc	BM			AR	PS	SH
My thought is to use Brad as the reserve if anyone is not able to do that meeting													
PB	Paul Bonnett												
RMc	Ray McGuiness												
BM	Brad Morrison												
KF	Karl Fleming	?????????											
AL	Adam Litchfield												
CC	Cathy Croci												
SC	Steve Croci												
TA	Tony Aloj												
DM	Darren Matiske												
RM	Rod Mountfield												
AR	Andrew Robinson												
DMo	David Mori												
GP	Grant Paproth												
PS	Peter Stevens												
SH	Shaun Halliday												
		Not Available 2018											



## A driver's perspective of Bathurst – Ashleigh Bennett

*“Bathurst – regardless of which side of the fence you sit in the motorsport world – be it driver, over the first line of protection as an official, or beyond the crowd control barriers as a spectator, it’s a track that is on everyone’s bucket list to go see or do. And this is a driver’s perspective on the experience of preparing and racing a car at Bathurst.*

*My name is Ashleigh Bennett, and for those who may not know me, I have been a SAMROA member and flaggie for nearly 6 years, who 3 years ago, after discovering grass roots motorsport through flagging at state rounds, took the plunge to fulfil a lifelong dream of going racing, and converted a road going Hyundai Excel into a Circuit Excel race car.*



*When I got started in the category, it was just as Circuit Excel began to rapidly grow in popularity across Australia, and never did I imagine we would be afforded an opportunity to compete at Australia’s most iconic race track.*

*But thanks to fellow local Excel racer Scott Stephenson, who chased a dream to race a Bathurst by scoring an invitational entry into the 2016 Bathurst 6 Hour production car race, a wave of interest grew, and possibly concerned about a flood of Excels trying to enter their marquee race the following year, the organisers agreed to bump HQ’s off the program and invite Excels as a support category.*

*I jumped on the opportunity to be one of the eleven South Australian entries, and with a bit of good luck, managed to secure annual leave over the much sought-after Easter long weekend, and the ball was rolling to race at the fabled track itself.*

*Reading about legendary Australian motorsport icons such as Larry Perkins and Dick Johnson, Bathurst has this almost mythical effect on inducing teams and drivers to go those extra yards in developing their cars and pushing the boundaries of the rules in the pursuit of a win, and somewhat amazingly, Bathurst had a similar effect on us Excel racers, with many from SA investing time and money on their cars before the event, including myself. So, a spare gearbox was rebuilt with a taller diff ratio, and a spare engine was dropped off to a tuning shop for rebuild at the start of this year, and promised a quick turnaround, I happily removed the old engine after it lost power at Round 1 (due to compression loss through the cylinder head valves). But rather than promptly receiving back the new engine, I was forced to wait, ...and wait, ...and wait, only to get the engine a mere 3 days before I had planned to leave for Bathurst.*

*In the meantime, I decided to give the livery a freshen up, so the car was dropped off (minus motor & gearbox) to Excel wrap master Asher Johnston, and there the first headache arose – without driveshaft's to lock them together, the inner wheel bearings split out as the car was pushed up and down driveways, and the steering knuckles/hubs collapsed inwards and jammed against the brakes. With the car immobile in a tight spot at his premises, hasty repairs had to be carried out after hours to get the car rolling again, resulting in a late night and much frustration.*

*Jumping back to when I finally received the engine, long days and little sleep was required to fully re-assemble the car from the firewall forward, and with just hours remaining before I had to hit the road to be able to get there in time for sign-on and documentation, the new engine was finally fired up, only to discover a considerable oil leak. As I was pondering my next move, unsure what the issue was, some of my fellow SA competitors called to see how I was travelling, and with more mechanical experience, just told me to hit the road, and together they would try to get the leak sorted at the circuit the next day.*

*So, onto the trailer the car went, and into the night I drove - wary of kangaroos and concerned I might be towing a 900kg trailer ornament if the issue couldn't be fixed. Typifying the comradery in grass roots motorsport, on arrival at Bathurst the following day, I was greeted by fellow SA racers, who jumped in to help offload the car and diagnose and fix the leak (from an incorrect camshaft seal). Another late night at the track followed as I further finished off the car in readiness for Friday practice. Even then, the next day I had to complete a wheel alignment before our drivers briefing, then had to rush out to bleed the brakes as everyone geared up and headed to form up. Finally, on track, the first thing you notice is how narrow the circuit feels (probably wider than Mallala, but the walls don't give that impression), how punishing a mistake would be there, and how vital flag marshals are with so many blind corners.*



*Practice I took it very easy, purely to run in the engine and ensure the car was safe and ready to go, so come qualifying I was champing at the bit to work*

*the car hard and progressively learn the limits, only to discover that I couldn't select second gear with the engine under load, and then as I built the rev's, an almighty blue oil cloud spewed out from the exhaust – clearly this engine had further issues that couldn't be fixed at the track.*

*Spare engines and gearboxes brought across by others were offered, but after busting my gut to get the car ready in the days before, I just didn't have the energy and enthusiasm to do another engine or gearbox swap, especially in the support paddock, with little room between cars, and on sloping ground with very coarse and uneven bitumen which made jacking up cars difficult and working underneath them very uncomfortable. Instead I decided to nurse*

*the engine and would try several things to get the gearbox to drop into 2<sup>nd</sup> (removing short shifter, adjusting cables, re-bleeding clutch, all to no avail). So I ended up qualifying just a few places from the rear of the field, and whilst I had far better handling than the cars in front of me, the crook engine meant I couldn't get a run on them going up Mountain Straight, and then at the Cutting, without being to select 2<sup>nd</sup> gear, momentum was lost and the field would drive away from me until the top of the mountain where I would build up speed again, then have fun throwing it down the Esses and into the Dipper, hustling their bumpers by Forrest Elbow, but then have to just watch them pull away down Conrod again.*



*In fact, by the last race of the weekend, I was having so much fun coming down the Esses I got over confident, deciding to try to straight line the drop over Skyline and brake real deep into the right hander. Even though I had the car pointing straight, obviously the weight transfer was still underway, and the car hooked left and got crossed up, needing a good dose of opposite lock at 140km/h with the wall and tyre barrier quickly filling the windscreen ready to teach me the error of my ways. Fortunately, as I eased off the brakes, the car regained its balance and was easily able to get it turned into the left hander, and a visit to the Bathurst local Hospital was averted!*

*So, Bathurst was a certainly a challenging weekend, and offered up several firsts for myself – first time to finish stone motherly last in a race, and first time I've been overtaken by the chase car (after the field bunched up at the Cutting on the opening lap of Race 2, and I was forced to crawl up the hill at walking pace in 3<sup>rd</sup> gear after several fruitless attempts to grab 2<sup>nd</sup>).*

*But it was still an amazing experience to be able to drive a car at speed around Australia's greatest racetrack, and hopefully I'll get to go back with a properly sorted car again in the future. In the meantime, I hope to also get back out to a flag point - unfortunately work commitments and preparing this Excel between events has prevented me from doing so recently (in fact, as of writing this, with Round 2 approaching, another spare engine is going in, so the rebuilt engine's bottom end can be done correctly, which will end up making it 4 different engines used over 4 events!).*

*I hope you've enjoyed a driver's perspective and hope to see you trackside soon!"*

### **From the Editor**

Thank you for all the contributions in this month's newsletter.

Please send material for the next edition by **July 28th**

As always, we highly encourage all members to share stories and photos of motorsport trips and useful information



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## Social committee Report

The Annual Dinner will be here before we know it. This year it will be at the Adelaide Oval a little more up market from recent years but with good reason as the life members are organising it for us to celebrate 40 years of being a club.

As we are conscious of the cost, we have arranged an account that payments can be made into on a regular basis so that the cost can be spread out.

If you have any suggestions and preferably would like to help arrange for activities during the year, please let a committee member know.

**BSB:** 633 000

**Account:** 162 313 811

**Name:** SAMROA Special Purpose Account.

**Message:** Your name + dinner

**Price:** \$120 (Includes drinks package)





## CAMS Story: Mothers and Daughters working together

The Bend Motorsport Park was home to two mothers and their daughters at the first round of the Shannon's Nationals, as they all worked together during the circuit's debut.

CAMS officials Janelle Orrock and her daughter Em de Longte worked in the administration, with Bronwen Williamson and her daughter Chloe joining them for the event.



Orrock said they were both excited to be part of the first ever motor sport event at The Bend and said it was such an exciting opportunity for them.

*"It is a great privilege for us to have this amazing facility and be part of motor sport history, as a CAMS official there are exciting times ahead,"* Orrock said. *"We enjoy working together and as a Mum I am proud to see Emily succeed in her motor sport ventures."*



Chloe Williamson enjoyed her time at The Bend and said her Mum was her inspiration in becoming a CAMS official.

*“It’s an exciting time to be a CAMS official in South Australia, especially getting to know a brand-new track and all the challenges that come with it... it’s certainly one we didn’t want to miss,”* Chloe said.

*“Seeing my Mum working in Race Control at Mallala or trying to spot the back of her head on TV when they’d show Race Control at the Adelaide 500 [was my inspiration in becoming an official]. She’d play with her ponytail if she knew she was on camera... it was her way of waving to me on TV.”*

Bronwen who works in Race Control while her daughter helps in administration added that every one of them are focused on their own individual jobs.

*“At the track, when we’re both working, we are busy and are focused on our own roles... but it’s nice to see each other throughout the day and share a smile or a quick chat,”* Bronwen said.

*“I’ve also been able to watch Chloe’s confidence grow as she becomes familiar with her role.”*

“Janelle has taken Chloe under her wing in the Secretary’s Office and our officiating family has welcomed her into the fold.”

Published: 13 May 2018

<https://www.cams.com.au/media/news/latest-news/mothers-and-daughters-working-together>

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