



2010 CAMS OFFICIALS GAZETTE



LYNNE HUNTING – THANK-YOU

As the Editor of the CAMS Officials Gazette and a Melbournian I speak with many officials, drivers and teams throughout the weekend and their combined passion and focus for the sport never ceases to amaze me. Their love that Arthur spoke about at muster this morning; AGAPE is astonishing! My passion for the sport started early with F1 black and white TV Sunday night (and Monday morning) replays from around the world when I should have been asleep but my passion is the same today.

To add to our team we have Michael Shaw and Ron Searle who travel from New South Wales and Houston Texas USA respectively to photograph every FORMULA 1™ QANTAS Australian Grand Prix from all angles. Thank-you to them for some great snaps, which will be available on email from myself and CAMS on email.

BUT special thanks go to Lynne Hunting who is the engine room behind the passion for this gazette. Every year Lynne travels from San Francisco at her own cost because she loves the event and the people that make it so special. In the US Lynne travels across the country to 26 races per year. In her heyday Lynne would travel to 40 race meetings across the year from NASCAR, INDY and everything in between.

Make sure you joining me in thanking Lynne with plenty of cuddles throughout the BBO. Special thanks Lynne from your friend Rich

Kind Regards until 2011

Richard McLean

Email: rich.mac@bigpond.net.au

Phone: 0438 590 994



VETTEL ON POLE – RACE WIN? WILL IT BE WEBBER OR ALONSO OR WHO ELSE?



SEBASTIAN VETTEL/Red Bull Racing scorched the Albert Park circuit Saturday to score the pole for the Qantas Australian Formula One Grand Prix with a record 1:23.919 set in the third of three Qualifying sessions. The young German broke the six-year old track record of 1:24.125 set by MICHAEL SCHUMACHER/Ferrari in 2004.

It's his second straight pole for Vettel this year. The kid is hot. Local lad and RBR teammate, MARK WEBBER, was second, making it a 1-2 celebration in the RBR garage. FERNANDO ALONSO/Ferrari was a glum third driver on the podium Saturday afternoon. Fourth and fifth were JENSON BUTTON/McLaren and FELIPE MASSA/Ferrari.

The weather was cooling throughout the afternoon and it almost felt/looked like rain, but the times just kept dropping. The rain held off until the start of the V8 race. Just a drop that quickly vanished, but the temperatures dropped considerably. Each of the 12 F1 teams have two cars. No backup or T cars are allowed any more. The teams may have a third (unfinished) tub but it isn't allowed in the garage - it has to be out back. The gate which is open/closed for access to the F1 starting grid weighs two tons, but is decidedly narrow. Looking at it, one can almost agree with Bernie for limiting the access.

Seeing as how the weather has been overcast for the past two days, maybe the F1 drivers won't have to be concerned about the sun's glare in their eyes at 6 PM Sunday during the twilight race.

"TWO OF THE BOYS, BILL, THE LOVELY CHRISTINE, BIG JOHN & SLANA/LUGG"

SANDY O'SULLIVAN and JAN STUBBS of Sydney are the only two female F1 Scrutineers. Sandy has worked on the F1 Team for four of her six years at AGP, and has been a Techie for 15 years. She recruited her friend Jan to the Team, and the two 'commute' to AGP each year. They both belong to the NSW Scrutineering Club. They both feel they are treated as 'one of the boys' on the Team.

Sandy is a Garage Observer for the Lotus team, and previously worked in the Williams and McLaren garages. Jan is a Tire Marker in the Virgin Garage. The F1 teams got one set of tires for the first Friday practice and two sets for the later practice. TIDBIT - F1 teams may have an unfinished third chassis tub behind their garage, but it is not allowed in the garage.

BILL SCHAPPEL of Adelaide has two jobs at AGP as a Pit Lane Marshal - waving yellow flags for the Formula One start, and monitoring hoons. His charge is to keep the pit lane safe and running smoothly. The Pit Marshals are assigned by sector and his area is Sauber to Williams. He is also the Gate Guard for the two-ton gate which provides access to and from the F1 starting grid. It weighs two tons. Then, for the start of the race, each Pit Marshal is assigned to a single car, on both sides of the track.

If that car stalls, he waves his flag instantly. The car assignments will be made before the race.

CHRISTINE EDNAY of Melbourne is a paramedic and ambulance driver working her first AGP. She was recruited by a friend in the Mobile Intensive Care Ambulances. This is Christine's first experience in motorsports and she's enjoying it so far. And it's been a safe weekend for her with no transports. She's been an ambulance driver for the past six years and before that she was an Air Force nurse station in Sydney.

JOHN THOMPSON of Melbourne is the Equipment Nurse stationed at the Medical Centre. He comes to the races by the way of doing the same job at The Alfred, where he's worked the past four years. Quality Assurance, Equipment Monitoring and Acquisitions are his tasks. John is the Nurse Team Leader for three ER nurses, two theatre nurses and one Technician. The Medical Centre includes a fully operational surgical theatre, wet room, and all the other kinds of rooms.

John's job starts three months before the race, acquiring the donated medical equipment. He goes into top gear the previous Friday and by Monday he and crew are unloading and setting up the medical

equipment. John is one of the few people I've interviewed so far who aren't really into cars, but he's working on it. Being at AGP is a nice change for him

MURRAY SLANA of Newcastle NSW and TONY LUGG of Wangaratta VIC are V8 Scrutineers. This is Murray's first year at AGP, but he was the Line Chief at the Homebush V8 race where he was recruited for AGP. He has been a Techie for the past five years, and has been in motorsports for 25 years. His other experiences include off-road recovery. Murray competed in the Targa Tasmania and Lake Mountain Sprint. Last weekend he took third

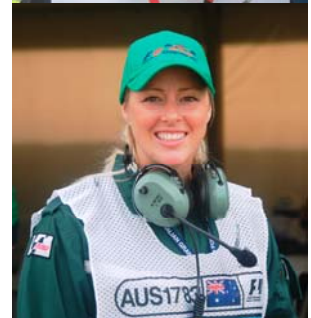
in the Showroom Class in a Mitsubishi EVO 8RS. In real life, he is a Company Director. Tony was also a recruit, when he was working as a Techie at Winton. He is the Line Chief/Team Leader with six AGP's. He is an operator at a chemical plant.

F1 & G MAIL

G'day Richard,

Attached are photos, firstly of Jeff Maher, who we now call JEFF1, or "Jeff Retardio" who made his F1 debut yesterday. Also attached is Chanelle Fryer, candidate for next years Miss F1GP. Both are from 0.0 sector.

Kind regards,
Rodney Krause and Chanelle



FINAL PROFILES - (SORRY WE COULDN'T RUN THEM ALL)

ROSS NIELSON of Melbourne has worked the past six or seven AGP's, but this is his first year in the Historic Support Paddock. In the past he's worked on Comms and in other Support Paddocks. Although he doesn't own an MG, he belongs to the MG Car Club, which is where he was recruited to work AGP. Being a race official is as close as you can get to the track. In his past, Ross was the Victorian Drag Motorcycle Champion in the Street Bike category.

DIEGO and MARCOS MERINO are father and son, coming from Spain. Diego was born in Mexico and has homes in Mexico and Spain, between which he travels. His wife accompanies him to races, and is spectating around the circuit. Marcos lives in Spain with his wife and infant son. Both Merinos' work as F1 Scrutineers. Father Diego has worked F1 races at Abu Dhabi, Bahrain, Mexico City and Singapore. He loves car racing and likes to be in the pits; his AGP assignment is in the Williams garage. Marcos is an architect in Spain and has worked Grands Prix in Spain. It's a 30-hour flight from Spain to Australia.



MICHAEL HALSALL of Melbourne has sixteen years of AGP experience working as a Fire Marshal. This year he's in Pit Lane. The team rotates assignments. Michael is a member of the (volunteer) Victorian Fire & Rescue group and was invited to work AGP. His day job is as a warehouse storeman. In Pit Lane he handles fire-related problems both on the track and in pit lane. He responds with a foam and/or powder fire extinguisher. The massive fire bombs stationed between F1 team garage rollup doors are handled by the teams, unless there's a problem.

STEVE COLLIER, currently living in New Zealand, has worked the past nine AGP's. This weekend he's working the Fire Team in Pit Lane. Steve was born in South Africa and moved to the UK. He vacationed in NZ, met his wife, and set up housekeeping. As a life-long F1 fan, Steve has been a marshal at 17 Grands Prix and attended ten more. His wife came with him to Melbourne, but she's off having retail therapy before going home to the kids while Granddad plays with the cars.

In England he was a member of the British Motor Racing Marshals Club. It's there he got his training, for the track which led to fire training and then as an Incident Manager. At AGP he started as a Trackie before moving up to the Fire Team. He will be the Assistant Fire Chief in Race Control for the upcoming Hamilton V8 race, and he will be driving the Fire Vehicle at Rally New Zealand. At home in NZ he works for the Youth Hostel Association.

The new CAMS computerized registration process is the brainchild TARRON NEWMAN, who is the CAMS Senior Manager - Customer Service and Special Projects. He's worked at CAMS for the past two years. Previously, and I'm serious, he worked on the Fire Brigade. This is his third AGP as a CAMS employee. He went to Singapore last year to observe its Muster area and registration set-up, and has attended previous AGP's as a race fan. Tarron doesn't have a favourite F1 driver as such, but he does support MARK WEBBER and RBR. He takes the fifth on any little known facts about himself.

Tarron developed prototypes for this Event Management System over the past 18 months, pulled it together in the last three months, and fine-tuned it throughout the weekend. The whole process was special-built for CAMS. In the end it will provide a racing history for each CAMS member and will provide a service to the CAMS membership as a whole - officials, competitors, and all aspects across the board. In addition to the three registration kiosks in the Muster tents, at smaller events there will be hand-held devices which can do the same thing.



Imagine having a nickname of 'Woo' - and you're GEUN SIK RYU from South Korea working as a F1 Scrutineer, and looking forward to an inaugural Grand Prix in your country later this year.

Woo has been a TAFE student studying automotive technology here in Australia for the past two years, and last year worked as a Techie in the National Support Paddock, and also worked at Phillip Island for FIM and Sandown for car races. He is a member of the Victoria Scrutineer's Team.



LYNNE'S REVIEW

It's all over but the F1 race at the 26th modern Australian Grand Prix. As an overseas visitor since 1985, after being invited by BILL CROUCH, who had come to observe the Detroit and Dallas Grands Prix, I've always been impressed with the level of the Aussie race organization. You can all pat yourselves on the back for another job well done. There were some new challenges this year, but the marshals were flexible, accommodating, and accepting of change. **WITH AND WITHOUT THE HAT ---->**



The first challenge was getting through Sign-On Thursday with the new automated system, but in the long run it went fairly well, and think how much easier it will be next year. Another was the Electronic Flag System, which added 20 light panels around the course to augment the marshal's flags. It certainly got a workout during the National sessions, giving the Flaggies lots of experience. And we all were taught the value of Stop Sleep Survive. We didn't have KERS with which to deal, and weren't we glad, especially the Marshals and Medical Team. And ... so far it's been a safe race weekend.



Mark Webber had this to say about the Aussie race officials: "I think they are highly trained, which is a good advantage. They have good levels of concentration which is very useful and they understand what's going on, on the track in terms of incidents, people spinning, or if there are changing conditions due to oil or rain. They communicate well with each other and that's an important part of a good marshalling system."



In response to my query, Webber had this to say about EFS: "I think the Electronic Flag System works well as we have a clear visual of the lights pulsing, so it's easy to distinguish from the cockpit. That can sometimes be a bit of a challenge with flags being a long way back from the track – so, so far so good for the lights."

At press deadline, I don't know who will be the race winner, but it was great to see Webber do so well Saturday, and won't we be proud to see him and his RBR teammate on the front row for the start. Thanks again for inviting me to your party and allowing me to interview, photograph, and get to know you these past few years. It's all about the people, and you all are 'Simply The Best, Better Than All The Rest!' See ya next year.

SUNDAY PHOTOS

