

# LYNNE'S GAZETTE

## **TONY JENKINS**

Tony Jenkins, from Melbourne, is the driver of Course Car 02. He doesn't have a competition license, but what he does have is race craft. It's been gained from 35 years of experience of being on the road, working at racetracks, with race teams and race drivers, and in motorsports. It's the accumulation of all those experiences which give him experience in knowing what it takes to run a suitable racetrack and event. He's worked on both sides of the picture, so he knows what the Clerk of the Course wants. Tony has worked for years as a Clerk, and as a Course Marshal. He's the eyes for the Clerk, who is in Race Control and under the rules, needs a suitable safe circuit on which to run a race meeting. As Course Marshal, Tony's job is to cover the track and determine if it is safe for competition. If no, what will it take and how long will it take to do it. Knowing what's not right when he's driving around is part experience and part instinct.



When Tony does a General Lap, he's never faster than 100kmh, so he can see things. When he was a Flag Marshal, his territory was the size of the station, and he knew what was right and what was not. As Course Marshal his territory is the entire 5 1/2 km, and beyond, so it's a much bigger scale. What impacts a Flag Marshal also can impact beyond the Flag Marshal. It's knowing what to look for, and in some cases, recording it, and in a lot of instances, fixing it himself. "I've worked most of the Melbourne races, but not all, due to work commitment."

It is difficult to recruit for the Course Marshal Team. "It's a pretty important job. Everyone wants to be the guy who gets in the car and drives around the racetrack; but it is much more. It requires depth of trackside experience to know what you're doing, when something isn't right, what it will take to fix it, and to get it fixed." Tony has been in motorsports 44 years, including his ten best years when he worked in NASCAR. No one is willing to put in that kind of time."

"The current team has that. My Offsider, Rebecca Humphreys, comes from Vehicle Recovery. I like that. That's good," he says. "I'm trying to diversify the team, and I want different outlooks and input from their roles at other events, as well as here. Diversity is what I'm seeking, different opinions, and experiences from other events, not just here. That will make my job easier. But everyone must start somewhere. Look up to the Clerk position and ask a lot of questions, and just think about it, and work through the process. Work a lot of local and club events."

"I'm not a race driver, but I've driven a lot of vehicles. I would like to race, but it's too expensive," he said. "I love my job. I like doing things and getting things done. Doing it in a Course Car Mercedes-AMG CLA 45S helps."







### **RACING THE WORLD - THE F1 WAY**

Tim Chittleburgh is a radio operator at sector 8.2. That's for this weekend. Any other weekend, you might find him either at the Silverstone Circuit in the United Kingdom, the Marina Bay Circuit in Singapore, the Zandvoort Circuit in the Netherlands, or any other circuit really that a plane, train, or automobile could get him to. The motorsport fan emigrated from the UK to Australia in 1989. During his eight-year stint here, he has lived in Melbourne (too cold), Bundaberg (warmer), Rockhampton (even warmer), and Cairns (perfectly warm). Now he is back in his home country to be closer to his parents.

As a retiree, he has taken it upon him to travel the world via his love for motorsport. Regularly escaping the cold and often rainy weather in the UK, he has travelled to Australia, the US, the Netherlands, Canada, Singapore, the United Arab Emirates and Mexico – 2023 that is. “I like motorsports, I have done more days going to club races in the UK than I have done overseas trips to F1 Grand Prix’s though. But I do love it, the glamour, all of it!”

“Going to other countries and being a marshal on their home turf is a terrific opportunity to gain experience and open your mind to other customs, cultures, and generally ways of doing things. Even the experience of track marshals varies across countries, as not everyone gets the same exposure and opportunity. Sometimes, going overseas can therefore also be a fantastic way of taking up a lead role and expanding your experience.”

But not only the experience differs across countries. Going international is a great learning curve for marshals too. “Standards and regulations often differ. The FIA sets regulations but ultimately it is up to the local motorsport body to establish the rules and regulations.” This can lead to interesting differences, such as how fires are extinguished. For example, in Australia the foam is used first to remove the heat, but the fire might still be burning. Then only the powder is used. However, when you apply the powder to the car first - like in the UK and other places - to remove the fire’s oxygen source, the car is ruined. “There are varied reasons that apply in each country. That does not mean that one thing is right and the other wrong.”

In Mexico for example, the track marshals effectively march to their post after their briefing – like the military. “The first time I saw this, I thought it was a bit funny or weird. But of course, it is probably down to some historical or cultural significance that we might not know about. The only way to get to know these differences and the reasoning behind it, is by marshalling in the country and learning on the job.”

Tim believes that the most important thing is to be careful and not to think ‘We do it better in our country. Because that’s not always the case, there are different ways of doing things, and one is not necessarily better than the other, just different. “It’s important to keep an open mind and listen to other ideas – they might be pretty good.”

Tim’s plans for this year are already firming up nicely. After Melbourne, he will go see a friend in Thailand to recover a bit from the early days here at Albert Park. Then the following weekend he will be post chief at Goodwood Members' Meeting – a very traditional (read: English) race in the Sussex Countryside. “It’s an old, lovely circuit owned by the Duke of Richmond. The race weekend starts off with the local hunt, and the local Vicar blessing the track. Chief post marshals must wear traditional country jackets and marshals wear white overalls – like they used to in the old days. It feels like it’s 1932! It’s fantastic!”

After that, Tim will be jetting off to Miami – one of his favourite circuits. A couple of weeks later Montreal in Canada, and then back to the UK for the British GP. And after that? That, only Tim knows...







**RECORD  
SATURDAY  
ATTENDANCE  
130,806**





## **LYNNE HUNTTING**

With Friday's news of renaming the 'Official's Gazette' to 'Lynne's Gazette,' we wanted to find out more about Lynne Huntting – especially for those of us who may not know her very well (yet). Who is Lynne? Where does her passion and commitment for Motorsport stem from? And how did the gazette come about? This and more you can find out by reading on. So come and meet Lynne!

[So, Lynne, tell us about yourself a bit. You seem incredibly involved in Motorsport. How did you get into it?](#)

I went to my first car race as a senior in college. My boyfriend was a race photographer, and I went with him to the Santa Barbara Race – which today does not exist anymore – and then I started going to local races in Northern California. After a while it got a bit boring just carrying around camera

gear, so I became a worker. Back then you didn't have to be a member of any organization to be a marshal. I did that for about a year or so, back in the 60s. And then it wasn't until 1977 that I got back into it. That was more a coincidence than anything. I just saw an article in the Chronicle where they talked about the SCCA races (Sports Car Club of America) and I thought that sounds like fun, I'll do that.

At my first race I was a communicator and we called ourselves 'call girls'. I did that for quite some time until I went to my first SCCA National Championship Runoffs, which is basically the Olympics of amateur racing. But for this you needed to know more than just communication. You also needed to know how to be a flag marshal and other things, so I quickly had to learn everything! And I have been a corner worker until a year ago – since 1977.

[We have learned that you are the brains behind the establishment of the now formerly called 'Official's Gazette'. How did this come about?](#)

During my time at the Runoffs, someone asked me to report back to the media centre about what corner workers were doing, and what was happening during a race. Then I started writing for the San Francisco Region SCCA magazine. I was worried that my articles wouldn't come across very well, I was quite shy back then, so I used an alias. Following that, I became involved in more amateur writing, going to various races, including Formula 1 in Montreal, Canada, Mexico, Long Beach, Dallas, Detroit, and Phoenix. In Detroit I met officials from Australia and Bill Crouch encouraged me to come visit their race, too. My first race in Australia was in 1985, in Adelaide. I was a corner worker and the Deputy Secretary of the Meeting, Bruce Keys, knew about my publication back in the US. He asked me whether I wanted to write a newsletter for the marshals here in Australia as well. So, I did.

Eventually I was joined by Michael Smith, one of our photographers. Then in 2003 Richard McLean joined us as an editor and Ron Searle as a photographer. I continued flagging in Australia until 1996 and since then, I'm only focusing on the gazette. We have always had the support of Motorsport Australia and in the last few years, we have gone from print medium to digital. Now the gazette can be accessed from Motorsport Australia's website, and everyone can see and read how we do things here in Australia.

[I understand you also took the gazette international?](#)

When Formula 1 decided, they were going to have a race in Texas, I thought we could perhaps also have a gazette there, report on their marshals. So, I asked Michael, Ron, and Richard whether they wanted to travel to Austin Texas and establish a gazette there. I convinced the people in Texas that a gazette would be a great idea and we have done it now for 12 years. I have two photographers in Texas now, and there, we are even treated as full-fledged F1 media!



# LYNNE'S GAZETTE – 2024 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX

Then the next race came along, Miami. I pitched the idea to them as well, and while it was not easy, we got the F1 credentials there too. And then we took it to Las Vegas, so now we do the gazette at all American races! Thank you, Tim Mayer, of ACCUS.!

[This year, the Australian gazette was named after you. How do you feel about that?](#)

I honestly had no idea. I didn't see it coming at all and would have not guessed in a million years that Motorsport Australia would agree to this. I'm very flattered, especially because it's a group effort. But it just shows that you can achieve things that other people thought were impossible. Which is basically our motto: 'Because we can.'





# LYNNE'S GAZETTE – 2024 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX



## TIME TO HEAD HOME

With Sunday's edition of Lynne's Gazette complete, the racing finished, and everything is packed up; the focus will be on dragging ourselves out of bed tomorrow for work. If you get the chance, sleep in, and relax at home because you deserve it.

Another record crowd with sold out days and plenty of sunshine. Just under 1000 officials from Australia and around the world have worked extremely long days, which has made it hard to remain sharp every day, but credit to everyone who have done their best. It's a pity partners cannot attend the BBQ tonight, so a lot of officials won't be there to see who wins the Peter Nelson Cup. Maybe next year?

Supercars have been fun to watch as always, Porsche as well, and it was wonderful to see the competitive youngsters in F2 and F3 giving everything on each lap. There is no doubt their focus is driving an F1 car in the future.

Do not forget to access Sportity or the Grand Prix Officials link on the Motorsport Australia website to view all copies of Lynne's Gazette for 2024. Enjoy the remaining 21 Grand Prix this year and let's book another date for 2025 for the first race of the year. Around late February, or early March. 😊

Goodbye from Ron Searle, Michael Shaw, Lynne Huntting, Eva Kosinski, and myself. Till then...  
Regards  
Richard McLean - Gazette Editor









