

The Hon Sandra Nori MP

Minister for Tourism and Sport and Recreation

Minister for Women

Minister Assisting the Minister for State Development



**GENERAL PURPOSE STANDING COMMITTEE NO. 2
TOURISM SPORT AND RECREATION, WOMEN
QUESTIONS ON NOTICE**

The Hon Catherine Cusack: According to the 2004-05 annual report of the Department of Tourism, Sport and Recreation the total expenditure for the department for that year was \$152 million, 30 per cent of which, that is, \$45.6 million was employee related and a further 21 per cent, that is, \$31.92 million, was attributable as "other operating". Considering that these areas constitute the highest percentage of all items that are broken down in the report, could a further breakdown of these expenses be provided?

Answer:

For a more detailed breakdown, please refer to page 71 of the Department of Tourism, Sport and Recreation's Annual Report for a breakdown of 2004/05 employee related and other operating expenses.

The Hon Catherine Cusack: What is the exact cost of payroll for staff in Tourism NSW and the Major Events and Strategies Monitoring Unit?

Answer:

Employee related expenses, including exact cost of payroll, for Tourism NSW and the Major Venues and Events Unit for 2006-07 are publicly available in the 2006-07 Budget Estimates, Budget Paper Number 3 – Volume 1, page 2-88.

Yours Sincerely

A handwritten signature in cursive script that reads "Sandra Nori".

SANDRA NORI MP

Minister for Tourism and Sport and Recreation

Minister for Women

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RECEIVED

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The Hon Sandra Nori MP

Minister for Tourism and Sport and Recreation

Minister for Women

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QUESTION ON NOTICE

Minister for Tourism, Sport and Recreation, Women Budget Estimates Hearing – 8 September 2006

The Hon Catherine Cusack asked the Minister for Tourism, Sport and Recreation and Women, the Hon Sandra Nori MP (page 33)

You commented on the importance of profiling women's sport at the elite level. Minister why were you neither present nor represented by a parliamentary colleague at the A-league women's netball final at Olympic Park last Friday night?

ANSWER

I have attended numerous sporting events this year including the final netball test on the 25 July 2006 between Australia and New Zealand. Unfortunately due to a prior commitment I was prevented from attending the A-league women's netball final.

Yours sincerely

A handwritten signature in cursive script that reads "Sandra Nori".

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QUESTIONS ON NOTICE

MINISTER FOR TOURISM SPORT AND RECREATION, MINISTER FOR WOMEN

**BUDGET ESTIMATES HEARING –
8 SEPTEMBER 2006**

The Hon Dr Arthur Chesterfield Evans MLC asked the Minister for Tourism, Sport and Recreation, and Women, the Hon Sandra Nori MP:

- 1) Minister, do you know how many people attended the A1 Grand Prix in 2006 at Eastern Creek?
- 2) Do you know how much money it put into the New South Wales economy?
- 3) How much did the Government spend on staging or supporting the event?

ANSWER

I am advised:

- 1) According to www.pitpass.com (6 November 2005) and Fox Sports News (7 November 2005) 51,000 people attended the event over three days.

According to the Sydney Morning Herald (7 November 2005), over 30,000 people attended on the Sunday.

- 2) The estimated net economic impact was between \$7 million-\$10 million.
- (3) Overall costs were \$968,198. Nearly half this amount went to upgrading Eastern Creek's infrastructure. This included the track's upgrading from an international level 3 licence to an international level 2 licence. The legacy will assist the track in attracting more events.

The balance was spent on advertising to promote the event and the destination of Sydney. This included "Sydney" branding around the track that featured in the television coverage of the event.

According to A1 Grand Prix's Broadcast Season Review, more than 40 television channels reaching over 120 countries aired live or delayed coverage of the series. Total global viewership for the inaugural season was 84 million. The average television audience for the Sydney round was 8.5 million, the second highest of the season.

Yours Sincerely

A handwritten signature in black ink, reading "Sandra Nori". The signature is written in a cursive, flowing style.

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**GENERAL PURPOSE STANDING COMMITTEE NO.2
TOURISM SPORT AND RECREATION, WOMEN
QUESTIONS ON NOTICE**

(Page 4)

The Hon Catherine Cusak: What have you done to protect children playing junior contact sport from oversized players? Do you intend to introduce weight-for-age guidelines for the various codes of contact sports, such as rugby league?

Answer

I am advised:

NSW Sport and Recreation (the Agency) is currently working with NSW Rugby League, NSW Rugby Union and key industry advisors to explore proposals to address the issue of oversized players in the junior ranks of sport.

The issue is not as simple as banning oversized kids from sport or placing them automatically in a team above their age group. A range of factors need to be considered in addition to age and weight, including stage of psychological development, emotional maturity, fundamental and gross motor skill development, and social skills.

Also, the issue of undersized or underweight players needs to be considered.

NSW Rugby League has introduced age/weight categories into its gala carnivals, as a pilot program. In 2006, a gala carnival was held at Whalan Reserve, Mount Druitt for Under 14 players. Two weight divisions were established - under 60 kilos or less and open weight. NSW Rugby League is looking to extend the program in 2007, with five carnivals planned.

NSW Rugby League has also held discussions with the Children's Hospital Institute of Sport Medicine (CHISM), to undertake research into injury surveillance during the carnivals in 2007. The research will compare injuries in open weight division to injuries in weighted division. The CHISM will identify national norms for weight by age, to ascertain appropriate age/weight divisions.

(Page 4)

The Hon Catherine Cusak: What are you doing to increase the level of, and participation in school sport? What liaison have you had with the Minister for Education and Training on this vital topic?

Answer

I am advised that:

Responsibility for the provision of sport on the education rests with the Minister for Education and Training and questions regarding these extensive programmes and their funding should be directed to The Hon Carmel Tebbutt.

Whilst the Agency has no direct jurisdiction over sport conducted in school time, it is involved in a range of programs and partnerships, particularly with the NSW Department of Education and Training, which aim to increase the participation of young people in sport and physical activity at school.

The Agency, in partnership with the Australian Sports Commission, coordinates the **Active Australia Schools Network** in this State. The purpose of the network is to support schools in their promotion and delivery of sport and physical activity, and to build stronger school/community sport links.

NSW Sport and Recreation supports the 200 NSW schools registered on the network, through the provision of professional development courses and innovative programs which encourage children to be involved in sport and physical activities both in and out of school hours.

NSW Sport and Recreation is represented on the Active After School Communities State Steering Committee which advises on ***Building a Healthy Active Australia*** a Federally funding program.

DASR is also involved in a number of school holiday activities, which can be sport specific or focus on fundamental movement skills through fun games and activities. These types of clinics provide young people with increased skills to enable and encourage greater participation in sport and physical activity both at school and in the community.

DASR delivers a number of programs directly to schools at the local level including learn to swim programs tailored to individual schools and teacher training and development programs which aim to provide teachers with knowledge and skills to provide quality physical activity programs for children and young people.

In partnership with NSW Health, the Department of Education and Training and the National Heart Foundation, DASR contributed to the development of the *Kids Healthy Lifestyle Portal*. This project involved the development of an internet gateway to facilitate access to relevant and reputable information for a range of community members including parents and carers, young people, teachers, health professionals and sport coaches on physical fitness, nutrition and healthy lifestyles options for children.

In addition a series of ten regional workshops were delivered across NSW from March to May 2006 to promote the release of the portal and to provide the latest research and information regarding childhood obesity. These workshops targeted teachers, parents, health professionals, and sport and recreation officers and

featured ideas for promoting healthy eating and strategies for increasing physical activity for children.

Additionally, DASR has introduced a pilot Dancing Classrooms to six schools in 2006 to teach boys and girls the art of dancing and enhance their socialization skills,

(page 5)

The Hon Catherine Cusak: Can you advise of the funding of those programs?

Answer.

Funding for these programmes has been outlined in the previous answer.

Yours sincerely

A handwritten signature in cursive script, reading "Sandra Nori".

SANDRA NORI MP

Minister for Tourism and Sport and Recreation

Minister for Women

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QUESTION ON NOTICE

MINISTER FOR TOURISM AND SPORT AND RECREATION, MINISTER FOR WOMEN

**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Hon. Dr ARTHUR CHESTERFIELD-EVANS MLC asked the Minister for Tourism and Sport and Recreation, and Minister for Women, the Hon SANDRA NORI MP (page 31):

Can you tell me whether there is equity between the sexes in salaries and positions in the public service in New South Wales? How do we compare with other States in these indices?

ANSWER:

I am advised that it is difficult to compare salaries and positions accurately across male and female genders as employment varies significantly between males and females, however 5.79% of males and 1.68% of females had salaries of \$97,932 and above, while 3.31% and 8.66% respectively had salaries of less than \$32,606.

It is difficult to compare equity between the sexes in salaries and positions in the public sector across states because the data collected varies. Nonetheless, NSW appears to be comparable.

Yours sincerely

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QUESTION ON NOTICE

MINISTER FOR TOURISM, SPORT AND RECREATION, WOMEN

**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Dr Arthur Chesterfield-Evans asked the Minister for Tourism, Sport and Recreation, Women the Hon SANDRA NORI MP (page 30):

Will the Minister advocate for women to put in place trained emergency staff to deal with the issue of sexual abuse in older women quickly and sensitively so that evidence is not lost or overlooked and medical evidence is obtained quickly, given the fact that 50 per cent of women who have been sexually abused die as a result?

ANSWER:

I will continue to advocate for the most effective services to be put in place to assist and support women who are victims of sexual assault.

Yours sincerely

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QUESTION ON NOTICE

MINISTER FOR TOURISM AND SPORT AND RECREATION, MINISTER FOR WOMEN

**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Hon. Dr ARTHUR CHESTERFIELD-EVANS MLC asked the Minister for Tourism and Sport and Recreation, and Minister for Women, the Hon SANDRA NORI MP (page 29):

How many beds are available in New South Wales for older women who are victims of domestic violence?

ANSWER:

I am advised that, in relation to available places in refuges, this question should be directed to the Hon. Reba Meagher MP, Minister for Community Services, who has primary responsibility for women's refuge services.

Yours sincerely

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QUESTION TAKEN ON NOTICE

MINISTER FOR TOURISM, SPORT AND RECREATION, WOMEN

**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Ms CATHERINE CUSACK asked the Minister for Tourism, Sport and Recreation, Women the Hon SANDRA NORI MP (page 27):

I am trying to understand why some simple recommendations, for example where a non-publication order is in place, to place appropriate signage at the entrance to the court to inform members of the public that the proceedings are subject to a non publication order. *[The Hon Jan Burnswoods: You should be downstairs asking the Attorney-General]*

I am asking the Minister, because a member of the Office for Women sat on this committee and the Minister for Women obviously has an overview and advocacy role. Whereas, I understood that had been the case in the past, I am trying to establish if that is the rule?

ANSWER:

I am advised that this question should be referred to the Hon. Bob Debus, Attorney-General, who has primary responsibility for the administration of courts.

Yours sincerely

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QUESTION ON NOTICE

MINISTER FOR TOURISM, SPORT AND RECREATION, WOMEN

**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Dr. ARTHUR CHESTERFIELD-EVANS MP asked the Minister for Tourism, Sport and Recreation, Women the Hon SANDRA NORI MP (page 28):

Can you give me some statistics on the expenditure and frequency of older women being the victims of domestic violence in New South Wales? How much is being spent on prevention and education?

ANSWER:

I am advised that, in relation to the request for statistics, this question should be directed to the Hon. Bob Debus MP, Attorney-General, who has primary responsibility for the collection of criminal justice statistics.

In relation to expenditure on prevention and education this question should be directed to the Hon. Reba Meagher MP, Minister for Community Services, who has primary responsibility for the Violence Against Women Specialist Unit.

Yours sincerely

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QUESTION ON NOTICE

MINISTER FOR TOURISM, SPORT AND RECREATION, WOMEN

BUDGET ESTIMATES HEARING -

8 SEPTEMBER 2006

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Hon. CATHERINE CUSACK asked the Minister for Tourism, Sport and Recreation, Women the Hon SANDRA NORI MP (page 26):

Given the Government has had the report (the New South Wales Criminal Justice Sexual Offences Taskforce report entitled "Sexual Offences – The Way Forward") for 10 months, is there any response or action taken regarding those recommendations that call for action".

ANSWER:

I am advised that the NSW Criminal Justice Sexual Offences Taskforce was established to provide advice to the Attorney General. The answer to this question is a matter for the Attorney General.

Yours sincerely

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QUESTION ON NOTICE

MINISTER FOR TOURISM AND SPORT AND RECREATION, MINISTER FOR WOMEN

**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Hon. CATHERINE CUSACK asked the Minister for Tourism and Sport and Recreation, and Minister for Women, the Hon **SANDRA NORI MP** (page 25):

Do you agree that there are cultural groups in our community who do not necessarily share our values of equal citizenship for women?

ANSWER:

I am advised that the Violence Against Women Unit in the Department of Community Services undertakes a number of programs that provide education for recently arrived migrant groups on the rights of women and their responsibilities under the laws of this State.

Recently, The Violence Against Women Unit has funded community projects including Audio CD's in ten languages responding to the needs of new and emerging communities in regards to domestic violence. As well the unit has funded The Religion and Family Harmony Project to work with religious leaders to address domestic violence.

Yours sincerely

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**QUESTION ON NOTICE****MINISTER FOR TOURISM, SPORT AND RECREATION, WOMEN****BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006****PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN**

Ms CATHERINE CUSACK asked the Minister for Tourism, Sport and Recreation, Women the Hon **SANDRA NORI MP** (page 24):

Is it possible to get a list of those towns [at which the GirlSavvy program has been implemented]?

ANSWER:

I am advised that since its inception in 2002, the GirlSavvy program has been implemented in 79 towns and suburbs. These towns and suburbs are:

• Albury	• Deniliquin	• Macquarie Fields	• Scone
• Auburn	• Dubbo	• Maitland	• Shoalhaven
• Balmain	• Dungog	• Maroubra	• Singleton
• Bankstown	• Engadine	• Merimbula	• Southern Highlands
• Batemans Bay	• Forster	• Merriwa	• St George
• Bathurst	• Gosford	• Moree	• Sydney (Links to Learning)
• Beverly Hills	• Goulburn	• Moruya	• Tamworth
• Blacktown	• Grafton	• Mt Druitt (Rooty Hill)	• Taree
• Bombala	• Granville	• Newcastle	• Tumut
• Broken Hill	• Gulgong	• Northern Beaches	• Wagga Wagga
• Central West (Parkes)	• Gundagai	• Nowra	• Warilla
• Cessnock	• Inner West	• Oatley	• Warren
• Cobar	• Inverell	• Orange	• Wee Waa
• Coffs Harbour	• Jannali	• Parramatta	• West Wallsend
• Collarenebri	• Kempsey	• Penrith	• Wollongong
• Concord	• Leeton	• Port Macquarie	• Woolgoolga

• Condell Park (Bankstown)	• Lismore	• Queanbeyan	• Wyong
• Cooma	• Liverpool	• Raymond Terrace	• Yass
• Coonabarabran	• Lockhart	• Richmond	• Young
• Coonamble	• Macarthur	• Rooty Hill	•

The remaining GirlSavvy workshops for 2006 will be held in Griffith, Engadine, Nambucca and Hornsby.

Yours sincerely



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**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Ms CATHERINE CUSACK asked the Minister for Tourism, Sport and Recreation, Women the Hon SANDRA NORI MP (page 24):

What support are you extending to the domestic violence committee's coalition campaign to highlight the number of women and children murdered by violent partners?

[clarification]

Is any support specifically extended to the domestic violence committee coalition's campaign?

ANSWER:

The Premier, the Hon Morris Iemma recently publicly committed to a new drive against domestic violence, to the development of new responses and new solutions.

As a first step in this strategy, Cabinet recently approved changes to the laws governing Apprehended Violence Orders.

I have met with the Domestic Violence Coalition Committee. Domestic violence is a subject which I am deeply concerned about and one which I will continue to advocate.

Yours sincerely

A handwritten signature in cursive script, reading 'Sandra Nori'.

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QUESTION ON NOTICE

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**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Hon. CATHERINE CUSACK asked the Minister for Tourism, Sport and Recreation, Women the Hon SANDRA NORI MP (page 24):

Does the Government have any views or programs to deal with the problem of women or children being raped as a result of introductions received through dating agencies?

ANSWER:

I am advised that:

The NSW Government has taken a firm stand on sexual assault and real progress has been made to provide greater protection for witnesses in the court system. This has lead to a significant increase in reporting of sexual assaults which has in the past been one of the most under reported crimes.

Reforms by the NSW Government have included:

- Creation of a presumption in favour of closing the court when an adult sexual assault complainant gives there evidence.
- Create a duty vested in judges to protect witnesses from unfair questioning.
- A prohibition on a defendant obtaining copies of photographic evidence used in sexual assault prosecutions.
- Provided that where a new trial is ordered on appeal in a sexual offence proceeding the complainant's evidence from an earlier trial can be admitted in the retrial.
- Prohibiting an accused from personally cross examining the complainant.
- Establishing remote witness facilities and allowing complainant's to use CCTV from these facilities to give evidence.
- Allowing the admission of the complainant's original evidence at a retrial following an appeal.
- Creating a positive duty on the court to disallow improper questions.
- Closing the court when the victim gives evidence in sexual offence proceedings.
- Introducing new rules governing the service of sensitive evidence.

- Improving the case management of these case by introducing pre-trial binding directions.

The sexual assault of women and children is an abhorrent crime and the NSW Government will continue to take a firm stand.

Yours sincerely

A handwritten signature in black ink, reading "Sandra Nori". The signature is written in a cursive, flowing style.

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QUESTION ON NOTICE

MINISTER FOR TOURISM AND SPORT AND RECREATION, MINISTER FOR WOMEN

**BUDGET ESTIMATES HEARING -
8 SEPTEMBER 2006**

PORTFOLIO: PREMIER'S DEPARTMENT, OFFICE FOR WOMEN

Hon. CATHERINE CUSACK asked the Minister for Tourism and Sport and Recreation, and Minister for Women, the Hon SANDRA NORI MP (page 23):

In relation to the Women in Motor Sport scholarship program, what was the outcome of that? If you would not mind, if a copy of that could be obtained, I would be appreciative.

ANSWER:

A copy of the 2005 Women in Motor Sport scholarship report is attached.

Yours sincerely

A handwritten signature in cursive script that reads "Sandra Nori".

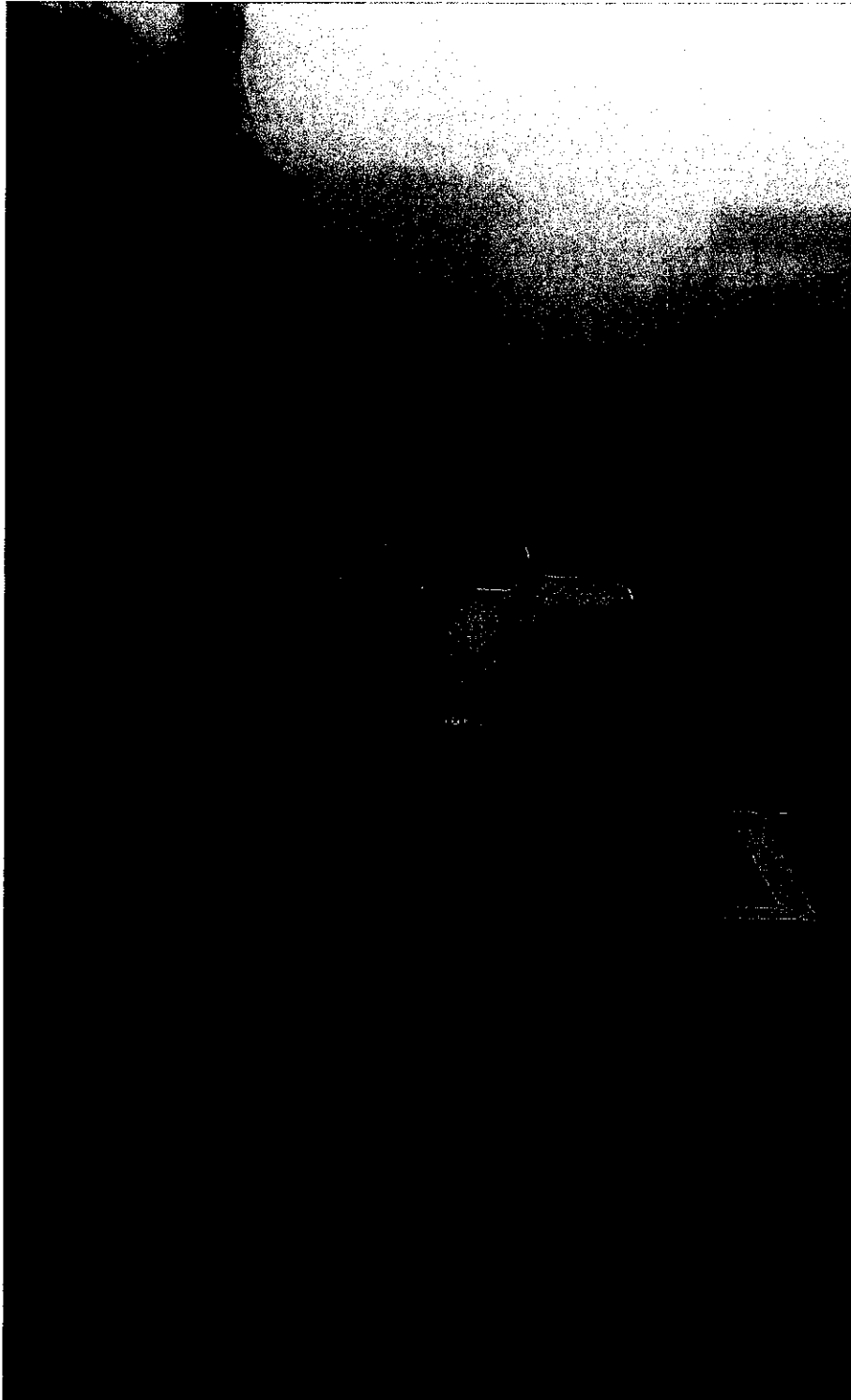
SANDRA NORI MP

Minister for Tourism and Sport and Recreation

Minister for Women

Minister Assisting the Minister for State Development

2005 Women in Motorsport Scholarship



Acknowledgements

I would like to take this opportunity to thank all the people who were involved in making this amazing opportunity for me. I can't imagine still that it is possible that something such as this could happen! But it is all thanks to you who have put in the time and effort to make calls, pull strings and just flat out plan my way into this. I can't even venture to imagine how long something like this would have taken to put together, let alone for me to get the individual experiences I got from it.

Formally I would like to thank the Hon. Ms Sandra Nori for her use in the divine plan. She took an idea, ran with it and answered my prayers. She gave me my break through putting the idea of more women in motorsport into play. And hopefully she won't leave me alone on my pursuits. Both in direct support and by putting more girls like me into the game. To that I would also like to thank the NSW office for women in their part also. The support and action that you took, the calls you made and the arms that you twisted to ensure that I would be able to be present for both rounds was nothing short of extraordinary. Along with that also the support and encouragement that you gave me along the whole process, everyday. I don't have enough thanks.

I would also like to thank the A1GP of Nations and A1 Team-AUS for their part in participating in the scholarship. Whether you realize this or not, you have provided me with the opportunity of a lifetime- clichés aside. The people you have involved in your organizations are nothing short of heroes who have made room for me in a way that I never imagined possible. Thankyou so much! Without your co-operation I don't know what I would be looking forward to. This opportunity was just the thing to seal the deal for me. Motorsport is definitely for me.

I would also like to thank my family, who over the last few years have had to put up with some sort of single minded creature who lives for petrol, speed and grease. Certainly not the dainty little girl that they thought they were bringing into the world. But you have supported me above all others and for that I thankyou to no end. I want to live everyday in a way that shows how thankful I am for the sacrifices that you have had to make for me to follow my dream.

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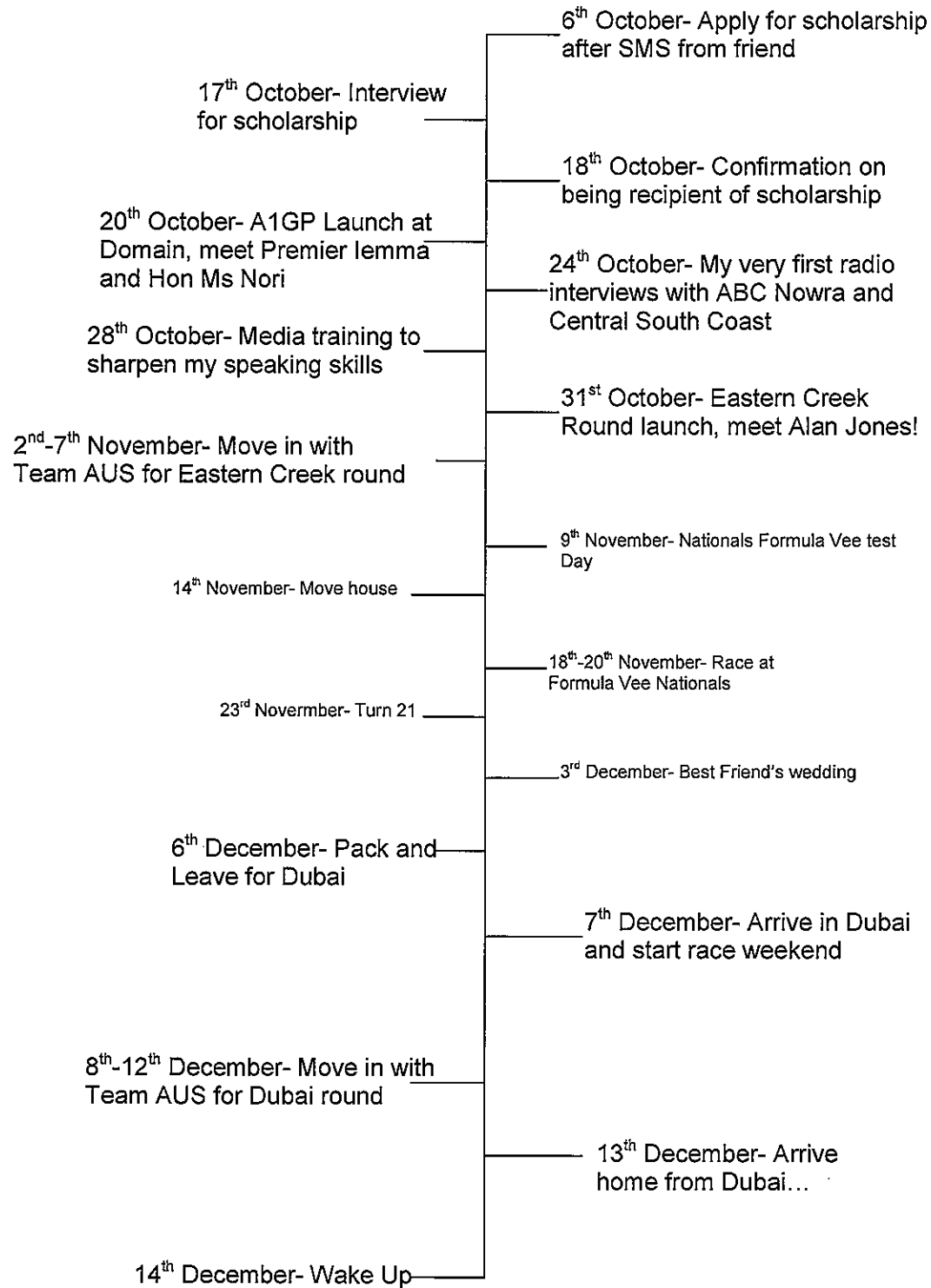
1. Introduction

In 2005, The A1GP of Nations was launched as the first category of motorsport to truly pit nation against nation in a world cup of speed. Headed by Sheik Maktoum Hashier Al Maktoum, the A1 aims to give spectators exciting looking cars and exciting looking racing in which they can barrack for their own nation's drivers.

The cars are all identical and are all strictly controlled to ensure that teams can't cheat and somehow enhance their vehicles to benefit themselves. Whilst motorsport is an expensive exercise, the A1GP is the only category that doesn't favour money to go faster. There is no car development done by team with more money than others and the onus rests on the driver and engineer to correctly set the car up to ensure that they will get the maximum potential out of it.

2005 was also the inaugural year of the awarding of the "Women in Motorsport Scholarship." Awarded by Hon. Ms Sandra Nori, minister for Women, Sport and Tourism, and the NSW Office for Women. The recipient was I, Kirsty Last. This is a record of the actual scholarship and the activities involved in going through it, a record of the lessons I learned, as well as a chance for me to share my opinions on it and myself on successful completion of the set events.

2. Timeline



3. How it all began

One day, a few months ago now, I got an SMS from a fellow car enthusiast. It was to inform me of a way I could win some free tickets to the Eastern Creek Round of the A1GP. My quick reply was that I wasn't worried. As a motorsport enthusiast, I had already secured a set of tickets for myself and my sister and wasn't too worried. But he persisted. Lucky he did. The competition didn't just include some free tickets to the Eastern Creek round, but the opportunity of a lifetime. Who would have thought that a 7 word SMS would be the answer to my dreams?

After checking out what the scholarship entailed online, I felt it too good to be true. I even thought it was an elaborate practical joke set up by the author of the SMS and our fellow mechanical engineering students. But I figured I had nothing to lose by applying and went ahead that very afternoon and sent my passion filled application into the NSW Office for Women. Via Registered post of course, I wasn't taking any chances.

After a nail biting week and a half wait, I finally got a phone call back from the office telling me that I had made it through to the interview stage. By this point I was praying every night and all day whenever it came to mind (So I sat through lectures imagining and praying the whole time, really!), that I would be the lucky recipient.

Once through the interview with Dale Walsh of A1 Team AUS and a few of the ladies from the NSW Office for women, I was informed that I was the lucky recipient. I pity poor Kate Parker, the lady who informed me. I literally screamed her ear off when she told me I had won. To this minute I still can't believe that this has all happened to me!

The Office for women quickly brought me into the loop with an introduction to the media at the A1GP Eastern Creek round launch at the Domain with Premier Morris Iemma and Hon Sandra Nori. All of a sudden I was thrust into the spot light and expected to front many cameras and inquisitive journalists who were looking to me for a sound bite. It was one of the most daunting things I have ever faced in my life. But was also one of the most exhilarating!



TeamAUS test driver, Pete Hackett, NSW Premier, Morris Iemma and Kirsty Last. Domain Launch, 20th October, 2005

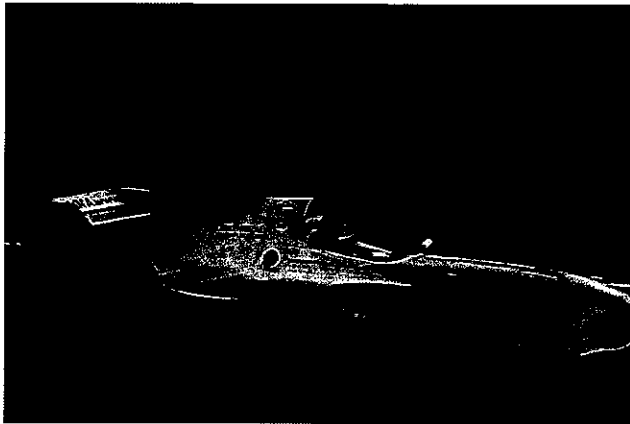
From here I met former F1 Champion, Alan Jones and even got my first eye-full of team driver Will Davison and Brother Alex, the car and the other guys on the team. This was pretty amazing in itself as they guys were very accommodating to the idea (Or seemed to be at the time!), even though it was the first that they had heard of it!



Meeting Alan Jones for the first time



Meeting the guys for the first one and getting my first "Talking to" by Race engineer Paul.



V8 Supercar driver, Alex Davison on track in place of Sheik Maktoum at Eastern Creek Launch



Alex and the team having a look over the show car after a run on the circuit

And there I was. Thrown in at the deep end and hoping that I would survive. I had so much I needed to learn and so much more that I wanted to learn and the whole time just worrying that I would break this multi-million dollar car to bits by some accident. I felt like Chicken Little... That the sky was falling.
If it weren't for the fact that at this point we were living in drought, I would have actually believed it!

4. Eastern Creek Diary

Thursday 3rd November, 2005

This morning I made the trip out to my first real function for the A1. An invitation only event at Government house. But when I get there... 10 minutes late by this stage (Thanks to Sydney traffic) I find out that I am actually at Parliament house. Well, how am I meant to know? I am a Westie and a country girl! I have no clue what the difference is between the two. So from the Parliament house car park to the Government house one, I am coached over the phone by Di from Sandra Nori's office. Without her I think I would have chucked it all in and turned around and gone home. So, as I sped into the car park at G.House, I staved the temptation to pull on the Handbrake and just ripped a massive U-ey in the car park instead. Once inside I found that I had arrived just in time for the speeches, to meet Will Davison, the Sheik and a few other VIP's.

The Sheik surprised me the most. For a man as busy and important as he, he was very softly spoken and very polite. He actually spoke to me about my Formula Vee racing and congratulated me on my scholarship. That absolutely blew me out of the water! Then, as I saw the time nearing an indecently late hour for me to be heading to the track (I had been at the function for about 10 minutes at this stage), I ran over to Alan Jones(AJ) and asked if it was time to go yet. Here I met Will Davison and promptly ran out to start heading to the track.

Once at the track I was introduced to all the guys on the Aussie team. Some of which I had met on the Monday prior, all as nice as before. But I was still was at a loss as to what my position on the team was actually to entail. So, I walked up to the Head Engineer Paul and asked "So, for this weekend, apart from stay out of the way, don't touch anything and don't break anything, what do you actually want me to do?" "Observe," was his reply. Which at this point I was totally cool with. Here I was, sun burnt, hot and still dressed in a suit from the morning's function. I was just impatient for everything to get underway already! But at this point the guys were just getting the car together.



Aussie A1GP Driver, Will Davison



Me and TeamAUS Race Engineer Paul. This is him trying to convince me NOT to go into racing. Too late!



Me and Alan Jones... AKA "AJ"

By the time dinner rocked around I had been supplied with a uniform, been introduced to all the guys on the team and was probably more scared about what the weekend actually held than at any other point in this whole scholarship process. As the time neared 11pm we made our way home. To the Crown Plaza Norwest in the Hills district. Here it actually sunk in that this was the FIRST time I had my own room, my own bathroom... Heck... MY OWN SHEETS when on 'tour'! Up to this point I had never actually been away on a race trip, SAE of VEE where I had slept in an individual bed in and individual room on REAL sheets. All the other times were bunk beds, sleeping bags and as many people squeezed in as was humanly possible. But here... WOW!

But, as I got changed and sat down for the first time in hours, I realized that in that type of environment, where you are around people 24/7, you can't just turn off. It wasn't till

about 2 in the morning that I finally got off to sleep. But the next morning was a 6:30am leave, which means that I would need to be up at around 5:45am if I was to be ready!

Friday 4th November, 2005

Today was the first real day of the Aussie round of the A1 with practice for both drivers, Christian Jones and Will Davison. This practice was to determine who would be in the car for the weekend and would give the engineers some idea of what to expect around the track under various conditions, as we battled looming clouds.

As Christian hopped into the car I was handed a headset so that I could get a bit more in-depth understanding of what sort of communications went on between driver and crew. It was an amazing experience. To see the car on the track, on the telly, right in front of you and then to have all that going on around you, and then inside your head. It was a little freaky! But cool. I wish CAMS hadn't banned radios for our category. Using them for the weekend made me realize how handy and important a part that they may play in sessions.

We were able to take a look at the different data sets that Christian brought in with him after his session, and once Will was in the car we were able to put them up against each other back to back. The software that the A1 uses in some ways is very similar to what the Motec systems on my uni's FSAE team uses. Something I never really had anything to do with at uni but was given the chance by the engineers on the Aussie team to have a play with. As we looked over the data and the times produced by each driver, it was decided that Will would be put in the car for the weekend. Will actually has got a bit of experience around the Creek. I remember when I was 15 and him, Will Power and Leanne Tander nee Ferrier were racing around in Formula Fords! What a difference it is for us to be all grown up and involved in this category!

As the night went into prep mode, strategy and setup was discussed for the next day's practice and qualifying sessions. Another late night, but in it I actually started to learn a bit! Data analysis, car preparation... all the important things. But of course, nerves kicked in and as I was helping one of the crew pack the rear dampers with plastic packers, I dropped one. Right in-between the under tray and the engine... They have one of those surgical style grabbers that are meant to be able pull them out, but it didn't really work in the position that the packer was in. So following the packer went a screwdriver, a pick and hands before the grabber was able to do it's job. It was kind of like the situation where you threw your shoes, your school bag and your hat into the tree to get the ball out and none of them came down again... Luckily it all came out again. But not before the team member in question probably felt like smacking the stupid uni student in the head!

From here we packed up again and left for home...

Saturday 5th November, 2005

Nerves are starting to spike as we go into qualifying day... Things need to really go right here for the team to save them from starting from the rear again and having to make their way through traffic during the race, increasing the chance of something going wrong. I really didn't want to get in the way, or do anything else wrong.

But as if. I think I can quite safely say I am the Bridget Jones of the racing community. A complete blonde and very ditsy. I was pretty successful in keeping out of the way, and as the day wore on, my duties included cleaning, cleaning and more cleaning. All of which was cool as it gave me a chance to get up close and have a good look around the car. But by the evening, after we had qualified in 13th, I think someone on the team had a brain

part as they actually let me take apart the brakes on the front, clean everything up, replace the pads and do a spanner check over the front end. I can't say that I didn't stuff up here, as how could I not? I was given something to do. But lucky it was only a stupid thing. Like putting the brake pads in before the guy holding the pistons back had a chance to get out of the way. Meaning that there were pistons, pads AND clamps inside the caliper, something which is not meant to occur all at the same time! When everything was back on, I asked that someone check over my work, as only a temporary member I don't expect that anything I do be taken as gospel. But after checking one nut I was told that if all were the same, what I did was trusted. Not wanting ANYTHING to go wrong, I did a double spanner check again. The last thing my aspiring Race engineer career needs is a blotch on it that says that I was the chick that forgot to do up Will Davison's steering bits.

But everything went off well, and we looked forward to a good start tomorrow in the sprint race. We headed back to the hotel for a team drink, then off to bed.

Sunday 6th November, 2005

The sprint race started well with Will dodging much of the traffic at the rear by getting a good start. A few laps in though, we saw on the TV that the Left hand side-pod was flapping a little. One of my jobs for the morning was to go around and put cable tie cuffs over all the cable stays which stabilize the side pods. So here I was, panicked thinking that I had not put it on right as the stay had somehow come loose. Just what I needed. "Here comes the blotch!" I thought. Thankfully Will got through the race with little hassle, again missing a lot of the mis-haps on the track as we sat through about 2 safety car periods. The race was called on time, rather than laps, and we got ready to look at data, change car setup, clean and get ready for the almost immediate feature race. We came 11th.

Once the car got in, it was found that the notorious cable stay which I thought I was responsible for, turned out to have somehow sheared itself at the top of its thread. Not a good thing for the team, though only a matter of replacing. As all other things were put back into their rightful place, Will Davison was inserted back into the car and we headed out to the grid for the feature race.

The atmosphere on the grid was amazing. Where I normally sit at the creek, next to the grandstand, was absolutely PACKED with people. All waving flags and screaming out to the people who filled the grid. Where I stood I could see The poms, the Brazillians and many other teams who possessed seat holders, engineers and drivers who I greatly respect and look up to. What a place to be! This time last year I stood on the hill and watched the V8's. This year I stand on the GRID with an international motorsport category... LITERALLY world class, and look up. How far have I come... how far have I still got to go!?

The race finally gets underway and is as thrilling as the ads promised it would be! There is plenty of biff and barge, LOADS of overtaking and a good lot of tiffing between the teams. No more so that the race between Will Davison in the Aussie car and Alex Yoong in the Malaysian car. There is a HUGE accident towards the end of the race with Japan leaving the circuit at turn 1 and hitting the CEMENT wall at high speed. The carbon tub and engine separate, as they should and the driver sits so stunned that he hardly moves and we fear for his safety. We go under full circuit yellow and the safety car comes out once again. After about 8 or 9 laps of safety car, the lights go out and the course heats up for a 2 lap dash for the finish... Will is able to bring it in at an amazing 6th and the French

take home their 6th consecutive win for the season.

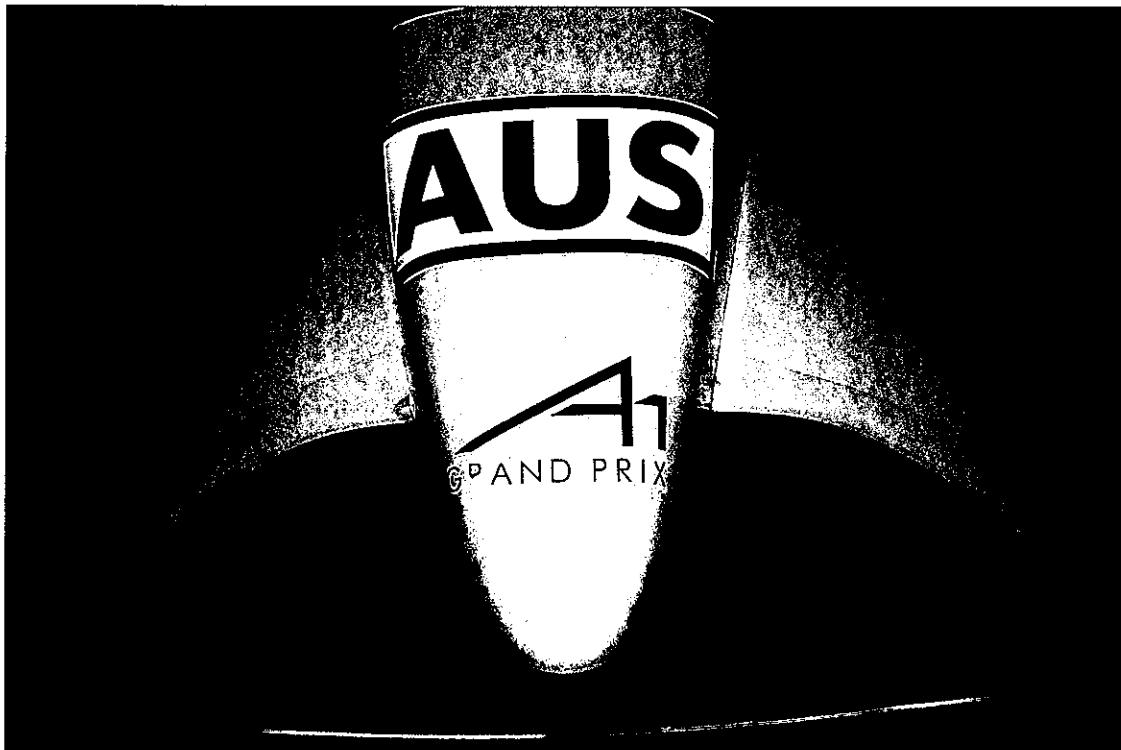
WOW! Well, what a weekend... But it isn't over yet. It is time to pack up and put everything on a plane for the Malaysian round. Another day's work in itself. So we get together and start to dismantle the whole setup... Everything had it's own little bag or box and it all fits together like a jigsaw puzzle. It is such a cool setup! If only all racing forms fitted as well as this!

Monday 7th November, 2005

Well, the weekend is over, but the work still continues, for the guys at least. They are off to QLD, then Malaysia.

I say my farewells(The guys happy to see the back of me no doubt!) and start making my way back home to get ready to go to Wollongong.

And to think of it... I still have Dubai to go!!!



5. Dubai Diary

Monday 5th December, 2005

After a phone conference with Dale from A1 Team AUS at the Office for women, I was set up with my itinerary for my flight to Dubai. I wasn't told flight times but I knew that my leave date had been moved forward to Tuesday 6th December. For me this was in the hope that I could get in some sight seeing before we had to get to work, for the guys I guess that was so I wouldn't be dead on my feet for unpacking day...

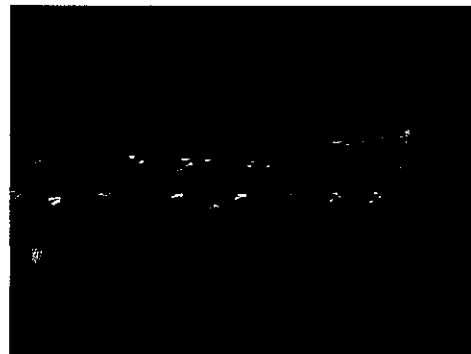
Tuesday 6th December, 2005

I soon realize that my hard-copy itinerary was different to the one I had been told verbally and that was online. Everyone else involved in getting me over to Dubai hit panic stations because there was a 2 hour difference in my leave times from the airport... that could prove to be a bit of a problem as Emirates Airways, whom I was going with, ask that you be present 3 hours before take off. With this minor hiccup sorted my parents and I made our way through Sydney peak hour traffic to make it to the airport just in time for check in.

With all systems go I jumped on my flight and was off! Now, I have been on planes before, or so I am told. But nothing that I can actually remember. Seeing as all my long distance travel has been motorsport related since, I have always had 2 feet or at least 4 wheels firmly on the ground as I had to tow whatever form of motorsport vehicle it was, all over Australia. So, takeoff was something new for me. I thought that it would be a HUGE rush from take-off, all the way through the flight. Takeoff sure was, and I captured it on video, but the rest of the flight was just like sitting in a big bus. As I was on one of the wings, and as our part of the world is currently in monsoon season, it was a bit of a noisy and bumpy ride, but for the rest of it, it was ok. My only problem was sleep. I just couldn't do it! I had a WHOLE row of seats to myself all the way to Bangkok, but just couldn't get the hang of it.



My last view of Sydney!



My first view of another country! Bangkok international airport

Wednesday 7th December, 2005

Upon touch down in Dubai, I didn't really feel like I was on the opposite side of the world to where I had always been. The first thing that really did it for me was reaching the immigration lines where hundreds of people queued to get into Dubai. It was like something you see on TV. All these soldiers in Arab military uniforms and so many men and women clothed in native dress. Immigration itself was nothing to rave about. Just who was there. Because I was ridding economy class I had to wait with everyone else, but the first Aussie I clapped eyes on was Will Davison, the Australian driver who happened to be flying Business Class and was able to sail through the fast lane. I kept

looking at my watch, Dubai time, and realized that the time that my ride was meant to be coming had long passed and I wasn't even halfway down the line yet!

Eventually I got through Immigration and was again swamped by people when I got out into Arrivals. Left right and centre, there were men asking me if I would like to be taken in their cab anywhere. I looked for any Aussies I could recognize but couldn't find any. Then I clamped eyes on Alan Jones. F1 star and scared, lost little Aussie gal's savior. Seeing as I am only a poor uni student, Optus wouldn't cover me whilst I was overseas, so my mobile phone wouldn't work. But Alan's did and he made a few phone calls for me to ensure that there was a ride on the way for me, and whilst he and Will left in another car to go to a separate Hotel, I was left to get to know the guys in the Valet parking area. For 2 hours we chatted about nothing in particular on their experiences of Australia and Dubai, how one of them, a 50 or so old man had been sky diving there on his last trip and how much he liked Australia but how much I would love Dubai. And he wasn't wrong. When finally poor Dale had fought his way through the crazy morning traffic to the airport, I got my first taste of what everyone had been telling me about. As we traveled through the CBD, Jumeriah I think it is, past some of the biggest and most beautiful buildings I had ever seen, I just sat in silence whilst Dale talked.

Then all of a sudden we were in the middle of the desert. When I have been asked to describe Dubai since, the only thing that I can sum up where we were is as "Melbourne with lots of sand." Because that is what it is like. With a couple of crazy work men digging holes in the desert and climbing up 25 meter high scaffolding with no restraints to construct billboards. All in the desert. People rave at this point about the amount of camels that they see in this part of Dubai. For the record, I would like to state that at NO time in my travels did I see ANY camels. The only one I was fortunate enough to see was the stuffed one I bought in duty free at the airport!

Anyways, on arriving at my hotel I was shown to my room. I stepped inside and said to the Bell boy "Are you sure this is my room?" He nodded with a smile. It was bigger than my WHOLE dorm and bathroom and next door's at my university dorm. And the bathroom even had a bum washer! It was crazy fancy, and I LOVED it! I've already said since getting home, that when we go on motorsport tours from now on, it is 3 or 4 star minimum... No more caravan parks!

So, out to the track we went for my first glance at one of the world's most technologically advanced circuits. I was excited to say the least. My track experience at an international level extends to Bathurst and Eastern Creek! When you get to the circuit, the first thing you see are the towering grandstands. There is 3 of them. At least 1 fully enclosed to house the patrons spectating from the sand filled high winds that can whip up around the place. Once in we are shown into the pits. This time in between Lebanon and India. But still close enough to the Dutch boys, Team Aus' new best friends. We spend most of the first day unpacking the mass of containers that the series is stored and shipped in.



No rest for the wicked... straight in to the pits when I arrive in Dubai. Can you spot the odd bag out on the top shelf? HINT: It is a silk handbag!



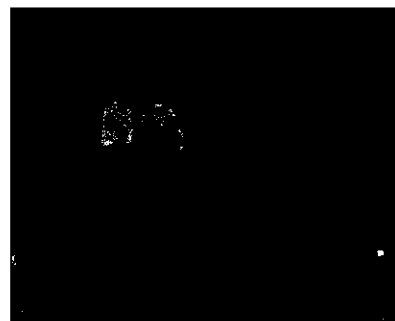
The onsite manufacturing unit. More commonly known as the "Track shack." Where poor old Gareth had to fix stuff I broke...

Thursday 8th December, 2005

Thursday is much the same. After a delightful dinner at the Italian/American restaurant in the mall which was attached to our Hotel-the night before, I headed back to my room and set my alarm for the 6:30 I would need to get up to go to the track with the team. Little did I know that I set it for 6:30pm and not am. Consequentially I got to ride in with the race engineers at a latter time and copped a ribbing from the boys for it.



Crazy Dutch people turn following their nation's driver into a religion.

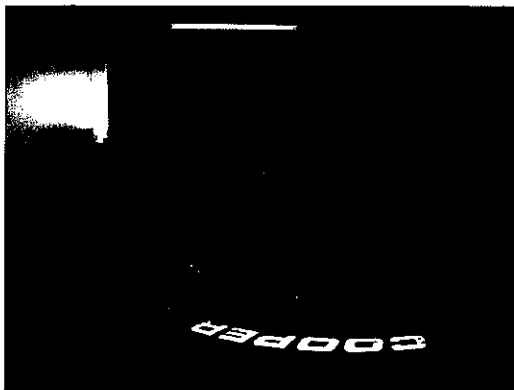


Okay, I love my motorsport... but maybe not as much as the Dutch do... The dutch have been by FAR the most in attendance at ALL race meetings thus far, as can easily be seen by their bleary orange outfits... But this guy takes it a little far with an inflatable orange clog on his head...

Friday 9th December, 2005

By Friday things look in place, our stand in mechanic Jackie has arrived, and the boys get ready to go out for practice. The drivers, Will and Christian have been more involved in prep for this round then I have EVER seen drivers be before. It was awesome. They were even there on Wednesday when we unpacked.

Friday also is practice day. A chance to scrub in tyres, for the drivers to work out the best way around the track and for the Engineers to tune the car to the way that they think will make it perform the best. Our first 2 sessions were spent with Christian Jones in the car. He did well and was able to set the pace and the feel of the car for Will to hop in. Will set quicker times and was later chosen as the driver for the weekend, but suffered some bad luck when he spun and flat spotted a set of the race tyres that the team were hoping to use in Qualifying or the race. Seeing as the team are only provided with a certain number of tyres for the race weekend, this meant bad news. Strategies had to be changed and different tactics used to ensure that we would have enough suitable rubber to last us the weekend.



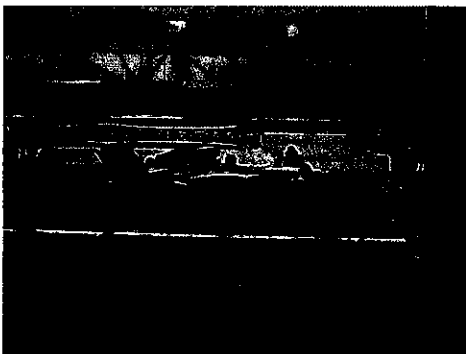
The rubber in question. The footprint shaped mark is where the rubber was worn away in the spin when the wheels locked up. Something Will has learnt to overcome it by heading for the clutch and not the brake when spinning!



Will in the car having a look at the digital dash board on the steering wheel.

Saturday 10th December, 2005

Saturday came and again I was given the chance to spend time with Engineers Paul and Matt G. This meant that I was able to look over the data of practice and the 4 qualifying sessions that would follow today. The data heralded some interesting things and I learnt a lot about how the car behaves on this circuit under the loadings that it introduces on the car, as well as about how to correct those things through aerodynamic adjustments and suspension geometry adjustments. Some things were tried out and others dismissed, but eventually the car was got to a point in time where both driver and engineer were happy with the outcome.



Pit Stop practice at 7ish in the morning and in what looks like a sandstorm! Go TeamAUS! That's dedication!



Doing the only thing you can do to see what is happening on track. The same thing as everyone else in the world... watch it on TV!



Where I want to be sitting in the near future. The "Think tank" of the team. From Front to back we have Matt G, Paul and the big man himself, Alan Docking. Through these guys I learnt so much about the finer things...



What the guys actually see when they look at their laptops

As it was though, we qualified 22nd and were relegated to the back of the grid. This not being all bad as the selected driver, Will Davison, is known for his fighting ability and it was trusted that he would soon make the best of it and fight his way back through the pack, pit stop permitting and as long as no one else takes him out, as has become customary at the back of the pack in A1.

Sunday 11th December, 2005

Sunday came all too soon as I knew that the big races were coming and my time in Dubai was coming to a close. And I hadn't even been shopping yet!

The sprint race, which is a 15 minute dash to the finish, was first up and as we grided up my new job was as tyre warmer holder. Nothing very exciting to an outsider, or even by the standards to the race engineers and mechanics. But it meant that I had something to do and got to stay on the grid until the last buzzer sounded for it to be cleared.

As we grided up for the sprint, we looked around and saw that we weren't too badly placed as we were surrounded by good drivers from team like The Netherlands and Austria. The buzzer sounded and we cleared the grid. As we got back to the pit we were able to watch on the screen the goings on of the start and the race. A problem with the paddle shift steering wheel on the car meant that Will was driving and the car would pull gears on it's own. Something that Team Aus had never had a problem with, but realized could prove fatal if it decided to pull a gear at a very in-optune time. To fix it meant changing over steering wheels between this car and the spare, at least. The pit stop cost time and again Will was forced back down the standings. We eventually came 16th and were again towards the back for the feature race. By this stage everyone was pretty quiet in the pits, just trying to prep the car and get everything checked over in the short amount of time before the feature race.



The change of steering wheel meant that Jackie had to run out again with the starter motor during the pitstop to ensure that Will could be sent on his way with minimal interference in his race. It still meant time and in a sprint race stops aren't what you want!



The guys watching on all the while we heard Will talking about his struggles with the gearbox. A depressing sort of time!

With the same role again, I made my way down to the grid, praying the whole time that we could at least fight through to a points paying position. This would mean that the guys could at least finish off their year with something close to the fantastic start that they had at Brands Hatch.

Once off the start, Will made Lemonade with the Lemons he was given, Consistently moving through the pack. Moving up to 3rd at his highest position. And early pitstop was the strategy with teams like Netherlands following suit. But a freak accident with the rattle gun on the front left meant that the pit stop which looked to be one of the boys

fastest yet, blew out to around 60 seconds. The team pulled together though to ensure that Will was put back out again and given the best chance possible.



The tyres in the tyre-warmers which ensure that the tyres reach race temperature BEFORE the car actually even hits the track! They get up to temperatures around 100 degrees Celsius!



The crowd packed the stands in front of pitlane for the Sunday of racing! Dubai is the home of the A1 and many nations turned out to celebrate it. There were even a few guys from the Australian Airforce in there somewhere.

With near misses with teams like Mexico, Will kept powering through the hour until an accident in front caused him to loose 9th position to Jos Verstappen of the Dutch team when he chose to avoid it on a certain side. The final standings were some of the most surprising ever. France and Great Britain aside. The South African team experienced their first podium and China were lucky enough to get up to 5th. Their first points pay off also. We were lucky enough to come in at 10th.

Once back in the pits, the guys were ready to pack up. Will was congratulated on his driving and everyone let the weight of the last day impact on them. We had fought through mistakes, accidents and bad luck to get into the top 10. A great achievement by any standards. But now it was party time and the guys shut up shop and headed home for the team Christy/End of round dinner, hosted by Mr Alan Docking.

So, as Sunday night drew to a close I made my way back to the Hotel. Exhausted but happy that I had been able to be a part of it and as far as I could see, make the most of it. I have to admit, once back to the hotel, it didn't stop there. It was about a 2am get in and I met a bunch of the Austrian team there who didn't want to turn in yet either. They are also a fantastic bunch of guys made up of Poms, Germans and Fins. I learnt some German and more stuff about motorsport and made some new friends. But I also ended up more exhausted and figured that if I went to bed now, I wouldn't be up in time for my 6am leave. So, upstairs I trotted to pack, where after about 5 minutes I fell asleep with my head in my suitcase! Luckily I woke up at around 5am and quickly jammed everything back into my bags and headed downstairs for breakfast and checkout. Again I teetered on falling asleep in the lounge whilst waiting for my cab, but once on my way it finally kicked in that my adventure was over. I was going home. As I passed all those fantastic buildings again I decided that Dubai was definitely worth another visit, preferably at another A1 round! But this time my spending budget would be bigger and shopping would be a mandatory part of the trip!

On the way home we were delayed by some medical emergency on the flight. But once dad picked me up I near passed out from exhaustion in the car and once home slept from 10am until the next morning. But what a rush! I still can't believe that it is over!



My Last Desert Sunset for a while...

6. Personal reactions

How did you feel about the events/activities in which you took part?

For a young woman, fuelled with enthusiasm for this sport, it doesn't take a lot to impress me when it comes to opportunities like this. But the A1 is something outstanding and the opportunity given to me to participate in the Australian Team at many different levels was something that will continue to inspire me to learn and push harder for a very long time to come.

The Events themselves were well planned, and whether or not people knew that I would be present for them (As happened on more than one occasion), I was made a part of the proceedings and activities involved with them.

The members on the team itself, Engineers, Mechanics and Managers, ensured that I was kept busy and kept learning throughout my whole experience.

For an improvement on this point though, I would recommend that all members of all parties be fully informed of the movements and involvement level of the scholarship recipient. This saves time explaining repeatedly why it is that you are invading the work space of others and also helps when people are asked to give comment on what it is that the scholarship holder actually gets to do.

Did this experience change you as a person or change your concept of your future aspirations?

In the first 5 minutes after meeting Race Engineer, Paul of the Australian A1GP team, I was convinced that the path I was headed down was not the absolute right path for me. My plan after university was to either find work with a V8 Supercar team here in Australia, or to take on a post graduate degree at Cranfield University in England, which specialized in Motorsport Management.

The correct path, as I have since investigated and agree to be correct, is the one that leads through grass roots levels of motorsport and out into the premier motorsport category that you wish to move into. As a driver moves through grass roots categories and through Formula 3 and out into whatever championship they see as their career peak, so do engineers and mechanics. For me, this meant finally conceding that after uni a move to England is a must and a job in F3 is what I am most hoping for.

As a person, the jobs I was given by the team helped me to not take any position for granted. As afore mentioned, even cleaning the car gave me further insight into the minute workings of each nut and bolt. When the time came, I was introduced to the logged data and the analysis of it. The place where I ultimately wish to move into. These sorts of things taught me patience, something I still don't have in abundance, but enough that I can take the time to look things over and work ideas through before making decisions.

7. Learning and skill development

Describe how the experience extended your current knowledge.

Prior to receiving the scholarship, I knew a lot about cars. But this means nothing at all unless you have had a chance to get your hands dirty on one. The extent that my experience had gone to this point was in basic design, maintenance and management of motorsport interests. I had a good understanding of most elements of car design and componentry and picked up these ideas very quickly. But what I never knew I didn't have a grasp on was actual car setup and maintenance. Something that my Father will agree to. I am a driver that turns up on race day and the car is setup and neat, tidy and ready to roll. As an engineer I make decisions and then someone else implements them. For the first time I was able to be a part of car preparation and maintenance from go to whoa.

Through cleaning I was able to get a good look at how all the parts of the car were packaged and integrated to give the overall look and function of the car. By maintenance I was able to gain an even deeper insight and was able to learn and come to respect what a fine art being a mechanic really is. As my Father will again vouch, I have a re-knewed awe of people who are able to do this work quickly, efficiently, safely and most extraordinary of all, effortlessly.

On the data side of things, I was opened to a part of the motorsport world that people within it, might not normally get. Through the openness and patience of the engineers, I was able to come to have a deeper understanding of the place that data holds in motorsport today. In my grass roots level of motorsport in Formula Vee, it is a luxury my team can't afford. In my university team, it is a luxury afforded only to the most influential of members. So here I was given the opportunity to sift through the information that made up every bump and rebound, every rev and brake application, in a session. This might not sound like much to someone who has never felt the need to possess such information, but for a budding engineer like I, trying to find information like this to learn from, made me feel like a dehydrated man in a desert being given a personal rain shower.

Describe how you might use what you have experienced/learnt in your future career.

Now at the end of this experience, I feel like I am competent enough to keep working towards my goal, and knowledgeable enough to where I am at on the grand scale of things at this very moment.

Thankfully in amongst the jesting and calls for me to "Quit while You're ahead!" I have decided that this is the place for me. The contacts I have made are not only invaluable for the help they will bring me in the future, but also for the support that they have already given me. Like nothing short of a younger sister, I was brought in by the engineers and taught exactly what was going on, how to act when certain things occurred and even where to stand when all hell broke loose.

Through these same people I have been given my thesis topic for 2007, "A Feasibility study on Constant drive gearboxes for F3 cars," and through this may even be given the opportunity to head to England to research it more in-depth, whilst also fulfilling my university's pre-requisite of 60 working days in industry.

8. Conclusions and Recommendations

The things that I have seen and experienced within the team whilst on this scholarship have amounted to nothing short of year's worth. I could write volumes on what I really learnt, but I still have so much more to go. But this scholarship was definitely the kick start that I needed. Literally an answer to aimless prayers for something different.

From here I hope to find a year's worth of racing in Formula Vee, a year of learning to test with Formula Ford teams with their data acquisition personnel and manufacturers of the cars themselves. I also hope to plan a trip to England in late November '06 from which point I hope to undertake my work placement with an F3 team whilst also researching my thesis for 2007.

From there I hope to complete my thesis and graduate, where upon returning to England I hope to take up with an F3 team again, but this time full time as a training data engineer with the hope of some day going to race engineer. I would love to end up back at Team Australia and in the Off-season for A1, in a V8 Supercar team so that I am back in Australia again, but these are all a long way off yet.

From a recommendations point of view, I will split my comments into 2 sections. From the talk during the initial stages of the scholarship, the organizers seemed ready to make it continue for 3 years, with the hope that 3 girls could continue through it at any one time. But in order for this to occur, a different plan of action really needs to be undertaken in order to ensure that each young woman receives the most she can out of her time.

For young women continuing on in this role of placement at 2 rounds, one home round and one international; I think that this is a fantastic introduction to real cars and real people in international motorsport. This brings the whole sport into clear focus from this point of view. The young woman herself needs to be willing to undertake duties which may not actually suit her current experience or qualifications, but she needs to undertake them nevertheless, only pausing should the task prove too far out to continue. Every piece of work that she does, she needs to understand that she must pull something from it.

From the point of view of the skills she at least needs to possess; she must have some sort of mechanical understanding. A purely driver based or purely spectator based understanding won't do. Unless she wished to stand on the sidelines and not really get involved and hence get nothing much from the experience.

From the point of view of the skills she should aim to possess; a good understanding of the car itself. Whilst her aim may not be to move into A1GP cars, a car is a car and a sound understanding of most of the systems on one will ensure a good basic understanding of most.

Also, team etiquette. There is nothing in particular, but trying to make the boys feel at ease that you are not their mother, nor their daughter and not willing to pull them up or have to look over your shoulder continuously is very important. A team is a team for a reason, everyone has a mutual understanding of what to expect from other team members and a certain level of trust has been formed. But this trust is something that she needs to earn. She is invading their work space and needs to be ready to get out of the way, pick

things up, put things away, etc. without the team members needing to feel that they have to do everything twice to ensure it is done properly.

From the prospect that this scholarship could last for 3 years, then a program of some sort needs to be put in place. There are basically 3 types of girls who will be applying for this scholarship and depending on the type of scholarship that is willing to be offered, will determine what type of girl needs to be selected.

The 3 types would include the engineer, the driver and the spectator/car enthusiast. For the engineer, a path as outlined below should be adopted to ensure that the most to be gained from the scholarship will be had. For the driver, there are already programs available through CAMS (Confederation of Australian Motorsport) that ensure that female drivers coming through the ranks and nurtured individually to give them a leg up in the sport.

For the spectator applicant it is even harder. They have not yet made any actual moves to get into the sport and would take the most amounts of time and effort to get to a point where they can fit into either one of the other categories.

So, straight to the group that I mostly fit into. That of the Engineer.

The kick start has been given and I now know where I need to go to get where I am going. Whether the other girls that follow after me have been working on their own cars, are doing the Tafe Motorsport course in Albury or are also at uni, like me, they need to be willing to move out of their comfort zones, and most likely out of home, to get what they need to get up the ladder of motorsport. (Pulling no punches and not saying this just because this is what my path entails it) This will most likely be to England. The home of motorsport and the country with the most jobs in motorsport, per head in the world. Being the home of Motorsports means there are very many varied paths that a young woman may take once over there. England is home of the most competitive Formula Ford and Formula 3 categories in the world and is also home to Williams F1 team. Depending on whether she hopes to move directly into work, study or both, the girl does need some support.

Already Alan Docking Motorsport which owns the Australia A1GP team, has done so much with the scholarship and out of all teams would understand it the most. Mr Docking himself seems to have a passion for helping young people through the ranks as he already helped F1 driver Mark Webber onto where he is and has dealt with our other top, young drivers in Will Davison and Indy car driver, Will Power.

Alan Docking Racing comprises many people, who over the years have competed in many different categories, but are now known as the premier F3 team in the UK. The hope for me is that through our association with Alan Docking and the A1 team, that another alliance may be formed which would allow me to travel to England for the Australian Summer period of '06-'07 in order to complete my mandatory work experience period and in order to research my thesis for 2007. Even if it is not possible for Alan Docking to help, there are many other F3 teams that could benefit from an alliance such as this.

The hope with this is that I will further be exposed to the International motorsport community in a category that allows more room for Engineers to flex their 'intellectual prowess' through research and development, something that is not available in such a controlled category as A1GP.

For me this is exactly what I need in place for the end of next year. Whilst I am forming alliances with Australian Formula Ford teams to try and get more experience through their teams, a move to England is a must in order to ensure that I will get the experience

and research that I need to continue on in my pursuits. The scholarship would hopefully play a financial role along with being the point of contact with Alan Docking racing. Airfares and perhaps a small living allowance would be necessary to ensure that the scholarship funds were being put to good use. Outside this my recommendations can only be that some sort of plans be made to ensure that the female in question is given some sort of formal contacts and something organized for her to ensure she'll get a secure stepping stone into the next rung on her ladder.

Aside from this, I must finally conclude that this scholarship is by far the best idea that the NSW government have come up with. Not just because this will benefit me, but hopefully that through my example, other young women and girls will see that engineering and motorsport are not just a men's world but one of the most interesting and exciting worlds that there are. Why let the boys have all the fun?

Please. Continue with this. You could help so many young women get the break that they need. Should this scholarship not formally carry on for the 3 years, at least I have gained enough that I know what I need to work towards. For that, I am eternally grateful.

Thankyou.

Kirsty Last