



MMP Spring 2017



Chairman's Report—Mike Grantham

Spring is just around the corner and the start of a new season of motorsport is almost upon us, I hope that everyone has their marshalling kit ready and that Probans haven't shrunk during the winter.

Congratulations to Donington Park who will be celebrating the 40th anniversary of its re-opening under Tom Wheatcroft's stewardship. During 1971, after lying in a derelict state for many years post World War Two, Wheatcroft's purchased part of the 1,100 acre Donington Hall Estate, which included the old race track (made famous by the iconic 'Silver Arrows' in the 1930's) and set about rebuilding it, before the first races took place in May 1971. Since that time the Leicestershire circuit has become one of Europe's leading motorsports venues, with a busy calendar of world class events both on and off the circuit.

I would like to thank Jim Whitaker, the instructors and helpers for staging our training days back in January, all of the training days were a great success and were very well attended, many thanks to everyone who joined us at Donington.

Congratulations to two of our regional marshals, Dan Brough and Rachel Page, who received National Awards in January—see page 10 for more details.

Congratulations also to Rachel Dale and Julian Batten on their recent wedding, on behalf of everyone I would like to wish them every happiness for the future.

Many thanks to our members who have renewed their subs for 2017 and many apologies for the lateness of the anniversary goodie bags, there has been a problem with quality of one of the items and I have been assured that the goodies will be posted out very soon.

Whilst I'm on the subject of subscription renewals, we have a small number of members who have yet to renew, so just to jog the memory, the cut off point for the payment of subs and entry into the draw for the MSV corporate day is the 31st March. Paying via direct debit has become a very popular method of payment, once set up it all happens automatically, payments are normally taken early in January. Another easy way to pay is to use the on-line system with a credit or debit card via the BMMC website.

I'm fairly sure that everyone will have heard that MSV has reached an agreement with Kevin Wheatcroft to take over the Donington Park circuit business and to lease the Donington Park Estate for an initial 21 years. The only news that we have to date is that MSV have confirmed that there will be no significant changes to the operation at Donington during 2017. If we get to know of any proposals for changes we will keep everyone informed.

Your committee are looking for a way to celebrate the 60th Anniversary of the club, again we will keep everyone posted with developments.

Mike Grantham—Midlands Region Chairman



Find us on the above

MSA: Code 60 Flag—a reminder...



15.1.1.

(e) The Code 60 flag (Purple)

The Code 60 flag will be brought into operation to neutralise a race at the sole decision of the Clerk of the Course provided that all flag points are in communication with race control. When the order is given to deploy the Code 60 flag it will be displayed at the start/finish line and simultaneously at all other posts. All competing cars, when notified of the Code 60 intervention (by the flag signal, or by any other means) will release the throttle, reduce their speed to 60kmh and should remain behind the car in front. Overtaking is strictly forbidden until the green flag is displayed. Any infringements may be penalised by a time penalty of 1 minute, or more. While the Code 60 is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so. When the Code 60 flag is withdrawn it will be replaced with a waved green flag for one lap. The waved green flag will be shown simultaneously at all posts Each lap covered while the Code 60 flag is in operation will be counted as a race lap unless specified to the contrary in Championship regulations.

John Surtees

We were saddened to hear of the passing of John Surtees. He's always paid the marshals a visit when he's attended at a circuit, and many of us have been lucky enough to meet and converse with John.

John was the only person to win world championship titles in Formula 1 and in motorcycle racing, and was considered to be one of motorsport's greatest competitors. He won the 500cc motorcycle world championship in 1956, 1958, 1959 and 1960 before switching to four-wheel racing, where he went on to win the F1 world championship in 1964 in a Ferrari. He also raced for Honda and BRM, before competing with his own racing team. He eventually retired from racing in 1972. In total, John won 38 races at world championship motorcycle racing level, and 6 F1 wins.

John started the Henry Surtees Foundation after the death of his son Henry, who was killed competing in the FIA Formula 2 Championship in 2009. The charity assists people with accidental injuries, and helps young people to develop their capabilities.

BMCC would like to express our deepest condolences to John's family and friends at this time.



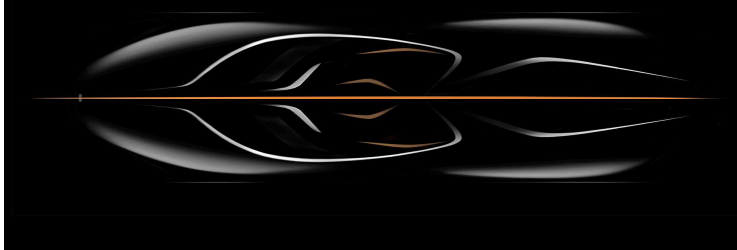
Spring Quiz

- 1 Lewis Hamilton and Nico Rosberg won 19 times between them in the 2016 F1 season – who were the other winners with one victory each?
- 2 Audi has withdrawn from competing in the WEC 2017 – True or False?
- 3 Formula Ford celebrates 50 years in 2017 – when and where did the first Formula Ford take place?
- 4 Paddy Lowe, Technical Chief at Mercedes F1 team has moved to a new team for 2017 – who is that team?
- 5 Donald Campbell's death was the 50th anniversary in January 2017 – what was the name of the lake where it took place?
- 6 What was the name and designation of the vessel in question?
- 7 Who has three victories from the first three rounds in the 2017 Formula E series so far?
- 8 On only its second outing in the 2017 WRC, who won the Swedish rally and in what car?
- 9 Turns 2, 3 and 4 at Thruxton circuit are named what?
- 10 Which American series do the following drivers compete for 2017 –
Kurt Busch b) Dale Earnhardt Jnr c) Jimmy Johnson

KNOW YOUR ABBREVIATIONS

- 11 S U V
- 12 P D C
- 13 L E D
- 14 D A B
- 15 S O R N
- 16 D V L A
- 17 N C A P

FACT – McLaren has announced it is to build a new three seat 'Hypercar' code named BP23. Just 106 to be built with a price estimate £1.5 -£2 million !!!
Expected to produce 1000 BHP ! from a twin turbo V8 and could exceed 240 mph – STAGGERING !!!



Thank you Roy, great quiz again!

Pulsating Rally Memories Event – Huge Success!

A recent event held at the home of Hills Ford in Kidderminster saw a massive turnout enjoy the evening of Rally memories and raise significant funds for two worthwhile charities that are hugely involved in the sport of rallying.

The event held on 10th December, was a great opportunity for those who love rallying to meet and listen to some of rallying's undisputed heroes from the past, some present-day stars and up-and-coming driving talents that will be the names of the future, as they shared their off-road adventures with attendees at a special one off night of Motor Sport Memories.

Amongst those there to share their memories and experiences were Gwyndaf Evans and Phil Collins reliving their 1980s experiences driving the Group A Sierra Cosworth and comparing that beast of the rally circuit at the time with today's rally supercars. Their co-drivers Howard Davies and Bryan Thomas were also present to give attendees a flavour of what it was like to be sat next to these guys, screaming through the forests, snaking around the hills and thundering through the valleys at over 100mph!

From the present day, the evening was blessed by the presence of Osian Pryce, the newly-crowned 2016 Drive DMACK Fiesta Trophy Champion, who enjoys sponsorship from Hills Ford.

"It was a great trip down memory lane and it was good to hear so many stories from the past. We've had a huge number of positive comments about the event and we're very much looking forward to the next one in the not too distant future," said joint managing directors of Hills Ford, Tim and Richard Hill.

Rally driver Phil Collins was ecstatic about the evening: "What a super night! It was great to relive old memories, and to catch up with everyone and see so many familiar faces in the audience. And all whilst raising money for two great causes."

More than 200 people attended the event and raised £1360 which will be split between the Midlands Air Ambulance and the British Motorsports Marshals Club. There was a large range of cars on display from rally cars such as a Mk 2 Escort RS1800, a rally spec Subaru Impreza and the latest Fiesta R2 M-Sport rally cars, as well as RS's and Mustangs.

There were classic cars as well as new models on show for the evening, and the Birmingham RS Owners club had a number of models on show as well. Hills Ford offers the latest RS models as well as MK2 RS's, the latest Mustangs, Fiesta and Focus ST's, and performance upgrades from Mountune and Superchips.

Hills Ford Marketing Manager Anil Yilmaz said: "This was a perfect opportunity to showcase the company's facilities in all their glory to the general public, and all whilst raising money for two fantastic charities. The response to everything about the night was terrific and it's something we will be repeating in the future for sure! The atmosphere was brilliant and the evening seemed to pass in a flash! A good time was had by all!"

For more information and great offers, visit hillsford.co.uk and contact Kidderminster@hillsford.co.uk to register your interest in future rally event evenings – you'll receive advance warning of future events from the Hills team to make sure you don't miss a thing.

For further information, please contact:

Jack Whitehouse, Hills Ford – 01562 820028 or Steve Paddock, Paddock Communications – 01684 89 33 88



Marshals Club Sprints 2017—20th Anniversary!

May 13th is the 20th anniversary of the BMMC Midland Sprint at Curborough. The event is run by Steve & Julie Hill with the help of marshals and officials without whom the event would not take place.

Started in 1997 by Steve Hill after he attended a Sprint run by S&DCC and decided that anyone could do that and how easy he felt it would be for the Marshals Club to do one... The only stipulation from the Midland Region Chairman (at the time Dave Pierre) was Steve had to make a pound profit or it would not be run. Steve managed to get sponsorship from Mates "Durex" and organised his first Sprint. Unfortunately due to a lack of entries the Sprint was cancelled and Steve asked his sponsor to pay the BMMC a pound over the losses so that in the first year the sprint did not run but the event made a pound profit.

Happily over the following years the Sprint has grown and become the well organised Sprint that usually has reserves for the August meeting and a nice turn out for May. Every year the Sprints have shown a profit accumulating over the years to over £65,000 and all the money goes straight into BMMC club funds.

Attracting new championships to the Sprints is always a challenge and this year the May sprint will see the return of the Lotus 7 Club GB and Westfield Sports Car Club, as well as the regular Curborough Championship. The August Sprint will also be a round of the Porsche Club GB Sprint Championship for the second time.

Historically Steve has run many events for the Lotus 7 Club GB abroad with track days and continental tours hence our close affinity with Lotus 7 Club GB (Indeed Julie and Steve got married in France at a racing circuit on a Lotus 7 Club GB track day) and why we make a weekend of it with the BMMC Sprint on the Saturday and the Lotus 7 Club GB Sprint on the Sunday.

Our first request for entry to the sprint arrived via email on the 14th of January...

Marshals wishing to attend the Sprints can volunteer online or email Julie Hill directly hilljulie@btinternet.com 01434 609723.

BMMC MIDLAND SPRINTS AT CURBOROUGH MAY 13TH AND AUGUST 26TH 2017.



Overseas Tour 2016—Round Two

Round 2 of my 2016 tour (and some of you may say my first real overseas trip of the year) was to Monza in late September into October. This time Ben Clarke and I flew from Luton to Milano Malpensa. Despite heavy traffic on the M1 we got there ok and collected our Smart 44 automatic hire car. This was a 5 class upgrade apparently. I dread to think what we would have had. It was spacious enough, and drove OK, but had no power whatsoever. Pulling on to motorways was always a nervous moment, to see if I could get it up to speed before a pack of other cars caught me up. Another nervous moment related to the motorway tolls. I misunderstood a conversation at the hire desk and thought we had the express lane pass in the car. No we did not, and after one slightly dangerous moment where we discovered this we did check the vignette that was on the windscreen. Not only was the vignette, out-of-date it was also for Slovenia. Lesson learnt and from then on we queued up at the pay as go tolls like good little boys.

That first afternoon we drove up to Como on the shore of Lake Como and had some proper Italian pizza and visited the town. It is very nice, though I am led to believe there are much nicer places further round the lake. For those of you with an interest in model cars, there is a little shop with some rather unusual items for sale. For example I bought a 1/43rd 1967 Chaparral as driven by Phil Hill in the Targa Florio. On the way back to the car park as I discovered all the team and media cars parked up following a 1 day cycling classic. But then all the riders and bikes had long gone. If I had known about the event I would have tried to see it. Such is life. We were staying in the Ibis Styles in Agrate Brianza, which was surprisingly comfortable for what we paid, and indeed some of the British F3 teams (entering in the Euroformula Open) were also staying there. Agrate Brianza is a good choice to stay as it is still close to Monza, but significantly cheaper. We still found three very nice places to eat. Two were family run restaurants but the other seem to be a food mecca in a huge old flour mill. There was a wide choice of food, at OK prices, and really good quality. On Friday and Saturday it is fully booked despite being so big. If you are in the area it is called Acqua e Farina. The only warning I would give about this area is that you need to use your Sat Nav. One small wrong turn at night got us into a one-way system and totally lost. During this we drove through the red light area, so decided not to stop to ask for directions in case our intentions were misunderstood.

When heading to Monza race track as a marshal it is best to ignore that Sat Nav unless you want a very long winded and confusing drive through the royal park at Monza. Technically you can drive through but you had best take it easy due to the number of joggers and cyclists, who don't expect to see many cars. Despite forgetting to put my alarm clock back 1 hour, and our delay we got there just in time to get to post and meet the crew before track inspections started.

We were both assigned to work the weekend at Variante Ascari. I'm sure most of you know this corner, but for those of you that don't cars come towards the chicane at full chat, do a left-long right- left, then shoot off up towards the Parabolica. At least that is what they are meant to do. Many got it wrong, but few of them needed our intervention. Most that got it wrong were going so fast that they skipped across the gravel and rejoined the circuit losing 15 seconds or so, and maybe a few bits of fibreglass off the bottom of the car. This was the first time I had marshalled in Italy so I really had no idea on the style or quality of marshalling upfront. I have to start by saying I was very impressed with the professional attitude and ability of the teams. Our Post Chief for example has not only been marshal at Le Mans for many years, but also is part of the select team that is chosen to marshal at Monaco. They don't work in the same way we do, but everyone knew their task and when to do it. Race control seem to give feedback on every incident and even good blue flagging. At Monza the 'Leos' team which run the fire/rescue truck also man the fire extinguishers; normal marshals are to leave fires to them. Every post has a team of Leos, and team of marshals and some first aid staff. As a marshal you rotate duties between flag and incident every few sessions.

The racing included a round of the European Radicals, Euroformula Open (F3 cars but with fixed engine to cap budgets), International GT Open, Formula V8 3.5, and the Polish championship for Kia Picantos. The Radicals were

Overseas Tour 2016—Round Two continued

great as Monza is a track made for such cars though in one race the leader did lap the whole field. The F3 cars provided some good races, as did the GTs. The Renault 3.5 cars are impressive to watch but personally I thought the races very processional. The surprise of the weekend were the Kias. Not only were they way quicker than I expected but they also had lots of very good close racing. being so short wheel-based they do dance a bit under heavy braking. As mentioned previously most cars that got in wrong did carry on with little damage. We did however have two Radicals come into the first part of the chicane and make side to side contact before they both became totally stuck in the gravel needing live snatch. At this point I was on flags so was not directly involved, but was complimented by race control for my double yellows. Strangely enough I had a conversation about this very incident with the FIA Steward from Monza a week later where he was also the MSA Steward at the HSA sprint at Curborough. It is a small world. Back to Monza and the only incident I was hands-on involved with was an Aston Martin which retired with us due to gear box failed quite early in the GT race. My task was to help the 'Leo' hook up , but he had that in had so I helped with a few translations. Although my Italian colleague spoke excellent English, the Turkish driver did not understand his accent. Oddly English with a Derbyshire accent worked better than with an Italian one.

This was an international race meeting, but hardly a main event for Monza, however as the event is in a public park anyone who wanted can get in and sit in a grandstand for free and thus there was a fair sized crowd. There are only about 3 events per year where the public have to pay to see the racing. The regular Monza commentator was on hand and he is every bit as excitable as rumours suggest. During qualifying any change of pole, was met with a long scream of PoooooooooooooooooIIIIIIIIIIeeeeeeeee Position. Imagine his delight when any Italian driver overtook anyone in a race, and notch that up another gear when they took the lead or won. For the Picanto races he was accompanied by a Polish guy who commented in English. We guess English was used as a common language that both the Italian fans and the Polish teams would understand. The weather was pleasant but on the Saturday we did experience Italian rain as they described it. To us this was a really light short lasting mist that wasn't even worth putting a coat on for. However all around us umbrellas and coats were appearing. Thus followed a conversation on what good old English rain was like. One word of warning if you intend to visit Monza as a spectator or marshal. Take insect repellent. In the cities or by the lakes this is not a problem, but after one day in the forest at Monza my arms were covered in bites. The next day armed with spray the ticks rarely touched me. Fortunately the bites looked bad but only itched. At the end of the day we shared out some English ciders we took across as a thank you, said our goodbyes and rushed to the merchandise store which always closes way too soon. We did get to have a look and photos taken on the old banking as well. P.S. Yes you do drive round the circuit to get to post at Monza. What a hardship that was.

The next day we visited Milan in roasting sunshine. It is a beautiful city though the centre is not very large. We covered most of it in 1 day. The transport system is modern and from what we could see on time (though I understand that is not always the case outside the city). We had a good walk around the Duomo di Milano (cathedral) up to the Castello Sforzesco, through Parc Sempione to the Acro della Pace, before taking a route via the back streets to the cathedral. A sign of the times was the number of heavily armed troops patrolling the main tourist area. Though at least where the troops were the touts were not quite so pushy trying to get you to buy all their tat. In the area around the castle, there was little police presence and they take advantage of this, even throwing their cheap items on your shoulder as you pass them then trying to get money off you. Still that was a minor irritation on what was other wise a excellent short break. The following morning we flew back to England.

Round 3 of Simon Morris's journey will appear in the Summer newsletter—thanks Simon!

Phew! Article by Ian Dixon

So, here we go again the start of another year. We know that as Jim Whitaker's email pops up on our screens. It's training time again.

I had planned to come down to help on both the marshalling days, you see I had an idea.

I was asked to put that idea into practice and use that on the Sunday.

However, it all fell down, due to a family upset, which involved hours waiting for news and then travelling round the midlands to a very isolated police station near Warwick.

So after a very long night, I felt knackered to say the least. Apologies to Jim Whitaker, sorry Jim.

Next year I will see the task put into place. So be warned.

A week later and I don't normally get wound up about anything. I mean, I did guess that my rescue assessment would be set up so that I should be IC when we did our run.

Looking back on history, I did a run as IC last year and did pretty well carving the car up and releasing the driver, but the patient handling according to Jim was ****.

Fair comment, I thought, so having realised what may happen I prepared myself for the task ahead.

The Rescue Manual dusted off and opened I refreshed the parts that no other etc. Then settling down for the night relaxed and well read - could I sleep, no! Next day I did feel ok and I was confident.

In the main I volunteered for most things during the day and did ok, I think.

Then it was our run, which was ten minutes before it's scheduled time as the team before us was doing better than expected. Well done to them.

Four of us who needed our assessments, were off, that was it, me in charge and the three Musketeers behind, brilliant! We arrived on the scene and radioed in, at least that went well. We set off on our task and the kit was laid out and we began to extricate the driver.

I figured that we could get in through the back, slide a spine board in and bring the driver out through the back door. We had spent about fifteen minutes toil and then it was pointed out that we couldn't do that as we were lowering the seat, something that isn't on a race car - understood.

Rethink required - cut the "A" pillars, the windscreen and the back pillar at the same time keeping the rouge door out of the way. Phew!

I did try to keep glass out of the scene much as possible as it could cause problems. I now know to cover up the driver and the person in control of the head and go for it.

On debriefing, the driver did say he was handled well. We did pass - phew relief.

I did feel a little deflated as the run didn't go as expected, but then, the penny dropped and I realised that I had had a brilliant learning curve. I am pretty confident I now know what is required under most situations I come across.

Thank you to my team for their efforts and Jim for the constructive comments.



Phew! Continued...

I put a message on Face Book a few weeks ago about improving the lot of marshals in inclement weather. Ian Berry asked me to put it on FB as he doesn't have the "pleasure" of that programme - can't fault him really. Now to say that 175 people read the message, and apart from myself and Ian Berry, Kate Hilda Neil, Keith Riddell, and James Parry - that was it.

The task was to lay chippings from Roberts to post1, quite a task, we could do it with the full co-operation of the circuit, which we had in the form of a Merlo driven by Brendan and the use of the tipper which I drove.

We started at Roberts and dropped half a load off the truck, which took us towards post 39, then another half load was dropped at the barrier gates opposite the pit lane and progressed the other way towards Post 39 again. This was all skilfully raked into place by Kate, and a lot of wheel barrowing, pushing and shovelling from everyone else.

Ian decided that because we had worked four hours non stop, that we ought to call it a day, as there was no rest at all between loads. We, at this point, did however decide to try and sort Post 1 as when it rains it floods. So with a big help from Brendan and a bucket full of two tons of chippings, it took us about half an hour to raise the ground level at Post 1 by about a foot. Brendan managed to squeeze the bucket between the catch fencing and the equipment box by an inch on each side and after unloading a bit at a time dumped the lot around Post 1. Kate, Brendan and myself shovelled pushed and raked into place. Twelve tons of chippings was shifted in all, I like it! We all felt we had achieved a great deal when we finished and like Kate I was off for a hot bath and then watch the rugby. So a personal thank you to you guys for the time and great effort that you have put in.

Probably by the time this is read the new season will be close or under way.

So to all of you may I say that you have a happy start to the new year.

Oh! Some of the circuit has been resurfaced - that should be fun.

Stay safe Ian Dixon



Training Days 2017

Each year the Midland Region organises training for our members and other interested marshals and this year was no exception. We started off with a day for rescue crews, new and old. Controlled violence was done to several scrap cars after tool use and care had been covered. Actions in support of our medics were also covered. Every three years crew members have to complete and pass a practical assessment. All three crews did the expected great job and were successful licensed or re-licensed.

The next weekend we had two full days for race marshals, from new and just getting started to the more experienced grades. There was a good turnout and about 150 people completed the modules necessary for upgrade or to maintain their existing grades.

As always, we can only hold these events with the support and help of Donington Park and financial support from the British Motor Sport Training Trust. Delivery of the days depends totally on the contributions from the instructors and helpers and I am very grateful to all concerned.

Jim Whitaker—Training Officer

Photo courtesy of Brian Tyler Photography—thanks Brian!



National Awards Winners from our region

It was my pleasure to award two national trophies at the start of the training session on Sunday, it's a great honour to have National trophies. There are three of them; the *David Leslie Trophy* which is awarded to the *Best National Cadet Marshal*, The *John Nicol Trophy* which is awarded to the *Best National Newcomer* and the *Unipart Trophy* which is awarded to the *National Marshal of the Year*. Just to confuse things we always nominate our previous regional award winners, so in 2015 we awarded Rachel Page our *Newcomers Award* and she received the *John Nicol Trophy*, and again in 2015 Dan Brough was awarded our *Regional Marshal of the Year Bellini Trophy* and Dan received the *Unipart Trophy*. Many, many congratulations to Rachel and Dan.

Mike Grantham—BMMC Midlands Chairman



New Members and Upgrades

Welcome to our new members...

Oliver Anslow from Chasetown

William Presland from Derby

Shaun Redfern from Uttoxeter

Belinda Knight from Nottingham

Alexander Furniss from Pershore

Kevin Witton from Wolverhampton

Andrew Horner from Kirkby in Ashfield

Congratulations to the following members on their upgrades...

Phil Osborn—Track

Daniel Lloyd—Track

Wedding Congratulations to Julze and Rach

Julze Batten and Rach Dale, the Midlands committee's social events co-ordinators, finally tied the knot on 17th February. If you hadn't heard about it, where have you been?

Wishing Mr and Mrs Batten-Dale all the best for the future, and may the wheels keep on turning throughout your married life!



Marshals wanted –CHuMP

CHuMP Ltd. (Clarkson, Hammond and May)



Unlike last year I can be more open this time round. We have again been asked to provide the safety cover (marshals) for the filming of Grand Tour at their test track near Swindon. I do not have any definitive dates yet, but.....

Each day is very different! We normally sign on at 07:30 or 8:00 and are there until 18:00, but each day's timing varies slightly.

We get breakfast (normally bacon, egg and sausage butties etc.)

Lunch is provided (normally a hot main course and pudding)

Tea and coffee all day

£45.00 towards expenses

Filming days are very variable – all are mid-week

Filming depends on the weather and there are times when a good book is very valuable – but then you get to see some very exotic cars being thrashed round the circuit. Those who did it last year thoroughly enjoyed their days at the track (and at the studio session as well).

All accepted volunteers will need to sign a non-disclosure agreement before marshalling.

I publish a list of the planned filming dates to all volunteers, then try to select 8 for each day, giving everyone as equal a chance as possible. Very often we will get a last minute change of date, so flexibility is essential.

If you are interested please let me know by e-mail at Hobson.c@btinternet.com and please head your e-mail Grand Tour.

Marshals wanted—Kop Hill Climb, September

Kop Hill Climb September 16 & 17

Probably the friendliest, easiest going meeting of the year. Guaranteed lunch breaks, lunch packs and the grateful thanks of all the entrants.

Kop Hill near Princes Risborough Buckinghamshire, has been a speed hill climb for motorcycles and motorcars since 1910, but was closed in 1925 when a student lost control of his Bugatti and went into the crowd, signalling the end of closed roads racing in this country.

On Saturday, 16th and Sunday, 17th September 2017 there will be the ninth revival meeting. The event will not be a timed speed hill climb but rather a commemorative run to recall Kop Hill's glorious past. A sort of mini-Goodwood (as it used to be in the early days!) on closed public roads! Last year we had over 16, 000 spectators over the two days and donated over £100,000 for local charities.

Our plan is for 400 motorcycles and motorcars taking to the hill over the weekend, (about 220 each day), the majority of which will be Veteran or Vintage that could have taken part in the early days of the run, together with a whole host of vehicles up to 1972 plus a class for modern exotics.

I am organising all the marshalling and will be acting as Clerk of the Course. I am again looking for a full team to run the event. Please have a look at the web site or talk to any of those who have marshalled the previous events – I guarantee a great weekend. Details are here:-

<http://www.kophillclimb.org.uk>.

It should be a really good event - if you can help please contact me on Hobson.c@btinternet.com. Please title your e-mail 'Kop Hillclimb' and let me know if you would like to work in the paddock or on the hill. I look forward to a deluge of replies! Those who did the event over the last seven years will tell you just how superb it is.



Taster Days 2017—Donington Racetrack

FIRST FEW DATES FOR THIS YEAR...

8th/9th April—HSCC

3rd/4th June—British Superkarts

8th/9th July—Caterham 60th Anniversary

The Taster Days are on the Saturday, with an opportunity for you to come straight back on the Sunday if you want to.

For more details go to www.tasterdays.info

Under 18?

In association with **Go Motorsport**, the BMMC Midland Region & Donington Emergency Services Team Taster Day programme provides opportunities for prospective marshals between **16 and 18** years of age. Complying with the Motor Sports Association's (MSA) 'Duty of Care' guidelines, this provides younger volunteers with the chance to gain first-hand experience of a motorsport environment.



Photo courtesy of Brian Tyler Photography—thanks Brian!

Some useful motorsport links...

Some of the Circuits in and around the Midlands

Curborough	http://www.curborough.com/
Donington	http://www.donington-park.co.uk/
Mallory	http://www.malloryparkcircuit.com/
Rockingham	http://www.rockingham.co.uk/
Shelsley Walsh	http://www.shelsleywalsh.com/
Silverstone	http://www.silverstone.co.uk/

Racing Clubs, Organisations and Events

FIA Formula-e	http://www.fiaformulae.com/
British Touring Car Championship	http://www.btcc.net/
British Truck Racing Championship	http://btra.co.uk/
750 Motorclub	http://www.750mc.co.uk/
Aston Martin Owners Club	https://www.amoc.org/
360 Motor Club	http://360mrc.com/
BRSCC	http://www.brscc.co.uk/
MG Car Club	http://www.mgcc.co.uk/
MSVR	http://www.msvracing.com/
Historic Sports Car Club	http://www.hsccl.org.uk/
Vintage Sports Car Club	http://www.vsccl.co.uk/
Midlands Automobile Club	http://www.midlandautomobileclub.co.uk/
Shenstone & District Car Club	http://www.curborough.com/
British Superkarts	http://www.superkart.org.uk/
Nottingham Sports Car Club	http://www.nottinghamsportscarclub.co.uk/
Hagley & District Light Car Club	http://www.hdlcc.com/
Classic Sports Car Club	http://www.classicsportscarclub.co.uk/

Festivals

Donington Historic Festival	http://www.doningtonhistoric.com/
Masters Festival	http://www.mastershistoricracing.com/

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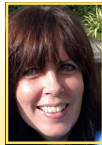
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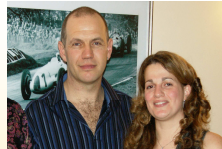
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Answers to the Spring Quiz—

- 1 Daniel Ricciardo and Max Verstappen
- 2 True
- 3 Brands Hatch in July 1967
- 4 Williams
- 5 Coniston Water, Cumbria
- 6 Bluebird K7
- 7 Sebastian Buemi
- 8 Jari Matti Latvala in Toyota Yaris WRC
- 9 Campbell, Cobb and Seagrave
- 10 NASCAR series
- 11 Sports Utility Vehicle
- 12 Park Distance Control
- 13 Light Emitting Diodes
- 14 Digital Audio Broadcast
- 15 Statutory Off Road Notification
- 16 Driver and Vehicle Licensing Agency
- 17 National Car Assessment Programme

Editorial Disclaimer

The opinions expressed in this Newsletter are those of individual contributors and are not necessarily those of the BMMC, the Region or the Editor. The Editor reserves the right to edit contributions for length or clarity. E&OE