



MMP Summer 2017



Chairman's Report—Mike Grantham

Well here we are, it's June and we're almost halfway through the year already, welcome to the Midlands Region Summer newsletter.

2017 is the 60th anniversary of BMMC or BMRMC as it was originally called, and the club was formed here in the Midlands with the first ever meeting being held in Birmingham on the 16th June. We are celebrating this milestone occasion with our BMMC Diamond Celebration Christmas Party which has been provisionally booked at the Hilton Hotel, East Midlands airport, for the 2nd December 2017. We need your help to secure this venue and date. Full price of the ticket is £25, deposit required £10 before end of June. Your deposit will be fully refunded if the venue is not secured. Accommodation prices will be agreed with the venue once booking is confirmed. We have received a handful of deposits, but we need a lot more before the end of June to secure the party venue.

A lot of you know the problems we had last year and this is the reason for the venue change. The party has been very successful for the last 5 years, please share with all your marshal and official friends from the motorsport world, everyone is invited.

The club relies on using email addresses in order to communicate with our members, including distributing newsletters, pleas for marshals, membership renewals and general admin. So, it's vitally important that email addresses are kept up to date; this can be achieved by all BMMC members whose email address is logged on the club's database. However, all members can update their personal information by logging onto the club's website; just visit www.marshals.co.uk and click onto 'members log in', a screen will appear, click on "first time user account set-up". You will receive an immediate response requesting your email address, submit and you will then receive an email inviting you to create a new password, follow the instructions and set your preferred password and make a note of it in case of a system problem. To change any personal details, log on as above then click on the volunteering tab, from there, there is a link to your account settings.

Just a quick note about grading, when anyone needs to up-grade please can you ensure that you send your completed personal record card (PRC) together with a completed MSA registration form (all grades except Rally) and post them off to Geoff Mollart at 5 Avocet Close, Uttoxeter, ST14 8UG. Rally PRC's and registration form need to be posted to: John Jones, 6 Hallfield Close, Twycross, CV9 3SA. I would advise that you take a copy of the documents for your own records. It's very important that upgrades are endorsed by the club, sending upgrade requests direct to the MSA will only delay the process.

Mike Grantham

BMMC Midlands Region Chairman



Find us on the above

BMMC Diamond Jubilee—Marshals Christmas Party

This year's Christmas Party is also celebrating the BMMC's 60th Anniversary, so looks to be a great night. If you haven't been before, come and enjoy an evening of good food and a few drinks, awards, storytelling and dancing—bad dancing...



All welcome—marshals, friends, family and gnomes!

Venue: Hilton Hotel, East Midlands Airport

Date: 2nd December 2017

Ticket price is £25 –deposits of £10 are now being taken, and will be needed by the end of June latest in order to secure the booking.

Please email rachcdale@hotmail.com

BMMC Midlands Awards—here's a reminder

The Bellini Trophy

Marshal of the Year

The Christine Lynham Shield

To recognise the good work of our cadets and young marshals

The Midlands New Marshals Cup

Outstanding contribution during their first season

The Shadow Trophy

A significant contribution to marshalling and the club

The Sylvia Edwards Trophy

Specialist Marshal of the Year

Marshal presentation at Donington Historic Festival

In April, the BMMC Midlands Recruitment Team were invited onto stage at Donington Park, to represent the Donington ES Team for a presentation. Mel Baggaley (Donington ES Team Administrator) said a few words, giving particular mention and thanks to the hard work of the BMMC Recruitment Team and all they do with the Taster Days and Recruitment Weekends. It is nice to be appreciated, especially as we're volunteers too 8-).

Leonora Cope, wife of the late Mick Hill, presented an insulated lunch bag with the Donington 40th Anniversary logo together with a card with personal words of thanks to the marshals for the work they do.

Local racing driver Mick Hill won a total of 96 race wins in various championships over his racing career in the 1970s, and was a member of the British Racing Drivers Club from 2000. Leonora said Mick considered the marshals to be the unsung heroes of motorsport, and it was appropriate to honour them in his name. Mick raced at the re-opening of Donington Park in 1977, which made it particularly poignant for this year, Donington's 40th anniversary.

Mick's best friend Robert Else and racing driver Tom Wood (sponsored by Donington Park) also gave thanks to the marshals, along with Donington's Managing Director Chris Tate.

The card had a picture of Ayrton Senna, on the Craner Curves, at the European Grand Prix in 1993. The picture had been reproduced with the permission of the artist Paul Chenard.

Sponsors of the marshals gifts were DK Engineering, Pneumatic Services and Unusual Rigging.



Good Luck Billy—article by Ian Dixon

Well, the first meeting of the year for me was at the 750 motor club, 18th 19th March at Donington. The weather forecast was not that good for the morning and so I went prepared.

I took all I could muster and what didn't go in the bag stayed dry and warm in the boot of my car. Saturday was a damp and cold day as the weather forecast had said.

The layers had gone on from early morning, firstly thermals on, secondly, a thin cotton tee shirt over the top, next a woolly pulley, then the orange silk scarf we had in the marshals Christmas pack of goodies. Overalls then went on and on top of that I put my tog 24 windproof waterproof jacket and my orange jacket. Balaclava over my head and woolly hat on top followed by the hood being up. Got to mention thermal boots and socks, then thermal gloves. I was warm and keeping dry and I was not taking any protection off for anyone. So glad I didn't have a radio that day. But I did have my trusty scanner.

On my scanner I did hear that Di was asked by pits—"Have you got car 99 up your end?"

To which she replied, "Please clarify up my end."

Made us laugh anyway.

Sunday was just as bad and the wind had changed slightly but still blowing in over scrutineering and into our faces. So all layers on again for another day, when I spotted, in the afternoon, Nick Anslow, at the top of the pit lane standing on the wall in shirt sleeves. Is he taking the p*ss, I asked myself??

The HSCC on the 8th April was a lovely day and I dragged myself to Donington in my Caterham which went very well considering it was its first real run out in 2017.

However when I got to the Derwent River crossing on the A50 there was fog which is not good for driving a Caterham as the fog gets on the windscreen outside and also on the inside. I was quite surprised that when I flipped the heated screen switch on, it cleared very quickly. There were some nice cars there for this meeting.

The following day at the MGCC and sitting quietly at Goddards and watching the saloon cars flying round, when the leader car 10, pulled off by us, stopped, thumping and shouting,

"B*^^*+~d- B*^^*+~d-B*^^*+d - B*^^*+~d"

Once again , made us laugh. The driver did apologise when he calmed down.

At the Touring car weekend we signed on at the Sienna Suite at the back of the museum where Belper Scouts did the bacon and sausage cobs to raise some cash for a trip to Florida. They raised £700, so thank you one and all.

We were once again parked up at the loop in the morning and two Renault cars had run wide into Roberts and buried themselves in the gravel. It was near the end of the session and when the flag went out Mick and Rob turned up in their respective breakdowns to clear said cars. All was well, cars dragged out and tow strops connected to cars. Then there was a toot from Mick—Rob had jumped into his cab ready to drive off when Mick noticed that he had not connected the other end of the strop to his truck. He He!

There is a person that roams the Donington estate, I call him The Craner Curves Graffiti Artist - he is not quite a "Banksy" but none the less no one knows who he is. This person will deface your Banana and Satsuma. Watch your snap box as it may re-appear having grown a beard etc. I've asked Brendan If he has some knowledge of the culprit, to no avail.

Good Luck Billy continued

It always makes me smile when the Ginetta Juniors are out on track.. Whenever there is an incident the driver climbs out, they always look rejected, downhearted and generally fed up. Probably frightened that dad is going to give them a good slap. When Mick Avery has a Junior driver in his cab with him I always want to ask him if his grandson has come with him.

Talking about parents, I'm led to believe that after a big incident at post 6 during the Renault race that relatives ended up scrapping in the med centre.

There were a few bumps and incidents throughout the day.

Then came a freak accident that we attended.

All I want to say is that Billy Monger's incident was an extremely difficult and frustrating situation, we all worked well together and all that were involved did their very best for Billy. That includes doctors, extraction teams, rescue units and marshals.

So get well very soon Billy and it would be great to see you racing again.

They say that out of adversity something good comes, certainly I and all others involved in the above accident have gained an insight into themselves and what they are capable of.

Update:- A MONTH LATER.

After being on our local news regularly I am so pleased that Billy has the strength of personality to fight and get back into racing which makes me happy anyway.

Good Luck Billy.

Stay Safe

Ian Dixon



Would you like to contribute?

Marshals are a superb bunch of people, who dedicate their time for the good of motorsport. A few also make up the committee who make decisions on behalf of the members. The details of the committee members can be found on the last page.

If you have something for the Marshal's Post, then email m.news@marshals.co.uk, news, pictures, information, ideas or feedback is all appreciated.

Overseas Tour 2016—Round Three

Round 3 of my Overseas Tour was only 2 weeks later though I nearly did not make it. The traffic on the M1 at 06:30 on a Wednesday morning was very heavy but still chugging on at around 60 mph. I had noticed quite a lot of tail-gating and deliberately left a gap in front of me. All of a sudden brake lights came on ahead when I was in the middle lane. Just ahead of me to the right there was a almighty thud as a Merc Sprinter went into the back of a Renault van pushing that into the armco and the car in front of it. The Merc bounced across in front of me stopping in the slow lane, As I was emergency stopping my front missed the side of the Merc by less than an inch. When I came to a stop I had a smashed up van either side of me, debris everywhere, and a Transit van had stopped about an inch from my rear. For a short while the M1 was totally blocked. I pulled over and luckily so did all the other vehicles involved. I checked everyone was ok, and that I had not picked up a puncture on the debris. Amazing not a scratch anywhere on my car thought the two vans were probably write-offs. After the police had cleared the road and checked everyone's details I was back on my way.

The flight to Zurich was uneventful fortunately. However there was mixed news at the hire car check in. Since we had booked, the EU laws had changed regarding hire cars from Switzerland. Now EU citizens can only take a Swiss registered hire car into the EU if they are returning to their home address. We obviously were not doing anything of the sort. Not sure why this rule has been invented, and it seems nuts that anyone from outside the EU can still do this. We were warned that if the EU borders were manned we could be turned back. However they did not believe any of the EU countries bordering them were yet enforcing the rule. As our plans left little choice we proceeded accepting that risk. The good news was that our hire car was a Infinity Q30. These are brand new, and are basically a rebadged, re designed Merc GLA. We didn't have any old Q30 though this was the spec which is not available in the UK. It was the AWD 2.0 turbo with 208 BHP. I have driven faster cars but this was very nice, and as most reviews say is better than the original Merc. For this trip however it was Ben's turn to drive, and my turn to cringe occasionally. To be fair I only had to do that once, when a wing mirror scuffed the inside of a bridge.

We left the airport with some concern over our plans but still excited and headed for our overnight stop at the Swiss Heidi Hotel at Maienfeld; there we had a very nice meal sampling a local soup wine and meat courses. The next day after a few quick photos we set off on a quick drive to Vaduz the capital of Liechtenstein. It is a very nice place, but in just under three hours we had covered just about the whole city and walked through the suburbs to the river Rhine, across the border into Switzerland and then a short drive up the mountain to see the castle. The castle is still privately owned by the ruler Prince Hans-Adam II. Unless you want to go walking on the mountain there is not a lot more to do there.

We left there and drove another short trip up the motorway into Austria. This was to be our first test to see if we could cross the border into any EU country. As we approached the bridge over the Rhine we could see a queue of cars coming into Liechtenstein, but the desk going into the EU was deserted, so we drove straight over. This was to be the case at every border going into a EU country. But be warned that in the future this rule may be enforced. The couple of times we crossed from EU into Switzerland there were always border police, but as we had a Swiss car we were just waved through.

In Bregenz we took the cable car up to the summit of Mt. Pfänder. At the top there is a small Alpine wildlife park and amazing views across Lake Constance to Switzerland and Germany, as well as a good view of other mountains in Austria. In the winter this is a popular ski area with a small number of hotels and restaurants at the top also. We went back down to the shore line and had a basic lunch in the old train station cafe before setting off on what would be our longest part of the trip to Karlsruhe in Germany. Karlsruhe was to be our base during the three days we marshalled at Hockenheimring. It is about 40 mins drive from the track, and as this was a DTM weekend was the cheapest /closest option available to us. Still we spent little time there and the budget Ibis was fine. Also the Q30 really ate up the miles on the empty German motorways on our three trips up to the track. At one point Ben managed 160 mph, and it all seemed so effortless.

Overseas Tour 2016—Round Three continued

This was my second time marshaling at Hockenheimring, but with a different crew, on a different corner, and at a much more high profile event. In Germany DTM is bigger than F1 no doubt, however most fans do seem to turn up just in time to grab some souvenirs, photos in the paddock, get to their seat, watch the big race and go home again. Which they repeat again on the Sunday. This is all fine as far as I'm concerned as we got away from the track easily all three nights.

We were to marshal in the Abschnitt 2 section which is basically the straight up to the second corner and the second corner, but not the Parabolica. For those of you interested the Jim Clarke memorial is located just outside the circuit boundary at this corner. He did of course die much further round the old circuit, but that part of the track has all now all been reclaimed by nature.

Ben and I alternated between the last two posts in the sector, which were opposite each other on the entry to the corner. As in Italy you alternate between flag and incident during the day, but here you are allowed to use the fire extinguishers. There are DMSB teams available to help if needed. They are basically very highly trained staff who drive the snatch vehicles and also do rescue work. You have to be ex-emergency services to start working for that team. As this was DTM there were plenty of marshals also so some down was possible, though I only took advantage of that once during the passenger rides section to go and get some souvenirs. The rest of the time I wanted to watch the racing. As well as the DTM the support races were FIA European F3, German Porsche Carrera Cup, and Audi Sport TT. F3 had 3 races over the weekend everyone else had 2. I found all races interesting. I have not seen the Audi Sport TT's before and there were some wildly differing abilities out on track. Some seriously quick guys mixed in with some celebrities, who did not have a clue. One of whom was so slow he did not qualify. I was quite glad of that as he also ignored blue flags and was bound to cause a major incident when being lapped under racing conditions. Our corner is notorious for first and second lap accidents as it is the first tight corner the car get to. But all weekend we had nothing to do other than wave flags and pick up bits of debris. Don't get me wrong it was still entertaining, we saw loads of overtaking, quite a bit of body rubbing, and one of two spins. We did witness what looked like quite a nasty accident further down the Parabolica, where in the Porsche a out of control car spun back into the pack. Two very smashed up cars and one driver with a bit of a limp had to be sorted out. On the Sunday morning the start was delayed by nearly 2 hours due to thick fog, which all seemed very familiar for this time of year. Marshals in our sector resorted to a complex game of kick about off circuit to keep us entertained. We used a foam football, which made matters difficult, but also rolled tyres between us as the moving targets. Hardly anyone scored without cheating, but we all had a good laugh.

In the main event Marco Wittmann was the favourite for the championship for BMW with Edoardo Mortara Audi close behind. Mercedes didn't have any driver with a serious chance left in the running. Whittmann was second in the first race with Edoardo in third. This left Edoardo with it all to do in the final race, He had to win with 6 other cars between him and Wittmann. Now as DTM is effectually 3 big teams against each other this could be possible if Audi had the edge. On the day Edoardo gave it full beans and did exactly what he needed to, winning easily with only Christian Viertoris's Merc close to catching him. Paul di Resta brought home his Merc in third. However Edoardo's Audi team mates could not match Wittmann who did what he needed to do. He finished fourth and took the overall title. Brit Jamie Green was consistent in both races getting points and cementing his third place in the championship for Audi. Mercedes had an ok weekend with two podium finishes but I bet they were disappointed with their season overall. Robert Wickens was their highest driver in the championship in 4th. DTM has seriously impressive cars and there was good racing. Ok so not as close as the Walter Hayes trophy or Locosts around Mallory Park, but definitely worth a visit.

When the event was over we shared out some English real ales we had taken over as a thank you. in return we got some schnapps called Korn. As most marshals had to drive we ended up taking almost 3/4 of the bottle of Korn with us. They also gave us each a huge detailed circuit map. Along with the ADAC cap and mugs which all

Overseas Tour 2016—Round Three continued

marshals received. As always in Germany we were made very welcome and had a great time at the track. We also made quite a few new friends as well as having chance to visit the posts where our old friends were working. When we had said our good byes we jumped on the motorway to our overnight stop at the Mecure Hotel in Offenburg, which is on the outskirts of the Black Forest. Again we had a real bargain price for this hotel as it came fully loaded with robes and slippers in the room. We didn't really have time or energy to try any of the hotel facilities though so grabbed a quick lunch at KFC before heading to bed.

The next morning we headed south with a vague plan to visit somewhere in the Black Forest before we reached Basel across the border. The place we chose was a little town called Straufen, which is also right on the edge of the Black Forest. There is a ruined castle on a small hill with a small vine yard overlooking a charming little town. There are lots of nice shops and plenty of photo opportunities. On drive from there to Basel I got a phone call from our overnight accommodation. They had flood damage; do we mind moving to their sister hotel 10 mins drive away for the same price. We had booked somewhere just inside the German border on the outskirts of Basel as German hotels are way cheaper than Swiss. With that in mind we thought why not go with their suggestion as even if it was a dump, it was only for one night. As it turned out we had been moved from our budget hotel on the edge of a city to a charming little village pub/hotel. Where food and drink are their main business but they also have 12 rooms available also. As we found out this was directly on the border with Switzerland. Which gave us another chance to walk across the border. Anyway I have jumped ahead as before we got to that hotel we spent the afternoon walking around Basel. This was the first really wet part of the holiday, but I had taken my brolly so did not care.

Basel is another beautiful city typical of the area. We parked by the main train station and walked through the newer section towards the old city by the Rhine. The town hall is very striking in a vibrant red and gold, but there are many other places to see including the view across the river and the Carnival or Tingly Fountain (which is a series of mechanically moving fountains).

The next day we crossed back from Germany into Switzerland and drove towards Zurich. On the way we made a brief stop at Brugg, which is a nice little town on the river Aare and included the remains of Roman Amphitheatre Vindonissa. Zurich really is a beautiful city in autumn with the golden trees alongside the river and high on the hills. Yes it was another wet day but with dry patches in between. I had listened to the forecast, and also as it was mid-October at the foot of the Alps I suspected coat and umbrella were in order. That was my choice, now I accept other people whose names shall not be mentioned can choose to walk round in soaking wet hooded sweatshirt if they so choose to do. It is one of those cities that probably has something for everyone to do. Any way I had a great day here and I think I will need to re-visit, along with other parts further to the south of Switzerland we have not yet seen. We stayed the night in a reasonable hotel on the hills overlooking Zurich. We found a restaurant near by which claimed to have been voted the second best burgers in Zurich. I didn't try the Burgers wanting something a little more Germanic so I don't know how accurate the claim was. My food was nice, but not likely to win any awards though.

The next morning was our last of the trip, and we decided to visit Busingen am Hockrhien. Which as the name suggests is another village on the Rhine. I count this as being the 5th place we had visited on the river Rhine during this trip. This trip also included more Swiss-German border crossings as it is a German village surrounded by Swiss country side. It is only 3km from Germany. This is a tiny little place, and did not take long to look round. There are some very unusual looking buildings, where clearly a very old building had been extended, a long time along, and then again recently with a new roof on it. I guess in such places planning permission is not really enforced. Everywhere in the surrounding towns the old and the new are kept separate. As we had time left we followed the Rhine back into Switzerland and visited Schaffhausen before we returned to the Airport. Schaffhausen is another picturesque town with a castle and some other interesting old buildings. There is some unusual public sculptures of

Overseas Tour 2016—Round Three continued

wooden work men at a mocked up building site, there are at least 18 of these statues. I have no idea why. The monastery there is over 1000 years old and worth a look. For some reason they also have a statue of a ram reared up in the air on the side of the building. That is not so unusual, what I am not sure about is why someone chose to paint its horns golden, they also then painted it's testicles in the same colour. Artistic licence I guess.

On that note I finish this tale and look forward to more in 2017.

Bob Adams made honorary member of the BMMC

On a chilly recruitment day in April, we invited Bob Adams to come visit us at our Recruitment stand on the infield, for the British Touring Car Championship weekend. Not sure what to expect (as we often have lots of requests), we surprised Bob with a framed certificate confirming his lifelong membership of the BMMC, in honour of all his support at Donington Park.

Bob had this to say..."I am absolutely blown away by this honorary membership of the BMMC. For once, I was lost for words; I thought it was a swimming certificate. I look forward to working even more closely with the BMMC in the future. I'm sure there's lots we can achieve together."

Not to break with tradition with wanting something, we asked him if we could move our recruitment to a warmer spot, which was very kindly granted. Thanks Bob, enjoy the membership!



BMMC Sprint in May, Curborough

“Thanks for organising these events it was interesting to read the information on the entry list, Without people like yourselves and the marshals and other officials we wouldn’t have anywhere to race, so thanks again.”

Paul Gough, Competitor

“Thanks to everyone for yet another blinding days motorsport – flawless as ever.”

Steve Norton, Competitor

The 20th Anniversary BMMC Sprint got off to a great start, It was not raining... We had a fair few late entries, which took us to a final entry list of 67. We had a selection of cars ranging from Mini’s, Westfield’s, Caterham’s to a Bond Equipe.

FTD was Dave Banner 52.84s– in fact Dave’s was the last entry we received and he also missed his second practice run. Fastest BMMC member was Dave Reed 67.46s in his Lotus 61FF and the ladies award went to Anita Chesterton 71.38s in the Vauxhall Nova. Jamie Moffat 72.67s took the novice award in his Mazda MX5. Best prepared car was Tim Brown in his stunning Datsun 240z.

We hope the Marshals appreciated the T- shirts, the drink and cake at the end of the day to thank them for their efforts and hard work during the day. Its always nice to get positive feedback and for the drivers to thank the Marshals.

We look forward to seeing as many of you as possible in August. We will supply the lunch and drinks at the awards as normal. Any one wishing to volunteer can do so directly to Steve or Julie Hill on 01434 609723 or email hilljulie@btinternet.com.

Steve Hill

BMMC

National Competition Secretary



New Members and Upgrades

Welcome to our new members...

Andrew Horner from Kirkby in Ashfield
Stuart Hill from Oldbury
Alun David from Stourbridge
Malcolm Pugh from Loughborough
Dorin Budeanu from Rugeley
Michael Kinna from Boseley
Steven Whyman from Burton on Trent
Trevor Harrison from Nottingham

Cali Giles from Heanor
Andrew Dennison from Nottingham
Adrian Mudge from Worcester
Richard Lowe from Birmingham
Mark Waldron from Hurley
Andrew Mockett from Alcester
Sam McKee from Wellesbourne

Congratulations to the following members on their upgrades...

Joseph Eccles—Specialist
David Searson—Flag
Mel Baggaley—I.O.

Visitors old and new to our Recruitment Stand earlier this year



Summer Quiz—answers on page 16

- 1 Name the three drivers and car who won this year's 24 hr Le Mans race?
- 2 Which two drivers were placed first and second at the 2017 Monaco F1 race?
- 3 Which driver and team is leading the BTCC up to and including the Croft round on 11 June 2017?
- 4 Fernando Alonso drove in the 2017 Indy 500 – where did he finish and in what car?
- 5 On which two F1 circuits would you find the following corners -
 - a) Genting Curve and Sunway Lagoon Corner
 - Piratella and Rivazza
- 6 In 1927 the 'Nurburgring' often called 'the Ring' – how long was the original circuit?
- 7 How many corners were on the above circuit?
- 8 Which Formula 1 team won the constructors title between 1992-94
- 9 Name the driver who has raced in Indy car, F1, Saloon cars and won medals in the Paralympics?
- 10 In this year's "Azerbaijan GP", Hamilton scored his 66th pole position – name the other F1 drivers who achieved 65th and 68th pole places
- 11 Who is the managing director of Formula 1 motorsport?
- 12 The 2017 Dakar rally was won by the Peugeot team - how many is their total ? a-6 b-10 c-13

FACT – Brooklands circuit officially opened its original straight after restoration on 17 June 2017 with a VSCC meeting marking 110 years since Brooklands opened 1907 – There was just a small problem of an aircraft hangar covering part of the original circuit which had to be dismantled and re-erected elsewhere !!

Oh by the way, a fantastic result by GB driver, Max Chilton, in the Indy 500, a great 4th place finish driving for- Chip Ganassi Racing / Honda.

Thanks for the quiz, Roy!

Photos from the BMMC Sprint in May



Photos courtesy of Jucy Rally Photography—thank you!

Taster Days 2017—Donington Racetrack

DATES FOR THIS YEAR...

8th/9th July—Caterham 60th Anniversary

9th/10th September—Classic Sports Car Club

23rd/24th September—British GT/F4 Final Round

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.brsc.co.uk/
MG Car Club	http://www.mgcc.co.uk/
MSVR	http://www.msvracing.com/
Historic Sports Car Club	http://www.hsc.org.uk/
Vintage Sports Car Club	http://www.vsc.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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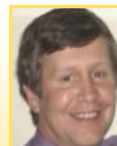
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Answers to the Summer Quiz—

1	Timo Bernhard / Brendan Harley / Earl Bambor Car Porsche LMP1 / 919 Hybrid
2	1 st Vettel and 2 nd Raikkonen
3	Gordon Shedden - Honda with 188 points
4	24 th position driving McLaren / Honda over 179 laps
5	Malaysian GP b) San Marino
6	17.5 miles or 28.26 kilometres
7	174 corners
8	Williams Renault
9	Alex Zanardi
10	Senna with 65 th and Schumacher with 68 th
11	Ross Brawn
12	13TH

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