



# MMP

Autumn 2015

Photo courtesy of Shaun Mint

## Chairman's Report—Mike Grantham

Welcome to the Autumn edition of the Midlands Region newsletter, the year is disappearing rapidly, the count-down to Christmas has begun!

However there are still plenty of marshalling opportunities available during the next few weeks and don't forget our Orange Army Christmas party at what was the East Midlands Thistle which has changed hands and is now called the East Midlands Skyway Hotel. The party is on the 5<sup>th</sup> December, please come along and join in the end of season fun plus we also award our Regional Marshals trophies. There are still places available; to book your place please contact Julze Batten 07545 077 262

Nominations for the Regional Marshal Trophies are still needed please; the more nominations I receive the more balanced the outcome will be.

Our awards are:

- **Bellini**, overall regional marshal of the year; current holder of the award **Alan Palmer**.
- **Shadow Trophy**, significant contribution to marshalling and the club, current holders of the award; **Mel & Tony Baggaley**.
- **Sylvia Edwards Trophy**, specialist marshal of the year, current holder of the award; **Paul Parkin**.
- **New Marshals Cup**, Outstanding contribution during their first year of marshalling; current holder of the award, **James Parry**.
- **Christine Lynham Shield**, awarded to an outstanding cadet or young marshal; current holder of the award, **Luke Harris**.

Please send your nominations to [m.chair@marshals.co.uk](mailto:m.chair@marshals.co.uk) together with a brief note of why you are nominating that person.

Advanced notice of our regional AGM; it will be held at Donington on Wednesday 18<sup>th</sup> November in the Senna Fangio Suite. Entry to the suite will be via the Donington Museum. The official notice, with all final details, will be distributed by means of a bulletin nearer the event.

Chris Whitlock our national secretary will be standing down at the National AGM in December and won't be seeking to be re-elected for personal reasons. He isn't intending to give up marshalling completely, so thankfully we will still see him out and about in the future.

I would like to thank Chris on behalf of the region for everything he has done for the club over the last few years and also to wish him every success with any future venture.

Finally,

Over the next few events at Donington, our BMMC members will have an opportunity to let BMMC know their thoughts and suggestions for improvement.

This is a great opportunity to have your say, so we encourage you all to do this. See page 12 for more information.

Mike Grantham

Midlands Region Chairman



Find us on the above

## A Marshal's Road Trip—May 2015

For those of you who know me it will not come as much of a surprise to know that most of my holidays somehow involve motorsport. For May 2015 my friend Ben and I decided to do our biggest road trip yet covering 6 countries, three race meetings, and 2700 miles. We set off on Saturday morning in my heavily loaded Chevy with roof box attached and took a short but rattling Channel Tunnel train ride into France. From Calais we drove up through Belgium into Netherlands reaching Zandvoort in the early evening ready to camp the night in the sand dunes. 1 day spent at the race track marshalling a historic car meeting from post 3 which is on the entrance to the first corner Tarzan. Ironically one of those races was for English Morgan three wheelers. A good day of club racing.

The next day was travel through Netherland and across Germany into Poland. Other than a 3 ½ hour traffic jam this didn't go too bad and we reached our hotel in Poznan only 1 hour behind schedule.

Two nights in Poznan gave us plenty of time to see the sights, sample local beers, and their stuffed dumplings. I can recommend visiting both the old town square surrounded by bars serving good food and beer, and also the more modern western end of the city.

For the next leg of the journey we travel south towards the Czech Republic stopping for lunch in the Polish town of Wroclaw. Wroclaw is very nice around the cathedral area, but 'soviet decay' sums up most of the other areas we saw. We arrived at our Brno hotel in good time.

The following day was spent sightseeing and I can recommend the trip up to Spilberk fort. This sits high above the city, and the views are great. Brno still has many of its Soviet blocks of flats, but these have all had modern make overs and look surprisingly good. In the afternoon we drove around the original 18 mile 1930's lay out of the Brno race track. This was a public road course, and other than decaying remains of the pit lane buildings there is little sign that a race track had been there. That said very few of the roads have been changed.

We then spent 3 days marshalling at the modern Brno circuit. This was an historic car race meeting, with assorted older cars. We found that marshalling at Brno is very similar to Zandvoort, in that most marshals rotate round roles during the day. The big surprise was a Hill F1 car in one of the single seat race cars all comers race. All the races were Austrian championships. There is very little car racing in Czech republic, but lots of bike racing. Therefore most car race weekends are either international or from across the border. There are however lots of Czech track days for cars. The highlight of Brno was the way we were greeted and looked after; apparently it is a long time since a British marshal turned up at Brno for a car meeting. In the evenings we were treated to local Beers, spirits, traditional Czech food. Also after the racing on Saturday we were given two fast and very sideways passenger laps in the safety car. It was awesome and we got out of the car grinning from ear to ear. The two front tyres were totally trashed. The circuit also has it's own fully staffed fire station, where we did spend a little while having night caps after the bar had shut. The staff are volunteer fire fighters from Brno City who choose to come up to the track at the weekends. In the City they have modern equipment, but at the circuit the fire engine is a 40 year old Skoda. It is however in perfect condition and does the job well. We did share out English real ales, and a bottle of good single malt whisky in return for all the kindness we received, but they had not finished with their gifts and as we left we got caps, polo shirts, stickers, and some more beers to take away.

Our next stop was Ingolstadt in Germany. This is the home of Audi in the middle of Bavaria. We visited the Audi museum and had a good look round the sights of the historic town. For those of you considering a visit this is not for from Munich where for course BMW are based.

From there we made our way to Nurburgring where we were to camp for 5 nights. On arrival I did manage to do something I have witnessed but never achieved be-

## A Marshal's Road Trip—May 2015

fore at the ring. My Chevy ended up stuck at an alarming angle on the top of a steep drop. There are many steep drops around the camping area so it was probably over due. Some friendly German fans steadied the car, and arranged for one of the trucks delivering water to pull me out of trouble. Czech beer all round as a thank you.

The following day was spent looking at the 100's of cars that were in the paddock early. There were due to be 175 cars in the main event and not far off that number for the 3 hour classic race. The WTCC and Porsche super cup races had much smaller ordinary grid of around 20 each. When done at the paddock we had a slow tour round some of the local villages before the evening pre-event briefing at a nearby hotel.

The event lasts 4 days with the 1<sup>st</sup> two days being practice and support races. The WTCC was probably great on telly, but a bit of a disappointment if you were there. This was because there were only 3 last per race, and a big gap before they came round again.

The 24 hour race starts at 16:00 on Saturday, and this really is the first time you get the full scale of the grid. 175 cars rushing past in a few mins is quite an experience. As they use the full 14 miles historic circuit, the cars do become more spread out, but you have to be alert still as the speed difference between the fast cars and the slow cars is huge. As marshals we work shifts covering the 24 hours, and usually only work 12 hours in total.

This was my 5<sup>th</sup> year marshalling at this event, but it was also the quietest. Quite from both an incident point of view and where I was camped we were a bit further away from the fans 24 hour DJ's and partying. From an incident point of view we did have 1 car hit the Armco right in front of us, but at such a slow speed that there was barely a scratch. Overnight there was a big accident 3 marshal's posts further on when two of the leaders tangled with a back marker. One of the cars (a Porsche part driven by Sabine Schmitz of Top-gear fame) hit the marshal's post and broke 10 sections of Armco. All three drivers were alright but their cars were wrecked

and out of the race. One marshal did hurt her wrist in the accident, but medical checks found nothing broken fortunately. The clean-up and Armco repair took 2 hours 20 mins, so we had to wave flags for that whole time to enforce the 60km/hour speed limit. Now that may not sound like a quiet event to you, but in previous years we have had way more incidents to deal with. In many ways the reduced number of smashed up cars made the event more enjoyable for me.

After the event we packed up and went to a nearby hotel for a shower, meal, de-brief, and much needed sleep.

Next morning we all started to make our own ways home. For us there was a lunch time stop at Charleroi in Belgium. This is an historic town which is currently undergoing a lot of modernisation. Despite that it is still worth a visit if you are passing by. After lunch and sight-seeing we finished the journey to Dunkirk and the ferry back home with a car rammed full of Polish, Czech, German, and Belgium beers.

We made a fair few new friends on the way and renewed a few old friendships.

**At the time of writing this I have learnt of the sudden passing of Trevor Gibbs, a long time member of the British Nurburgring 24 hour team. This year Trev was the deputy chief marshal of our section and did a grand job.**

**Rest in peace Trev you will be missed.**

Simon Morris

BMMC Midlands Committee Member

BMMC Midlands Regalia Officer

## Donington Park Racing Association (DPRAC) —Our Story

The Donington Park Racing Association Club was formed in 1973 to support Tom Wheatcroft's campaign to bring back motor racing to Donington Park. One of the founder members was Muriel Tomlinson, who is still a member of the club today. We have a trophy named after her which is presented each year.

When Tom finally achieved his goal in 1977 rather than simply disbanding the club, the members decided that DPRAC should live on in the form of an independent supporters club, which would be run by the members themselves through an elected committee. The club has grown to what we have today.

### The Welfare Fund

The welfare fund has been a registered charity since 1984. Our aim is to raise money to provide medical and emergency equipment to be used at the circuit.

Over the years the club has been able to provide many different items such as, defibrillators, cutting equipment, scoop stretchers, fire proof overalls for the Emergency Service Team and a respirator and much more. One of our most recent items to be donated was in 2014 when we purchased new cutting equipment for the Rescue Unit.

The Welfare Fund also provides financial help to drivers and riders who are injured while they are competing at Donington and find themselves in hospital. We know that for a great number of competitors not being able to work can give them financial worries, so we try to assist by giving each driver or rider the sum of £150.00

Each year we hold an AGM which is held at the track in which we also have an auction, with items that have been donated by people / teams throughout the season, this helps to generate funds for the welfare fund.

### The Race Fund/Trophies

The Race Fund was originally set up to sponsor races but this has evolved so that now instead of sponsoring a race we now present a number of trophies:

- Wheatcroft Memorial Trophy
- D.P.R.A.C Cup
- Bill Boddice Trophy
- Ken Walker Trophy
- Muriel Tomlinson Cup
- Raymond Mays Challenge Trophy
- Squib Burton Cup

These are presented to a mixture of bikes, cars & side-cars. The money for this is donated by the club members throughout the year.

### The Enclosure

The enclosure is for all the members to relax and enjoy the racing in a friendly and secure environment. It is maintained by members of the club and the committee members which can range from gardening to repair and maintenance of cabins or even serving behind the counter in the kitchen. We open the enclosure every race meeting and Marshals/Medical staff are always welcome to pop in for a free cup of tea or coffee. A number of Marshals have now joined the club so that when they are not on duty they come in to watch the racing with us.

### Track Day

We also have a date each year when we organise a track day for all our members. This has proved to be a very popular event.

Members can take their own car out onto the track and take part in other events that we arrange. The circuit also get involved by allowing our members to go and have a look around the medical centre and the control tower.

### Our Next Venture

Within the next year the club has plans to rebuild the building in the enclosure. This will give better amenities to our members and we hope to encourage new members. We are all looking to the future to make DPRAC bigger and better for everyone to enjoy.

*For more information about DPRAC, please go to their website by clicking on this link -*

<http://www.dprac.co.uk/>



## Autumn Quiz—answers on page 16

- 1 Name the four manufacturers which the late Colin McRae drove for in the WRC
- 2 The following drivers compete in the Ginetta GT4 Supercup series – complete the following names: a) ---- Breeze b) ----- Caine c) Ollie -----
- 3 Who was the first British F1 champion and in what year?
- 4 The Williams F1 co-founder Sir Patrick Head was the architect of how many F1 titles for constructors: a) 7 b) 9 c) 10
- 5 The Bluebird Sunbeam car (18.3 litre V12) once owned and driven by Sir Malcolm Campbell recently celebrated 90 years since its 150 mph LSR in 1925, and was driven recently on the famous Pendine Sands on 21 July 2015 – who was the driver?
- 6 Theo Paphitis (from the TVs Dragons Den) recently made his debut in a HSCC event driving a Ford Anglia – True or False?
- 7 Which circuit would you find the following corners : a) Deene b) Yentwood c) Pif Paf
- 8 What is the connection with the numbers 28 (from the BTCC) and 44 (from the current F1)?
- 9 The following brands produce what : a) Certina b) Ball c) Chopard
- 10 What do the following have in common : a) Bonhams b) Sotherbys c) Coys
- 11 Chateau Impney Hillclimb was revived in July 2015 – True or False?
- 12 What do the following cars have in common :  
  
BMW Isetta b) Messerschmitt c) Reliant Robin d) Bond Bug
- 13 Which of these cars have two wheels on the back/two wheels on the front?

**FACT** – a pair of LEC F1 cars driven by the late David Purley returned to racing in the Silverstone Classic in July 2015. The first chassis CRP1 (1977) and the second chassis was driven in the Aurora Series in 1979. The remains of the first car was bought from Donington Museum and rebuilt. **ASTONISHING!!**

*Hoping your season is going well—Roy Harrison*

## Regalia and Sales Dates

Our Regalia Officer Simon Morris, will be selling regalia on the following dates for the second part of 2015 -

October	3rd and 4th	Donington	750MC
October	10th	Curborough	HSA
October	11th	Curborough	MAC
October	17th and 18th	Donington	BRSCC
December	26th	Mallory	Plum Pudding

Simon will be busy marshalling on the following dates, but please feel free to ask him for anything as he will have stock with him -

October	25th	Donington	Rally
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All regalia can be viewed and ordered on the official website:

[BMMC National Regalia Price List](#)



### Donington ES Team Regalia

If you would like to purchase anything, please contact Tony Baggaley at [tony.baggaley@hotmail.com](mailto:tony.baggaley@hotmail.com)



**Baseball Caps**  
 100% Brushed Cotton Twill  
 Velcro adjuster  
 C/w BMMC Logo  
 Colours: Orange or Black



**Knitted Hats**  
 100% Acrylic - machine washable  
 Embroidered with BMMC Logo  
 Colours :- Black or Orange

## New Members and Upgrades

#### Welcome to our new members!

- Richard Swain from Derby
- Janet Swain from Derby
- Laura Whitlock from Birmingham
- Charles Yorke from Donisthorpe
- David Dugmore from Birmingham
- Luke Wheeler from Southam
- Sharon Pickford from Nuneaton
- Nicki Bradley from Stourbridge

#### Welcome to our new members!

- Diane Campbell from Leicester
- Congratulations on your upgrades!**
- David McDonnell—Experienced Marshal
- Peter Male—Speed
- James Pearson—IO
- Roy Woodfield—Specialist
- Pauline Brown—Flag
- Michael Green—Track
- Gary Warrilow—Track

## Taster Days 2015

These days give a great insight into a day in the life of a marshal, whether it's in assembly, pit lane, or on post around the circuit—and that's only a small part of it!

The day starts with an introduction to the Taster Day co-ordinators, before commencing to morning sign-on for volunteers for the day's racing.

- Attendees will be given an overview and demo of flagging and fire extinguishers.
- Expect lots of tea breaks
- Tours of the paddock, pit lane, race control.
- Meet the marshals, officials, racing teams...
- Choose whether to spend the free part of the day enjoying the rest of the racing or take part.

So if you have friends or family that would like to give it a go, get them signed up for a Taster Day!

For more details go to [-www.tasterdays.info](http://www.tasterdays.info)

Final Taster Day for this year!  
Sunday 4th October          750 Motor Club

### 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 Ernie Nagamatsu—thanks Ernie!

## A potted history of Donington Park Racing Circuit—Part Two

I left the company for pastures new, however I was still friends with some of the employees, we went for drinks together, from what I know is that once outline Planning Permission had been obtained, the land was purchased and detailed plans were drawn up for the circuit as we know it today (including extended Melbourne Loop)

The track itself was based on Leicestershire County Councils design and specification for "A TRUNK ROAD" i.e. capable of taking articulated HGV's the width was to be 10 meters, with flat concrete edging kerbs, to have a cross fall one way, with a French Drain on the lower side, all drainage going to a Fuel Oil Separator located near the Old Hairpin.

However there was a design change, as at that time there was a technological revolution going on in the tarmac industry, the latest craze was for self draining roads, this is where the rainwater flows through gaps between the tarmac covered stones, the water running into the sub base stone and draining away to French drains located under the road. This method was used to build the original racing circuit.

Note: This surface only lasted a few years, due to the holes being blocked by sand and gravel dragged back onto the road by cars going onto the grass, plus the unused jet fuel and fumes from the planes flying overhead made it very unstable in the wet .

During the construction of the circuit I was invited to a seminar and Lunch at the Museum, the subject of the day was "How are we going to run the Circuit from a racing point of view", after lunch we were taken for a walk on the stone sub base which had flat concrete paving kerbs either side that was ready for the tarmac paving to start.

There were no Marshall Posts, no concrete barriers or catch fencing.

The proposal at that time was for there to be no permanent Marshall Posts; Flag Marshalls were to have a high level walkway cantilevered out over the circuit, access by a vertical ladder, for safety and cost reasons this was changed to 2 number 600mm by 900mm concrete paving slab for them to stand on. The telephone

was too located on the concrete crash barrier.

After much discussion it was agreed that each Marshall post should have a semi-permanent structure, this was based on a 1.3m by 2.4 m standard sheet of plywood, it would have a square tubular steel galvanised frame, with wire mesh safety area, telephone, plywood end sides and floor, steel legs so Marshal's bags could be stored under it and a lifting loop on the top so it could be craned into position.

It was agreed that the Marshal Posts would be numbered from Number 1 on the Start Finish Line and the location would be agreed by a working party, this was carried out later by 3 Marshals with yellow Flags, wooden pegs, sledge hammer and permanent marker. We started with one man at 1, the other 2 walked down to where we thought best for post 2, waved flags at each other when happy put the peg in with 2 on it, then man 1 joined man 2, 3 walked on to Post 3, we waved at each other and carried on round the circuit. We tried to keep the flags on the outer side of the circuit; on "The Craner Curves" the original concrete walls were located a lot nearer to the circuit Post 7 was not on stilts. We had problems between the Old Hairpin and 11 due to the bridge, 12 was nearer the circuit, originally the posts from McLean's to The Esses were on the inside of the circuit, but were changed. We had lots of problems at the Esses, thus "THE CAGE"

I did not see the completion or opening of the circuit as I went to work abroad, on returning I continued to Marshall visiting Donnington for the first time in the early 80's I noticed the number of changes from the original scheme, at that time there was no Safety fencing some of the concrete barriers had moved away from the circuit, the lovely trees were still standing on the infield, the atmosphere was good and it was like attending a race meeting in a country park.

Over the years the trees have disappeared, more and more paved vehicle areas were installed and "THE SAFETY FENCING" was erected, the "Dunlop Pedestrian Bridge" disappeared along with the "Dedicated Marshall Access"

The circuit became a tip, was closed, resurrected and continues to improve.



## A potted history of Donington Park Racing Circuit—Part Two cont'd

The number of Marshalls decreased in proportion to the lateness of the FINISH TIME, the number of cars in a race decrease in proportion to the increase of security staff and Marshalls all grew older and none the wiser.

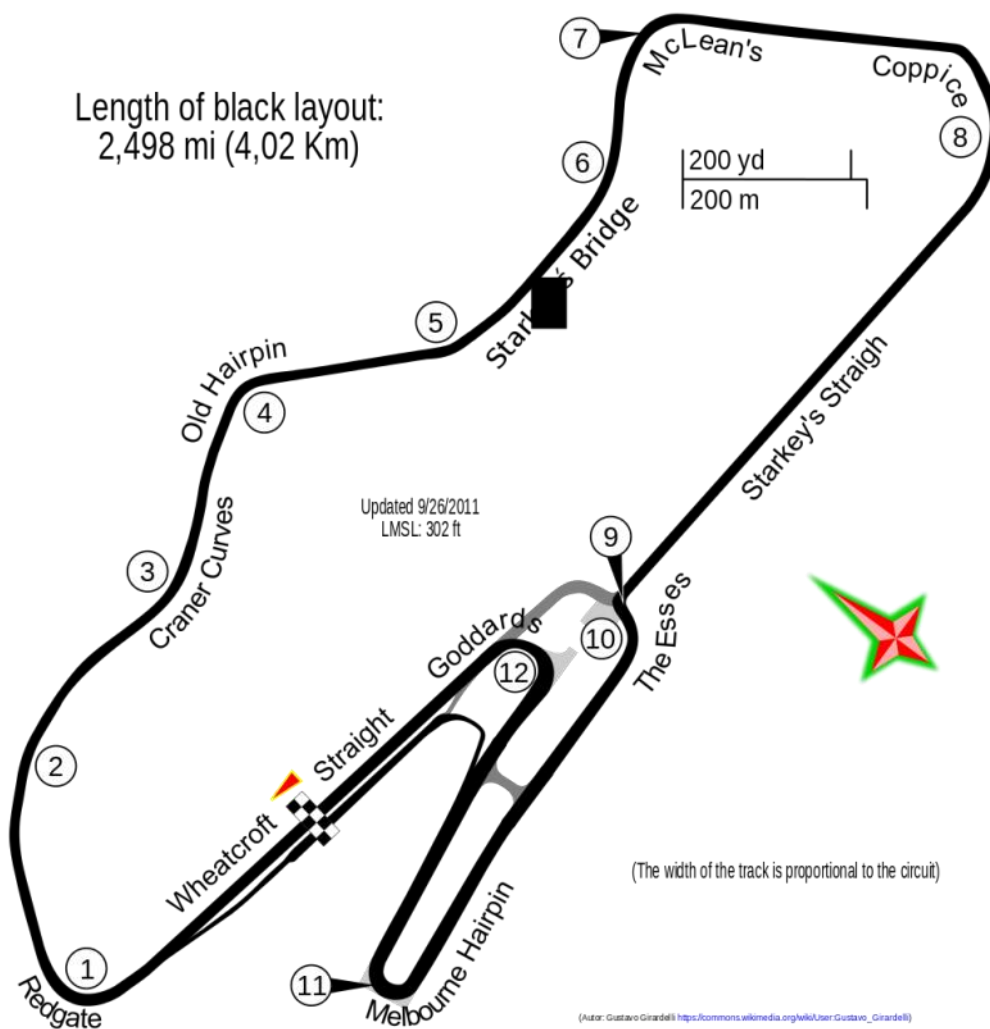
Highlights: The Group C Races in the 80's, the World Touring Car Final, British Touring Cars, 750 Motor Club.

Finally the way we Marshalls look after each other and best of all there is a new generation of Marshalls to "TO TELL TALL TALES".

Stay Safe, enjoy yourselves

Regards

M Glover 214X



## Load of Bollards! - Ian Dixon

At times, due to the lack of key personnel it is necessary to put some people out on post by themselves.

So, that is why I found myself on post 8.

Also, to add to the joy of the day it was raining and the running area had converted itself to mud.

New boots, water proof jacket and leggings on, I took up position part way down the wall towards the inside gravel trap.

By this time I had this very heavy feelings in both legs - mud had stuck to my boots and I had grown an inch in height.

They say a little knowledge goes a long way, so by being at the bottom of the hill I figured that as it was a wet track and grass, then cars that had spun off were going to slither a long way.

It didn't take long; MGCC Trophy Championship, first practice session, second lap. Cody Hill lost his car at the top of Hollywood at very high speed. Wheels locked, in the hope that this action would slow him down – no chance. He ploughed a nice couple of furrows that any farmer would be proud of. Cody hit the barrier and pirouetted several times to stop in front of my gap.

Now, grab a bottle, two paces forward open driver's door. Predictably, the driver was sat in his seat with his hands over his face.

Then race control came on and asked for information, I asked them to wait one and after a quick word with the driver, he said he was ok to climb out and walk up to the doctor car.

I noticed when the driver climbed out that his driver boots were in fact new. He did want to walk trackside on the grass... oh no!

He also had the equivalent of diver's boots on when we eventually arrived at the doctor's car.

To add insult to injury he had to take his boots off before being allowed into the car. It was then he started to complain of neck ache, over to the doctor.

His car was badly damaged and he was out later for the final race where he drove excellently to come from last on the grid to third only to be squeezed overtaking into The Old Hairpin and both cars ending up in the gravel, race over. Guess what, he complained again of neck pains, not surprising two shunts in one day.

During the first race for the same MG's another driver hit the wall higher up towards the gap, but, didn't quite make the tyre wall. Instead he hit concrete and tyres 50/50.

Driver was, under the circumstances, in good humour,

complaining he had been punted off and after a check up by the doctor seemed ok, even though I thought he was walking a little on the wonky side. His car of course was rather banana shaped.

As a bit of a change, I decided when the invitation came that I would put my name down for the Fe cars at Battersea Park.

I do have a bit of an advantage in so far as Chris's daughter lives in Twickenham. So it was a quick call to Carly and accommodation was sorted.

After arriving on Thursday I decided to have a trial run on the train and go and sign on.

From door to door in Twickenham it was a fifteen minute walk to the station, a thirty minute train journey, with another fifteen minute walk to sign on.

At sign on I was given a warm welcome, a hat, T shirt, an envelope with forty quid in it, which was nice, and updated instructions.

Friday, sign on time was from 8am to 10am and after that we went into the pits where Marc Mills, Andy Austin and Keith Pierce demonstrated an extraction and we were given a preview of how the car works.

Basically, unless there is a green light then don't touch, – red light speaks for itself, as does the blue doctor light, no light at all don't touch.

Later we walked round the track and I saw my post for the first time.

Post 5 was a bus stop chicane and it was clear that we would have to suck it and see how to do this marshalling job to best affect.

After a bit of a chat we all decided that the flags covered from the end of post 5 towards post 7 and from there they could also see cars arriving into the chicane. Our post chief also viewed from that point, course and snatch could marshal adjacent to the wall at the turn in.

At 15.00hrs the cars were let out on a series of shake-down laps and although behind a safety car were very close and very quick. Excellent!

However, it was evident that the circuit was bumpy and the half dome camber doing its best to throw the cars into the wall. Some did hit but carried on.

By Saturday, it was evident that the trains don't run before 7.15 so with a bit of a can-you-just to Carly and she got up really early on Saturday and Sunday to drive me in, thank you Carly.

Saturday saw free practice in the morning and evidence

## Load of Bollards! - continued...

that the bollards were going to be a problem. We had a set of eight spares and they all became used up by lunch time. Luckily most were knocked clear but the last two being knocked out and landing on the race line. On radioing in, I was advised that I would be told when there was a gap. So I organised the two young sprinters to get ready. Several cars came past and then we were given the all clear.

Off went the dogs of war to collect the bollards, they picked both up when a car came round the bend towards us. There was time to get out there, no time to come back Both managed to get clear one through an exit hole, another hiding behind the wall on the right hand side of the track until a cap was available.

Lesson number one to all, don't believe race control have actually got their finger on the pulse. The sprinters did get a round of applause from the crowd.

In between, entertainment was provided by displays from Renault electric cars and some electric bikes. There was also a race between a group of schools, where they were given a soap box kit and told to make it go as fast as possible. They all had various different speeds, but managed to clump together in groups. Competitive they were; one had a rear light knocked off and another one's wheel fell off.

The Fe driver's parade lap saw them all riding round on electric push bikes, Simona De Silvestro being the most pleasing pedallist.

Behind us was the E Village with loads of food stalls a bit of a funfair and loads of associated electrical stuff to do.

There was a stall full of electric push bikes one of which was made of bamboo and by the look of it most bikes had been sold.

I was impressed by the speed and acceleration of the little Renault Twingo on their pitch - they had a large Scalextrix layout.

There was a diamond screen with a dance floor that powered the screen. It was an amusing site to see people dancing around while watching the screen.

Both races I enjoyed, the Sunday one being more competitive. Yamamoto, hit the wall at post three and manage to get to us at post five.

I tried to get him down the escape road we had, to no avail. Shaking his head he carried on due to the fact he could get into the other car.

Not sure where he ended up but I don't believe he got back to the pits.

All in all it was refreshing to do something different and I would be glad to do it again.

Note, if you spectate at a street circuit pay extra and get a seat in the stand.

Stay safe.

Ian Dixon



### Share your experience

The BMMC Midlands Marshals Post is written by BMMC Members and edited by BMMC member Kate Neal.

As a BMMC member, you have the ability to send us your stories and opinions, so go for it!

Email: -

[m.news@marshals.co.uk](mailto:m.news@marshals.co.uk)

## Orange Army Christmas Party 2015



This year's Christmas Party is to be held on -

**Saturday 5<sup>th</sup> December 2015**

**East Midlands Skyway Hotel**

Starting at 19:00 prompt you will be invited to sit down to a three-course meal.

After the meals the BMMC annual awards will take place followed by a live DJ so start planning your outfits and brush up on the dance moves!

All marshals, motorsport officials and event organisers are invited, regardless of club or affiliation, plus their partners and guests too.

Tickets are now available and selling fast. Tickets are priced at £20 per person, that's a £7.50 REDUCTION compared to the previous year.

However, availability is limited and will be allocated on a first come, first served basis.

So, to avoid disappointment, reserve your place today with a £10 non-refundable deposit and start looking forward to what I hope will be an unforgettable evening.

To book, simply email me at [rachdale@hotmail.com](mailto:rachdale@hotmail.com) or call Julze on 07545077262.

**All outstanding balances MUST be received in full by 1st November 2015**, with menu choices from the following options (please keep a copy for reference) -

*To commence*

\*Roast Tomato and Basil Soup with a Crusty Roll

\*Goats Cheese Salad with Beetroot and Pomegranate Salad (Gluten free)

*To continue*

\*Roast Turkey with Chipolata and Cranberry Sauce

\*Honey Roast Ham with Mustard Gravy

\*Mushroom and Requette Pasta (V) with Parmesan

(Gluten free mains will be without flour based products)

*To conclude*

\*Christmas pudding with brandy sauce

\*Dark Chocolate Torte with Raspberry Coulis

(Gluten free options available)

## Feedback—Have your say!

Over the next few events at Donington, our BMMC members will have an opportunity to let BMMC know their thoughts and suggestions for improvement.

This is a great opportunity to have your say, so we encourage you all to do this.

Feedback forms will be made available at sign-on, so please pick up and complete a form, and return it to any of the BMMC committee members (see list at the end of this newsletter).

Alternatively, you can scan and email the completed form to -

[m.liaison@marshals.co.uk](mailto:m.liaison@marshals.co.uk)

All suggestions for improvements will be given serious consideration.

Thanks for your co-operation, we're looking forward to hearing your suggestions!

## Ernie Nagamatsu—racing driver blog

We were honored to race at the Donington races with our 1958 Porsche Speedster. The "Kilpatrick" Speedster is a legendary SCCA E Production racer that raced for 33 straight years by one driver that logged in an official 55,000 documented SCCA race miles.

When I took over the SCCA racer and to race in Historic Races, I promised the family that we would always pay tribute and honor to that driver owner Brig. General James Kilpatrick.

We had Sean McClurg of England fully repair and re-store all of the connectors and moving parts and yet keeping the patina of the years of SCCA racing. The General installed special Aircraft gauges on top of the dash and even that was re-calibrated to operate again.

The tough racer went to New Zealand and was the Co-Winner of the very first Bruce McLaren Perpetual Trophy (Co Winner of the trophy with our 1959 Old Yeller II Buick Special).

The Speedster returned again to New Zealand being invited to the New Zealand Porsche Parade (held every 17 years) to be featured with two Porsches from the Porsche Museum in Germany.

The Kilpatrick Speedster was invited to the Rennsport IV (Porsche sponsored event inviting only special Porsche race cars held every 4 years) and is invited to the upcoming Rennsport V at Monterey in September.

We as a team always communicate with the race Marshals or "Flaggies" as they say down under... as we take "Goodies" to the Marshals to thank them and sometimes we take special trophies for them with the engraving... "In Appreciation... workers under our wings"

We have been made "Honorary Members" for the Goodwood Marshals Club at Goodwood.

We truly enjoyed the kind hospitality at Donington and we look forward to returning again.

Ernie and Elaine Nagamatsu



Photos courtesy of Ernie Nagamatsu—thanks Ernie!



## Donington Park - new management structure and director promotions



The Board of Donington Park Racing Limited, a member of the Wheatcroft Group, have announced three key promotions within its senior management team as part of its new management structure.

The present Board of Donington – Chairman Kevin Wheatcroft, Finance Director Phil O'Connor and Managing Director Christopher Tate – will now be expanded .

**Alison Nicholls** is promoted from General Manager to **Chief Operating Officer**

Also promoted as of the September 2<sup>nd</sup> Board meeting, are **Bob Adams** to the position of Sporting Director and **Roger Lowe** to become Commercial Director; both will join the Board of Donington Park Racing Limited, reporting through the COO.

Managing Director Chris Tate said “Donington is now once more strongly positioned as one of the top three of the UK’s international race circuits. We host major events across a wide range of both the two and four wheel motor sports, and we are diversifying rapidly. With strong partners like the Honda Haslam race school, the FIA Formula E race series which is headquartered here, and a range of important race industry tenants on site, and with our strong financial controls, the company is now set for its next stage.”

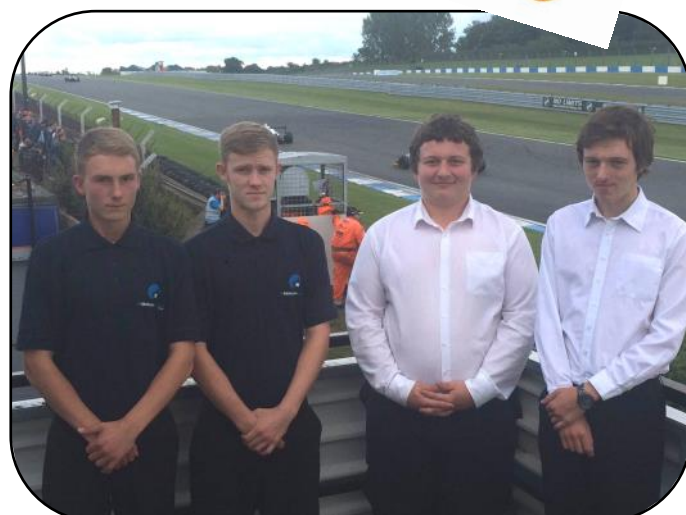


## Message of Thanks

A thank you message was passed on to Jayne Poston, from the McKenzie Arnold Group, who provide security services to Donington Park.

“In September four Apprentices from McKenzie Arnold Group (MAG) attended a “Marshals Taster day” at Donington organised and run by Jayne Poston. The day was a complete success and four young men are now hugely enthusiastic to continue their training as Marshals, so much so they have requested to attend the Marshals Fire Training in January. Because of their enthusiasm and tales from the day their fellow Apprentices are keen to attend the next taster day.”

John Hilton.



## Obituaries

It's been a tough year for motorsport, with some sad losses along the way.

We pay our respects to those who have lost their lives, at racing events or through illness.

The BMMC Midlands Region pass on their condolences to the families left behind.

Rest In Peace...

**Len Smart—marshal**

**Des Davies—marshal**

**Lord Montagu—founder of the National Motor Museum, Beaulieu**

**Kevin Whyman—pilot**

**Jules Bianchi—racing driver**

**Shelagh Scott—marshal**

**Justin Wilson—racing driver**

## Flag and Circuit Limits 2014

There's been a lot of discussion of late about the correct flagging procedure when marshals are working trackside. Please see below which is an extract from the MSA section of Flag and Circuit Limits 2014.

### Q 15.1.1

At an incident where the track is obstructed, or marshals are working at the trackside, the following signal will be used.

- (a) A **WAVED** Yellow at the post before a **DOUBLE WAVED** Yellow. (the **waved yellow flag may also be supplemented or replaced by flashing yellow warning lights**).
- (b) A **double** waved Yellow flag at the post immediately preceding the incident. (The **waved yellow flag may also be supplemented or replaced by flashing yellow warning lights**)
- (c) A **waved** Green flag at the post immediately after the incident.
- (d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a **single waved** yellow flag, followed by a **waved** green flag, or by a Hazard Area board

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Answers to the Autumn Quiz—thanks Roy!	
1	Subaru, Ford, Citroen and Skoda
2	a) Carl    b) Michael    c) Jackson
3	Mike Hawthorne 1953
4	9
5	Don Wales (grandson)
6	True
7	Rockingham Raceway
8	Lewis and Nick Hamilton
9	Watches
10	Auction establishments
11	True
12	They all have three wheels
13	BMW Isseta and Messerschmitt have two wheels on the front and Reliant Robin and Bond Bug have two wheels at the rear.

The next Committee Meeting in 2015 will be Wednesday 28th October

### 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