



MMP

Winter 2015

Chairman's Report—Mike Grantham

Just a few days to go to Christmas and as 2015 draws to a close I hope that everyone has had an enjoyable year.

Christmas Party

I had the pleasure of attending our Orange Army Christmas party at the beginning of December and what a fantastic night it was, many congratulations and thanks go to Julie and Rach for all of their hard work and efforts in making the evening a great success. During the course of the party, I was able with the help of Bob Adams, to present our marshal's awards. The trophy winners were: **New Marshal's award**, Rachel Page. **Sylvia Edwards Trophy**, Val Dutton. **Shadow Trophy**, Brian and Yvonne Bennett. The **Bellini Trophy** winner and 2015 marshal of the year is Dan Brough. Congratulations to our trophy winners and thanks to Bob Adams for presenting the awards. The new venue worked really well and allowed more people to attend, the food was great, let's hope that it works out that we are able to repeat the party next year.

New Website

The club has launched its new website. The new website is split with Public and Members sections. Access to the Members section requires you to log in with the same username and password as for the current membership database. If you have not yet used the membership database, incorporating the volunteering system, please follow the instructions below.

There is an option for first time users; click to log in and the system will automatically generate an email to the address held on our database and from this you will be able to access and set your

own personal password.

Your username is your BMMC membership number LLNNNN (eg.EM1234). If your email is not registered or is different to that held on the system you will not receive an automated email and you will need to advise: -

Colin Barnes nat.treasurer@marshals.co.uk

OR

Eric Ridler at n.webadmin@marshals.co.uk

who will then set the correct address and this process will trigger a system generated email for to you to follow as described. We hope you like the new images and find navigation easy. There will be further updates over the next couple of months as we populate and refine the content of the new site.

Training Dates

Our circuit training has been organised for 2016 and is being held on the following days:

Rescue Training Sunday 17th January

Marshals Training Saturday & Sunday 23rd & 24th January

Full details including links to each day are on page 2.

I would like to wish everyone a very happy Christmas and New Year and I look forward to working with you next year.

Mike Grantham



Find us on the above

BMMC Midland Region Training Days 2016

The region is again organising training in January 2016.

Please decide which day is for you and register your interest using the links below.

Rescue training – Sunday 17th January 2016 - <http://goo.gl/forms/ZTnsZN2vT0>

Trainees and those completely new – Saturday 23rd January 2016 - <http://goo.gl/forms/VHct6tAlby>

Trainees and all grades except Post Chief – Sunday 24th January 2016 - <http://goo.gl/forms/6pqbHKzW8L>

All queries to James Whitaker at m.training@marshals.co.uk.

Rally Training Days 2016

2016 Rally training dates have been released; the dates listed below will suit members from the Midlands Region.

Cambridge, Sunday 6th February.

Derby, Sunday 28th February

Telford, Sunday 20th March

Oxford, Sunday 24th March

There are further dates available; all training dates are listed on the BRMC Website. To volunteer just click on the training venue of your choice.

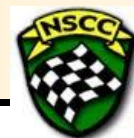
RALLY DATES

The Reis-Ravenol BTRDA Rally Championship is considered to be the most popular rally championship in the UK. The dates of the 2016 events are now available and are listed below.

- **Cambrian Rally** 13th February North Wales, Llandudno
- **Malcolm Wilson Rally** [E] 12th March Lake District, Cockermouth
- **Somerset Stages** [E] 16th April West Somerset, Minehead
- **Plains Rally** 14th May West Wales, Welshpool
- **Carlisle Stages** [E] 11th June Kielder, Longtown
- **Nicky Grist Stages** 9th July Mid Wales, Builth Wells
- **Woodpecker Stages** [E] 3rd September Shropshire/Welsh Border, Ludlow
- **Trackrod Forest Stages** [E] 1st October North Yorkshire, Pickering.
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The British Rally Marshals Club is involved with a number of these events and details on how to marshal on these particular events will be listed on the club's website under the 'marshals' link.

Vi Selby—A Life in Motorsport



Our interest in motorsport started in 1969, when my late husband, Keith, and I were caught up in traffic near Thruxton circuit and drove into the circuit for a break. It was a F2 meeting and we watched Jochen Rindt win his race.

This was a new interest and our favourite formulae became Formula Ford and F5000. Other interesting events included Richard Noble demonstrating his Thrust 1 Land Speed Record challenger at Brands Hatch. I remember an invite to lunch with David Purley and his family in their LEC caravan at Mallory—there were no motorhomes in those days!

I was widowed in 1976 and, in 1977, after realising spectating was not for me a mutual friend who was a racing driver, suggested I volunteered to marshal. I joined the BRMRC, had very good training, chose the startline and with encouragement from my family was on my way.

After watching Donington Park develop during 1975/1976, May 28th 1977 was a special event when it held it's first car race organised by Nottingham Sports Car Club and sponsored by Else Motor Group. There was an issue with the local Ramblers Association who had asserted their rights to regain access to a 'historic footpath' which crossed the circuit. This was not on our timetable of events so, to allow the event to go ahead, it was listed as 'A Motor Trial' but this excluded single seaters so unfortunately they had to withdraw.

I also witnessed the day at Silverstone in 1977 when David Purley had his horrendous accident at Becketts when travelling at 108mph with his throttle stuck open he hit the barriers and survived a g force of 180. I visited him regularly in Northampton Hospital which were sometimes unruly affairs with visits from the late Roger Clark, wife Goo and family, Mike Earle etc. to cheer him up and many 'messages' written on his plaster casts! I later stayed at Midhurst when he was transferred there to be nearer to home. Returning to racing was not a success when he found he couldn't control the pedals at speed due to the weight of the metal plates in his legs. It was sad that, after serving in the Parachute Regiment and surviving his racing career, he lost his life while flying his Pitts Specials which he enjoyed so much.

David was well known, of course, for his brave attempt to save the life of Roger Williamson during the Dutch Grand Prix in 1973 for which he was awarded the George Medal.

In 1979 and early 80's my daughter and myself worked for a race driver who competed in a Formula Ford PRS and later in F3 in a Ralt RT3, transporting the car to compete at circuits across the UK from Aintree to Lydden. If it was a weekend event I towed my caravan and Lynne brought the car in a borrowed transport (driver only drives race car!). Brands Hatch and the FF Festival was not a favourite event what with negotiating the North Circular Road and heavy traffic in the pre M25 days.

Once, I recall two of his Championships were running on the same day (at 750mc Mallory and Donington) so we worked out a tight schedule and competed in both with the same car, making four journeys between the venues including gear ratio changes too! A hectic day and it was raining to boot. He won the 750MC race and clinched the Championship. I enjoyed the work and soon became familiar with the ride

Vi Selby—A Life in Motorsport cont'd

heights, tracking, tyre pressures and temperatures, torque settings for wheel nuts, oversteer, understeer, etc. occasionally a grumpy driver and, I almost forgot, polishing the car, but didn't 'qualify' for overalls. It was all good fun at the time.

In 1983 I was invited by a friend, a NSCC member, to an EGM, convened to wind up the company apparently due to lack of finance and organisers. Three attendees unknown to each other volunteered to have a go to recover it. There were no assets to speak of and approximately £700 in a Building Society account. So, Des Richardson, Martin Brobyn, myself and a fourth volunteer took on the task.

I had no experience of sprints but Des and Martin organised mail shots, visits to events and recruited members, I took on the jobs of membership, treasurer, finding officials for events etc. and spent much time reading the Blue Book!

Our first event was September 1984 at Curborough. I had now acquired a Gestetner copier—complete with ink and a turning handle, and yes 'Spin Off' was created. The (antique) copier was quickly updated to an electric one. In 1985 we had 128 members and in 1987 we had 34 competitors in our Championship and I think we had nine hard work committee members. I was Secretary of the Meetings and for many years events secretary too.

Vi's story will be continued in the next edition of the MMP in 2016.



Winter Quiz—answers on page 12

- 1 Who won the 2015 Wales WRC?
- 2 Which British driver was our last WRC champion and in what year?
- 3 Who is the 2015 NASCAR sprint champion?
- 4 The new film/documentary released in November 2015 called “The Man and Le Mans” is based on which person?
- 5 Name the winner of the 2015 BRDC Autosport award for the F1 McLaren test drive?
- 6 Who won his 4th title in the 2015 Indy car series?
- 7 Juha Kankkunen and Tommy Makinen have both won the same number of WRC titles – how many was that : a) 2 b) 3 c) 4
- 8 Martin Whitmarsh, the ex team manager of F1 McLaren has a new job – what and who for?
- 9 What is known as the “XH558”?
- 10 A F1 Shadow DN5 from 1975 was on track at the Goodwood Revival 2015 – who was the owner / driver?
- 11 Who were the two drivers who competed in the above car in 1975/76?
- 12 In what year and which Grand Prix did Nigel Mansell lose the F1 championship with a left rear blowout?
- 13 In 1966/67, the Cosworth 3 litre V8 engine was developed for F1 but at that time there were 8 other options available – can you name 4 of them (or if you’re clever, all 8 of them!)
- 14 Referring to the previous question, which engine was the most powerful in terms of BHP?
- 15 After a 10 year restoration, the Fiat S76 “Beast of Turin” returned to action several times during 2015. Originally a land speed record car obtaining 132 mph in 1913, the monster engine of 28.4 litres also known as “a fireworks factory on wheels” was driven by which VSCC member?
- 16 **FACT - Possibly the most expensive car crash ever** – in the summer 2015 at Castle Combe circuit during a race, sandwiched between a Jaguar XK120 and an Austin Healy 100 was a DBR1 (of which there are only 4 left) - the Aston Martin had severe front and rear damage and wait for it, the Aston is said to be valued at £20m!!! OUCH!!

Wishing you all a very Happy Christmas and New Year—Roy Harrison

Regalia and Sales Dates

Regalia will be on sale at the training days at Donington Park in January.

All regalia can also be viewed and ordered on the official website:

[BMMC National Regalia Price List](#)

Sales dates at race meetings for 2016 will be confirmed in the next newsletter/bulletin.



Donington ES Team Regalia

If you would like to purchase anything, please contact Tony Baggaley at 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!

Mitchell Bardsley from Sutton Coldfield
Keith Pickford from Nuneaton
Martin Ashby from Loughborough
Neil Copeland from Nottingham
Keirain Pester from Leicester
Raymond Ellis from Stoney Stanton
Edward Smith from Louth
Matthew Reed from Louth

Congratulations on your upgrades!

Luke Biddle—Track
Chris Jackson—Track
Irena Selwyn-Smith—Specialist
Martin Reynolds—Track
Mark Pope—Track
Glyn Young—Track
Melanie Baggaley—Experienced Race
Gareth Jacobs—Track
Andrew Tunnicliffe—Track
Jon Philips—Specialist

Taster Days 2016—Donington Racetrack

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!

For more details go to www.tasterdays.info

THESE ARE PROVISIONAL DATES ONLY FOR THE FIRST HALF OF NEXT YEAR, AND WILL BE CONFIRMED IN THE NEXT NEWSLETTER/BULLETIN -

19TH March—750 Motorclub

3rd April—MG Car Club

23rd and 24th April—MSVR

22nd May—Morgan

18th and 19th June—Motors TV

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!

“SHALL WE USE THE SKY HOOK”

The last meeting of the year saw me on the Donington Rescue Unit with Bill Butler, Rob Mitchell and Steve Ready. This did however, allow for plenty of room inside to drag tools out and refresh the grey matter as to where the gear is and if it is in good order.

Steve had other ideas, however as he was sorting out boxes of what can be described as hospital stuff. He had us drive up to the back of his car as there was just too much to carry. He tipped everything out logged it and sorted it into a loose kind of neatness and by the end of the day all seemed complete.

This, before heading off for a three week holiday in New Zealand, so by the time this is read this, his holiday of a life time will be historical.

There was again not a lot to report about the day except that the Z4 and Ferrari racing for 1st place just touched at the top of Hollywood, sending the Z4 hurtling towards the barrier below post 8. It was only a light tap and the car carried on with no damage, phew!

I thought that seeing it is a “short news” report, I would write about all the funny things and memorable events that have happened during my time as a Marshal.

After all I have written about how life continued when walls were closer to the circuit and how we managed then.

On one occasion, on a two day meeting, it had rained most of the night, myself and John Porter had arrived, signed on and after a briefing ended up together on Post J as I think it was then – now 14.

Whilst preparing ourselves for the onslaught on the exit of McLeans, a family fully prepared with chairs, a table, beer, cool boxes, programmes, news papers, umbrellas, set up adjacent to us.

As luck had it, the morning was bright and sunny and by the time the first cars came out to practice the track, dry, grass was wet and the trap sand had a large puddle in it. The wall at that time was not much farther out than the grass there as it stands now.

One thing to be aware of is that the weekend consisted of a Formula Ford Festival. Many vehicles were let loose on that first session, and they all arrived at McCleans on mass.

Suddenly a white car shot out of the pack and into the puddle on the sand. John and I both ducked, but the poor family behind us never saw a thing. Water and sand everywhere, too late! There were sand men, a sand women and sand children behind, all framed by sandy umbrellas.

After this excitement, my memory tells me that we had a F3 in there as well, the flat bottom and skirts caused it to settle in and produce a vacuum which when we tried to lift it out we just sank up to our knees. It would not move.

Someone got Derek Yeoman’s worried one day, this involved the old Jag and some water from a flask.

Taking advantage of Derek, whilst he was having a puff on his Embassy a few yards away from the vehicle at post 16, rolled the jag back and poured water under the car where the engine compartment would be. They then positioned the car over it again and asked Derek to pop the bonnet up to have a look at the engine.

At this point they then pointed out that the vehicle was leaking.

Derek was a little upset as he thought DI would kill him for damaging the car.

His face was a picture.

A F3 driver who hit Redgate wall head on, not too hard, but none the less did his front wing and a wish-bone, made it quite clear that his car was not to be dragged out of the gravel.

Think embarrassment and a small wallet was the problem.

“Well I can see where you are coming from”. I replied.

“But all we have is a snatch tractor and with the Y shaped strop we can try to lift a bit, we have not damaged anything yet.” I carried on.

“SHALL WE USE THE SKY HOOK” continued

Knowing what Race Control would say and the fact he was still protesting, I tried.

“Tell you what, shall we use a sky hook.”

At which point he looked upward to the blue yonder...

Think he had then given in to his predicament at that point..... We didn't damage it anymore.

Another occasion John Porter and myself, went to The Motor Writer's Test Day, at least I think that's what it was called.

The meeting, on a Thursday found us on Coppice geared up with a Quad bike, radio and instructions that the tunnel was open and our area was from Coppice to the Exhibition Centre inside and out and towards Starkey's Bridge.

At lunch time we could book a car out, so we trawled the paddock and booked a Rover 3.5 V8 – with – wait for it, an electronic sun roof and electric windows. I can remember it was quite a luxurious fast car.

In the afternoon we patrolled the circuit on the Quad again, whizzing far and as wide as we could, good fun!

I went to the launch of the new Ford Granada, probably 1985ish, where as a passenger in a 3ltr Capri and set the task of acting as a pace car to the 20 different models behind, carrying two fire extinguishers in the boot.

All was fine, but no matter how we jammed and tied down the extinguishers in the boot they kept breaking loose.

The driver I had with me –sorry can't remember your name, was quick, even though all the corners were coned off for safety reasons.

Our Capri unfortunately handed back dented from the inside out.

Lunchtime, the boys in blue turned up for a test drive, them hooligans, the only drivers to crash into the cones on all corners.

So depending on when this is published, I hope you all have or will have had a lovely Christmas and a Happy New Year!

See you all in 2016. Stay safe Ian Dixon

Plum Pudding Race, Boxing Day—Mallory Park



Orange Army Christmas Party 2015

On Saturday 5th December the annual Orange Army Christmas party took place at the Jurys Inn East Midlands. The event was attended by 84 very glamorous marshals and their families.

The evening commenced with people gathering for pre dinner drinks before sitting down to enjoy a wonderful 3 course carved meal excellently prepared by the chef in Sherwood Restaurant at the Jurys Inn . Following tradition; after dinner a raffle was held seeing some amazing prizes being donated in order to raise funds for Donington Park Racing Association Club (**DPRAC**) - a welfare fund which provides support to drivers who have been injured competing at Donington and find themselves in hospital. DPRAC also help the vital equipment required to run the rescue unit at Donington Park. Thanks to everyone's generosity we raised a record breaking £560 on the raffle - THANK YOU.

Following on from this the BMMC Midlands regional chairman Mike Grantham presented the annual BMMC regional awards with the assistance of Bob Adams who handed over the trophies to our very deserving winners.

Before dancing commenced an unfortunate few were presented with what has become known as the "silly awards", seeing a few specially identified marshals being award for their outstanding embarrassing moment of the year! People then took to the dance floor and danced the night away until the close of the disco at 1am where people then retired to the bar.

Julze and I would like to thank you all for attending the evening and very generously supporting the raffle. We would also like to pass on our gratitude to Diane Hardy, Mike Grantham, Sue Birch, Kara Florey, Jayne Poston and Mel and Tony Baggaley.

Thanks again to everyone who attended, without you, none of this would be possible.

Happy New Year, Rachel and Julze

Date for your diary - Orange Army Christmas Party 2016 Saturday 3rd December

Merry Christmas and Happy New Year to all our readers!



This Year's Award Winners—Congratulations!!



Photos courtesy of Andrew Fellows—thank you!!

BMMC Midlands Region Committee Members



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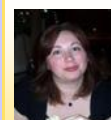
The first
Committee Meeting in 2016
will be 2nd March
at the Appleby Inn



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Answers to the Winter Quiz—
thanks Roy!

1	Sebastian Ogier (for the 3 rd time)
2	Richard Burns in 2001
3	Kyle Bush
4	Steve McQueen
5	George Russell
6	Scott Dixon
7	Four titles
8	Chief Executive Officer of Ben Ainsley Racing (sailing)
9	The last flying Vulcan Bomber and now retired in November 2015
10	Peter Rutt
11	Tom Price and J P Jarier
12	1986 at the Australian Grand Prix
13	Ferrari, Repco, BRM, Weslake, Maserati, Honda, Serenissima, and Traco Ford
14	The BRM with 400 bhp
15	Duncan Pittaway

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