



Chairman’s Report—Mike Grantham

Hello everyone and welcome to the Spring edition of the Midlands Region newsletter, the 2016 marshalling season is now upon us and it looks like being another fabulous year.

I would like to start by thanking everyone that attended our training days at Donington back in January. All of the training sessions were well attended and as usual the weather was kind to us which helped with the practical fire training. I would also like to thank Donington for allowing us to use the circuit facilities.

Many thanks also to everyone who has renewed their subscriptions for 2016; we must be doing something right because we are doing very well for 2016 membership renewals. Unfortunately for those members who haven’t renewed their subs this newsletter will possibly be their last one and it will also result in limited access on the club website and volunteering system.

The new and revised BMMC website is now virtually fully populated with information and news. 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 haven’t yet used the membership database which incorporates the volunteering system, please follow the following instructions. There is an option for first time users, click 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 up your own personal password.

Your username is your BMMC membership number e.g. EM xxxx. If your email is not registered or is different to that held on the system, you will receive an automated

email and you will need to advise our IT officer Sean Clark ito@marshals.co.uk who will then set the correct address and this process will again trigger a system generated email for you to follow. When you have registered onto the members’ section of the website it will be possible to update any changes to any personal details that are stored in the ‘your account’ link which is within the volunteering section.

At our National AGM in December, and as recorded in our Annual Report, our Chairman Chris Hobson announced his intention to stand down at the 2016 AGM, providing a suitable replacement candidate can be found. The Club is now opening the formal process of electing a new Chairman by inviting members to apply for the position. We ask for a completed application form to be submitted by email to

Steve Woolfe, National Secretary,

nat.secretary@marshals.co.uk

no later than 15th May 2016.

A National Chairman’s job description and application form can be found on page 9.

Mike Grantham

BMMC Midlands Region Chairman.



Find us on the above

BMMC Midland Region Training Days 2016

Each year the Midland region organises training for our members and other interested marshals and this year was no exception. We started off with a day for rescue crews, new and old. Controlled violence was done to several scrap cars after tool use and care had been covered. Actions in support of our medics were also covered. A unit assessment run was completed successfully and two trainees gained their full licences.

The next weekend we had two full days for race marshals, from new and just getting started to the more experienced grades. During the two days over 150 people took part. Sunday was disrupted by a false fire alarm and the system not able to be cancelled. We were very appreciative of the way in which everyone rallied round and made the best of the ad hoc arrangements we had to make to cope with this.

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

Jim Whitaker

Training Officer

Rally Training Days 2016

Remaining date for 2016 -

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.

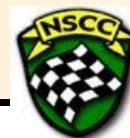
RALLY DATES

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.

- **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.

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 Part II



Meanwhile I had been upgraded to Chief Marshal and was still volunteering for events with AMOC, BDC, HSCC, 750MC, 8Clubs, JCC, BARC, BRSCC, and Jim Russell Racing and at venues including Mallory, Donington, Silverstone, Rockingham, Pembrey, Thruxton, and Cadwell as well as training new marshals for the discipline. Through 1994 to 1997 we travelled to Croix en Ternois (in the Pas de Calais region near St Omer) with HSCC and I was start line marshal at British Grands Prix from 1990 to 2001 and was nominated as member of the Dog House Club—quite an enjoyable experience for a marshal. In 1997 I accepted an invite to the BMMC 40th Anniversary Dinner held in Warwick. In 2000 and again in 2006 was awarded the Sylvia Edwards Trophy for Midland Region Marshal of the Year. Sylvia and husband Lawrie were my mentors in the early marshalling years.

The first Croix two day meeting was interesting as 14 marshals/officials travelled by ferry to the event with only 13 passports but somehow we all went through. Three of us covered the paddock and assembly and then 'sprinted' to the start line to grid up, then the pit wall (railings), gantry and flags. Fortunately these were all in close proximity. It was great fun and well organised except for the first race when no-one remembered to lap chart and the competitors had an extra lap. The circuit owner, a jovial, enthusiastic gentleman, brought us all a complimentary packed lunch and bottle of beer.

In 1992 Bruce Widdowson, a NSCC member, introduced the club to Dr Raynes, the landowner of Thoresby Park and a motor car enthusiast offered his park available for our sprints. Following an inspection by MSA we were granted a Track Licence to run sprints in the park. Our two day events have proved very popular and in the early days we were running 100 entries plus some 'hopeful' reserves. There is an enormous amount of work involved transforming the park into a motorsport venue and our club, marshals and helpers work very hard for 2/3 days to make the event possible. I 'book' all the officials and support services and our reliable 'team' of marshals are always willing to volunteer for all our events.

On May 17th 1998 the NSCC, with assistance from the British Motor Sprint Association, organised a sprint at Donington Park. Di Hardy and her ES Team were in Race Control and the late Robert Fearnall, Circuit Manager gave us his support. I was Secretary of the Meeting and my daughter Lynne who did weeks of preparation was Chief Marshal and with Mike Mayfield, Gordon Peters and our professional team of marshals it ran well. We had 240 entries with three competitors on the track at timed intervals so, with a few re runs we had almost 1000 runners off the start line. Before the first runs we had three uninvited guests—drugs officers, who appeared in Race Control, asked for a programme and picked out a number of competitors at random to carry out their normal procedure of checking. Very inconvenient for those who were all 'kitted' up for practice! A fantastic day's motorsport and worth all the weeks of planning and organising by the club members. I fear that noise restrictions and lack of finance will prevent a repeat of the event.

I was a supporter member of the new Rockingham circuit and enjoyed the whole organisation there. I was start line marshal at the inaugural meeting 12th/13th May 2001 and the Coy's Historic Festival 27th/28th May which was the most memorable event I have ever attended, with ASCAR, Indy Cars, Trans-

Vi Selby—A Life in Motorsport cont'd

continental Saloons, Brooklands cars and bikes etc. all competing. Nigel Mansell opened the event, arriving in a Champ car with hand held high and suspended from a helicopter and landed behind the pits complex. Then, with precise timing, the real Nigel in a real car drove down to the pits to cheers from the spectators! Many not getting the joke!

The first race car meeting at Mallory Park was held on 21st May 1956 and was organised by the NSCC. In 2006 the NSCC organised a 50th Anniversary event at the venue with a display of Classic and Vintage cars and a parade on the circuit during the lunch break. A similar event followed in 2007 and in 2008 it was a celebration event of 52 years of Mallory Park and 25 years for the owner Chris Meek. These events were all supported by our marshals who all worked so hard with the setting up and running on the day, also the clearing up and packing away.

In 2009 we added another venue to our calendar and organised an event at MIRA, a very popular meeting which we ran in 2010 and 2011 but, due to high costs and low entries, we couldn't continue.

I always enjoy my marshalling and have trained many marshals to keep safe and enjoy the start line discipline with me. It is said that the start line can be a dangerous part of the circuit (as is any part if care is not taken) which I have twice had cause to remind me. At Mallory Park, when positioning my driver to his grid place, the car behind me (nearer to the front of the grid) was trying to position himself and selected reverse instead of first. His rear wing pitched me forward but fortunately, without injury. At Silverstone I was standing on the grid after the green flag lap and displaying the yellow to hold the cards for their start, I saw warning flags and heard whistles blowing and ahead of the pack flying out of Woodcote comes this Formula Ford at race speed, flying straight past and only just missing me. He was reprimanded by the MSA who kindly came down to ask if I was OK and relieved him of his licence after the race. One hit and one miss in 37 years—not a bad record.

I have greatly reduced the number of days circuit marshalling and I retired from my full time work three years ago but intend to carry on enjoying the club events. There are many memories from my marshalling and the invites to celebrations and memorials to our racing greats at Mallory Park and Donington Park. The BMMC have been very supportive and, in recognition, awarded me the Gold Badge in 2006. This is a BMMC recommended award to a senior official for their service and I was told that it was the first time it had been awarded to a lady recipient although I stand to be corrected on this.

I made my own personal commitment to NSCC in 1983/1984 and chose to continue giving my best in whichever discipline I took on from those small beginnings in 1983 and I am still (stubbornly) passionate for its continued success. I have, as they say, been there, done it and yes, go the T shirts during my time in motorsport but more important than all this I have made many good and long term friends and I have great respect for all who volunteer, work and contribute and the drivers who compete in all forms of motorsport.

Spring Quiz—Formula One

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1. To the nearest 100, what is the average Formula 1 race distance in miles?
a. 100 b. 200 c. 250 d. 350
 2. In the 1976 German Grand Prix, which was the first 6-wheeled car, driven by Jody Scheckter, to be successful in Formula 1?
a. Williams FW08B b. Ferrari 312T6 c. March 2-4-0 d. Tyrrell P34

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3. In which European country would you find a Formula 1 circuit with this famous downhill section?



- a. Belgium b. Spain c. Germany d. France
-
4. Who is the 2013 President of Formula 1's FIA?
a. Max Mosley b. Michael Schumacher c. Jean Todt d. Bernie Ecclestone
 5. What is the maximum permitted capacity of a Formula 1 car engine?
a. 2 litres b. 2.4 litres c. 3.5 litres d. 5.6 litres
 6. Which word does the 'R' in 'DRS' represent?
a. Resistance b. Reduction c. Residual d. Recovery
 7. As at the end of the 2012 season, which driver has won the most Formula 1 World Championships?
a. Michael Schumacher b. Alain Prost c. Juan Manuel Fangio d. Ayrton Senna
 8. The Driver's Championship was first awarded in 1950 to Giuseppe Fania; driving for which team?
a. Maserati b. Ferrari c. Talbot-Lago d. Alfa Romeo
 9. What is the maximum permitted crankshaft rotational speed of a Formula 1 car engine?
a. 20,000 rpm b. 18,000 rpm c. 12,000 rpm d. 10,000 rpm
 10. At 7.004 kilometres, which is the longest circuit on the 2013 Formula 1 calendar?
a. Buddh International Circuit, India b. Nurburgring, Germany c. Albert Park, Australia d. Spa Francorchamps, Belgium
-

Regalia and Sales Dates

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

[BMMC National Regalia Price List](#)

Sales dates at race meetings for 2016 (those in orange, goods will be on sale but there will be no stall as Simon has Clerk duties on those days) : -

Sun 3rd Apr	Curborough	MGCC	Sprint
Sun 17 Apr	Ledbury	MGCC	PCT
Sat 23rd Apr/Sun 24th Apr	Donington	MSVR	Nat B
Sat 14th May	Curborough	BMMC	Sprint
Sat 28th May/Sun 29th May	Mallory	BARC	Nat B
Sat 18th Jun	Donington	BARC	Nat B
Sun 19th Jun	Curborough	Owen	Graham Hill Sprint
Sat 2nd Jul/Sun 3rd Jul	Curborough	NSCC	Sprint
Sat 9th Jul/Sun 10th Jul	Blyton	WSCC	Sprint
Sat 16th Jul/Sun 17th Jul	Donington	BARC	Nat B
Sat 23rd Jul/Sun 24th Jul	Donington	BARC	Nat B
Sat 6th Aug	Curborough	BARC	Sprint
Sun 7th Aug	Curborough	MGCC	Sprint
Sat 13th Aug	Donington	MSVR	Nat B
Sun 14th Aug	Curborough	Mid Cheshire	Sprint
Sun 21 Aug	Curborough	RSSOC	Sprint
Sat 27th Aug	Curborough	BMMC	Sprint
Sun 28th Aug	Donington	BRSCC	Nat B
Sat 3rd Sep/Sun 4th Sep	Donington	CSCC	Nat B
Sat 10th Sep/Sun 11th Sep	Donington	BRSCC	Brit GT
Sun 25th Sep	Burton Dasset	MGCC	PCT Trial
Sat 8th Oct/Sun 9th Oct	Curborough	HAS/MAC	Sprint
Mon 26th Dec	Mallory	Mallory	Plum Pudding

Donington ES Team Regalia

If you would like to purchase anything, please contact Tony Baggaley at tony.baggaley@hotmail.com

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

DATES FOR THE FIRST HALF OF THIS YEAR

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.

BMMC Curborough Sprint—Marshals Appeal

The 2016 BMMC sprint season is almost upon us and this is a request for marshals.

The dates are 14th – 15th May and 27th – 28th August.

Sign on for all four events is 08:00 with the first practice at 09:00.

There is normally two practice runs and two timed runs for each competitor and the day normally concludes with a drink for the marshals at the prize giving; the marshals are most welcome to stay or take a beer home with them.

Lunch will be provided and there is a raffle.

If anyone wants to marshal on both days there is free camping and the Lotus 7 club normally erect a tent with a barbecue.

To volunteer please contact either -

Paul Parkin m.volco@marshals.co.uk or Steve Hill nat.compsec@marshals.co.uk

Rally Marshals Online Training and Accreditation—FAQ

[Marshals Online Training and Accreditation](#)—link to the MSA article

Why do experienced marshals have to do this?

All marshals should have a common set of basic skills to protect themselves and others on the stages. This includes first-on-scene training. The MSA aims to ensure that the training is useful and relevant to everyone.

What are the contents and how long does it take to do?

There are three modules: Roles & Responsibilities of the Marshal; Spectator Management; and Incident Management. It should take a maximum of one hour to complete, including the online assessment.

What is the process?

Simply register online via the MSA's members' site at members.msauk.org. Then follow the links to the learning management system and proceed.

What will happen if you do not pass?

You can simply retake once you have re-read the sections you didn't quite manage first time.

When do all Marshals have to be registered by?

From now on, online training and accreditation will be compulsory for new/first-time rally and cross country marshals. Existing registered marshals are encouraged to complete the accreditation as soon as possible and will need to do so before renewing their 2017 registration.

Do all Marshals have to complete the online scheme, regardless of status?

From 2017, yes, but you can apply to register at the grade for which you are most experienced. If you wish to apply for a grade higher than trainee you will need to supply the MSA with an application form endorsed by your club and a CV covering your motorsport history.

Do you have to complete the online scheme every year?

No – it is a one-off for everyone.

If a Marshal chooses not to register will he/she still be able to marshal?

There will continue to be a buddying system, which will allow non-accredited marshals to join accredited volunteers on events. This will also help to ensure we don't lose opportunities to recruit new volunteers. For 2017, all marshals will need to have completed the online scheme before marshalling unsupervised – a non-accredited marshal will not be able to man a junction on his or her own, for example. In 2016, during the transition, only existing MSA-registered marshals may marshal unsupervised.

Will marshals still require a club endorsement on the application form?

For 2016, new marshals will not require club endorsement. However, they will need endorsement if they choose to upgrade to become a registered marshal.

How will the grade be decided for existing marshals?

It will be decided by a small committee upon submission of a CV and an application form endorsed by the club.

Any further questions from volunteers should be directed to training@msauk.org.

New Members

Welcome to our new members!

Steven Pashley	from Derby
Steve Allitt	from Nuneaton
James Allitt	from Nuneaton
David Ballington-Graham	from Belper
Ian Armstrong	from Derby
John Bentley	from Swindon
Jon Ebrill	from Nottingham
Jessica Kibble	from Coalville



BMMC National Chairman—Vacancy

At our AGM in December, and as recorded in our Annual Report, our Chairman Chris Hobson announced his intention to stand down at the 2016 AGM providing a suitable replacement candidate is identified. The Club is now opening the formal process of electing a new Chairman by inviting members to apply for the position.

We ask for a completed application form to be submitted by email to Steve Woolfe, National Secretary, no later than 15th May 2016.

To access and download the job description please click [HERE](#)

To access and download our standard application form please click [HERE](#).

It is quite probable that anyone considering applying will seek further detailed information about the role, responsibilities and commitment and in the first instances should contact Chris Hobson either by email bmmc.chair@marshals.co.uk or mobile 07789 206809.

Steve Woolfe
National Secretary
Nat.secretary@marshals.co.uk

Thank God for Telehandlers

Now, Rescue Training day was excellent as usual and once again just using the equipment is an excellent way to learn.

It was not necessary for me to do a run, but Jim had plans for me as I was to find out.

“Get a team together.” He said. “You are going to do a run and you’re in charge”.

Well, I made a bit of a cock up and some of my decisions a little dodgy.

It was easy to make cuts in posts A. B. And C but maybe a little lower to allow for more room would have been better. I contaminated the area with glass and I tried to cut the steering wheel in a place that didn't work.

Casualty handling was not as good as I would have liked and I did find it very hard not to stand back, observe and instruct.

Anyway, I did learn a lot about what it takes to be IC. on the rescue unit. Thanks for the constructive comments Jim.

The following week was fire training and it was probably the first year I haven't got involved. The reason being, I was asked by Ian Berry to walk the circuit with a view of improvement of the marshals runways.

So on Saturday the 13 Feb I set off with wheelbarrow, pick and shovel for a day of barrowing.

On arrival the important thing was to find the Tea Urn, fill it and turn it on.

Job done and all signed on we were out into teams and off we went.

My task for the day was to spread chippings from post 18 to post 20 with some step ups to allow marshals to get over the wall at the fire points. So with the help of Mary Pearson, Simon Lynch, Andrew, Malkin, and Paul Bysh we set off for Coppice.

Derek was driving the circuits pick up truck and we had the use of a tele handler. I'm not sure but two scoops of a tele handler may have been four tons. So two scoops on the truck times three deliveries and we just about made it to post 20. Now for the step ups - all four of them.

It was at this point that the tele handler turned up with a full bucket and the first step completed in ten minutes, excellent—shortly followed by the second one.

At this point the tele handler was required at post 6 and Derek arrived with load for the third step. Oh boy, this one was hard. We shovelled, pushed and raked for an hour and ten before it was done. However another loaded bucket was brought by the handler and as if in a flash it was done.

Thank you to all who were involved and I hope the improvements are appreciated.

Stay safe.

Ian Dixon

Training days in January.



BMMC—Club Benefits

If ever you wondered what the benefits are of being a member of the BMMC...

MSA Representation

The BMMC work and liaise with the MSA, the governing body of motor sport in UK, and our officials represent the interests of marshals on various committees.

We provide management of a Membership database to support volunteering and MSA grading systems.

Training

We will provide training and development to support the experience you will gain attending events.

Organisation of training events using MSA approved modules supplemented with practical training.

Online Volunteering

As a member of the BMMC you are able to book all of your marshalling duties through the online volunteering system. The Online volunteering system allows you to manage your time for many different disciplines of motorsport nationwide. The system is always up-to-date and you can easily see what you can volunteer for and what you have volunteered for.

Proban Overall and Waterproofs

We all love dressing in orange and as a BMMC member, we offer financial subsidies on proban overalls and waterproofs and a range of Club branded clothing, badges, stickers etc.

Subsidies for probans and wet weather clothing effectively give BMMC members their membership fees back every 3 years = zero cost.

We also offer a range of other BMMC branded clothing and regalia.

Insurance

You might never think that you need it and we hope that you don't.

As a BMMC member you get Personal Accident insurance for MSA and non-MSA organised events and bespoke Emergency Medical Repatriation insurance for marshalling outside UK.

You are covered from the moment you leave home to the moment you get back again when you are marshalling. There are additional insurance benefits, particularly for marshalling overseas and non-MSA licensed events.

The Club

You are part of the largest marshals club in the UK and of course we have social events too.

Dukeries Rally at Donington

Photos courtesy of



Donington Park News

The refurbishment of the Donington Park circuit and estate is now nearing completion after five years of work on the venue.

Over winter 2015-16, a further £750,000 has been invested in the circuit and the estate, and in improved spectator facilities, bringing total investment since 2010 to just over £11.5 million.

On the racetrack itself, once again the safety facilities have been extended, with a further 250 metres of new FIA and FIM-grade debris fencing installed on the Melbourne GP Loop section.

Further improvements include a new tyre wall at Hollywood, while all the famous blue and white walls and barriers around the circuit received a fresh coat of paint. The Winners' Podium has also been updated over the winter, with a full rebuild of the stage and backdrop. Importantly, the marshals' posts have also seen fresh investment, with new running areas and post protection.

There are new paddock facilities such as self-service electrical and water points now available in Paddock Two, while the toilet block in Paddock One has had a major refurbishment.

For spectators, new seating is being installed in the main Paddock Grandstand, while a new spectator bank is being built on the infield at the exit of Robert's Chicane.

One landscape feature has gone. The Craner hospitality suites, which have not been usable since 2010, have now been demolished, with the area ear-marked as a future additional public viewing area. And at some expense, a settlement of bats, which were discovered to be occupying the disused building, have been re-settled in the required new 'bat house'.

RallyFuture

[RallyFuture](#)—link to the MSA article

RallyFuture is the campaign to help ensure a bright future for stage rallying in the UK by promoting and further enhancing safety, particularly for spectators.

Primarily, this entails implementing 29 recommendations from the [Motorsport Event Safety Review \(MESR\)](#), which was set up by the Scottish Government following the 2014 Jim Clark Rally. The MSA has committed to this implementation programme in a staged manner over approximately two years, until early 2017.

The full list of recommendations - and progress towards implementing them - is outlined [here](#).

For advice and guidance regarding spectator safety, please [click here](#).



Where will you be marshalling this year?

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.shelsley-walsh.co.uk/midland_automobile_club/
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.shelsley-walsh.co.uk/midland_automobile_club/
Shenstone & District Car Club	http://www.curborough.com/
British Superkarts	http://www.superkart.org.uk/
Nottingham Sports Car Club	http://www.nottinghamsportscarclub.co.uk/

Festivals

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

BMMC Midlands Region Committee Members



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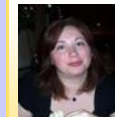
The next
Committee Meeting will be
1st June
at the Appleby Inn



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Sue Birch
New Marshals Liaison
Officer
tawnysue@hotmail.co.uk



Melanie Baggaley
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Answers to the Spring Quiz—

1	200
2	Tyrell P34
3	Belgium
4	Jean Todt
5	2.4 litres
6	Reduction
7	Michael Schumacher
8	Alfa Romeo
9	18,000 rpm
10	Spa Francorchamps, Belgium

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

