



Summer 2016

MMP

Chairman's Report—Mike Grantham

Hi everyone and welcome to the Summer edition of the Midlands Region newsletter.

I would like to start by thanking everyone for their help with our Taster Days. When our attendees go out on post in the afternoon they are always received very enthusiastically and are always treated very well. They generally come back to the de-brief at the end of the day full of enthusiasm and buzzing with anticipation.

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 which is available from [HERE](#) and post them off to Geoff Mollart at 5 Avocet Close, Uttoxeter, ST14 8UG. I would advise that you take a copy of the documents for your own records.

I think that there may be a certain amount of confusion about the new revised BMMC website. All new and current members are added to our newsletter and bulletin emailing system automatically, but in order to access the members part of the club website you will have to register using your membership number and a password of your choice. Full instructions for registering onto the club website are [HERE](#)

A brief mention about social media; the MSA have issued guidelines which can be accessed [HERE](#). Please don't be tempted to take photos whilst on

duty - it could put your own and your fellow marshals safety at risk. Please observe what is happening around you at all times.

Julze and Rach are organising a Christmas party at the end of the year on the 3rd December at Jurys Inn, East Midlands. The price is £25 per person £15 will secure your place. The evening will consist of a 3 course meal, raffle, BMMC Midlands Region awards, silly awards and dancing. Mel & Tony are accepting cash deposits and any enquiries to Rach please, rachdale@hotmail.com plus if you want to pay by bank transfer, email Rach and she will send you their bank details. This will be the sixth year that this very popular event has been organised, all profits will be donated to Donington Park Racing Association Club (DPRAC).

Mike Grantham

BMMC Midlands Region Chairman



Find us on the above

BMMC Curborough Sprint 14th May Photos



BMMC Sprint—Curborough 14th May

Saturday's BMMC Sprint started early but with the promise of a bright and sunny but breezy day.

As always we had a few Marshals we were informed would be attending, and it was great to see a few extras on the day. We had a few novice Marshals and we hope that as Curborough is the home of Club Motorsport they had time to enjoy their day while observing the ins and outs of Club Motorsport and they were not put off. One of our novices had requested to work in the pits but as there are no pits at Curborough he helped out on startline and had a great day.

We always try to ensure all our Marshals receive a raffle prize, and offer a drink at the end of the day at the prize giving.

We had 69 entries and a mixed bag of cars to keep up the interest. Anything from a Ford Mark 1 Escort, a Peugeot 205gti, a March-Lotus 733 to a Megapin 10 HC 97.

The best prepared car went to a Rover Metro Advantage and the Fastest time of the Day to a Force PC 14000cc driven by Gary Thomas and he was only a fraction of time off the course record.

It was nice to have a second competitor in the fastest BMMC member category this year and Dave Reed took the title in his Lotus 61 Formula Ford.

Those Marshals who made a weekend of it and also joined us on the Sunday for the Lotus 7 Club GB sprint enjoyed even more sunshine and rounded off their lunch with some chocolate cake.

Thank you to every one who joined us and we look forward to seeing you all next year – Our Sprint in May 2017 sees our 20th anniversary so it would be fantastic to see a sea of orange in the paddock and on all posts for the day.

Thank you all and we hope you had fun!

See you all in August for the BMMC Sprint on August 27th and the Lotus 7 Club GB Sprint on the 28th.

If anyone is available to come please contact me with your availability on : -

07710 131130 or steve@kelvicbec.co.uk

Steve Hill

National Competition Secretary

BMMC

Rally Days 2016

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.

- **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 and other events will be listed on the club's website under the 'marshals' link.

Christopher Meek (Mallory Park) and Dr Phil Rayner (BMMC)

Chris Meek

Chris passed away on Saturday 21st May following a hard fought battle with cancer.

Chris raced successfully for many years, with over 500 race wins . He was a seven-time production car champion.

He continued to be heavily involved in racing after acquiring Mallory Park Circuit in Leicestershire back in 1983.

The BMMC offer their sincere condolences to Chris's family.

Dr Phil Rayner

Unfortunately, we have to report on the untimely death of BMMC Midlands Region Member, Dr Phil Rayner who passed away suddenly at home on Wednesday 4th May 2016.

Phil was the Chief Medical Officer for the MSA, Chairman of the MSA Medical Advisory Panel, Chief Medical Officer for the British Motorsports Marshal's Club and a long serving member of the FIA Medical Commission, as well as a member of the FIA Anti-Doping Disciplinary Committee.

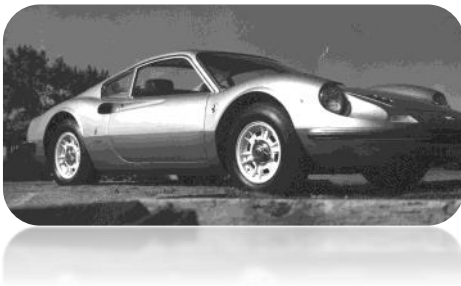
A Consultant in Anaesthesia and intensive care in Chesterfield for many years, Phil recently retired from the NHS to take on the role of FIA Medical Delegate for the newly formed FIA Formula E Championship, a role he relished, helping to draft new regulations and safety standards for electric vehicles and to pass on his wealth of knowledge and experience from around the world.

He was also the Chief Medical Officer for Wales Rally GB and the British GP for over twenty years. Totally unflappable, always having a sense of humour but always totally professional.

He will be missed by all of those who worked with him and we would like to send our thoughts and condolences to his wife Pauline.

Summer Quiz

Welcome to the Summer Quiz—have a go and enjoy! Roy Harrison

- 1 Name the three rookies competing in the 2016 F1 season.
- 2 Which F1 team has made its debut this year and representing which country?
- 3 A record breaking 21 races in this year's F1 season – one has made a return and the other is a new venue – can you name them?
- 4 A new safety device was introduced to F1 pre-testing dubbed the “HALO” – where does it fit on the car?
- 5 Jake Hill will race a Team “Toyota Avensis” in the BTCC season – True or False?
- 6 Brooklands circuit celebrates 90 years this year – True or False?
- 7 This year also marks the 100th running of the “Indianapolis 500” – which year was the first race held – BE CAREFUL!
Choose from a) 1906 b) 1911 c) 1916
- 8 There are 3 drivers who have gained four wins each in the above race – who are they?
- 9 What was the first Japanese car to be produced in the USA?
- 10 Put the correct year to the following cars -
 - a) Austin Healey 3000 MK2
 - b) BMW M1
 - c) Jaguar XK14
 - d) Ferrari Dino 246 GTS
- 11 Who holds the most wins to date in the 24 Hour Le Mans race?
- 12 The car manufacturer “Subaru” has joined and competed in this year's BTCC and who has decided to drive it?

FACT: The racing driver Ian Flux started his career in 1974 and has competed in most categories of racing for 42 years without a break, and is about to make his 750th start during this season approaching his 60th birthday !! I take my hat off to him – a fantastic achievement.

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) : -

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! If you have a friend or family member who is interested in becoming a marshal, then this is the place to start.

For more details go to www.tasterdays.info

DATES FOR THIS YEAR

18th June—Motors TV

13th August—MSVR

10th September—GT & F4

1st October—750MC

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!

Grading Advice Notes

All the information given below is in accordance with the MSA's 2012 upgrading requirements. If you overlook any of the requirements below your upgrade will be referred. These notes have been prepared to help you avoid any problems.

HOW SOON CAN I UPGRADE?

If you are a Trainee you can upgrade as soon as you have completed all the requirements in your Personal Record Card (PRC). For future upgrades, where two training days are required these must have been signed off twelve months apart, or as close to twelve months as possible depending on the availability of training dates.

WHEN SHOULD I GET MY UPGRADE ASSESSMENTS?

Your assessments will be the last part of your upgrade, so they must only be sought after you have completed all the attendance and all the training for the upgrade. Where two assessments are required, they must both be done only at the end of the process.

An assessment will only be valid if you have spent a whole day on the relevant duty.
A successful upgrade assessment cannot also be counted as an attendance signature.

WHERE DO I RECORD MY ATTENDANCE AND TRAINING SIGNATURES?

Use the relevant pages of your PRC for the grade and discipline you are grading for. You may have gained attendance or training signatures extra to the requirements for your upgrade, which is commendable, but these should be recorded on the PRC Continuation pages (available on the MSA website), and not elsewhere in the PRC.

WHAT IF I HAVE RECORDED EXTRA ATTENDANCE OR TRAINING DAYS ON OTHER PAGES OF MY PRC?

You will need a new PRC!

You cannot count signatures for a future upgrade until the MSA have approved your current upgrade.

Confirmation of your upgrade will only be from the date when you receive your updated registration card from the MSA.

WHO CAN SIGN MY PRC?

Attendance and upgrade assessment signatures are only valid from MSA registered officials, and only at MSA licensed events. Attendance signatures can be given by whoever is in charge on your post/work station, but they must be MSA registered marshals. Training signatures must be from MSA registered trainers, and they should be signed off in your PRC against the relevant training module. Upgrade assessments must be from Examining grade marshals.

HOW DO I MAKE SURE I KEEP MY EXISTING GRADES?

Please be aware that if you forget to renew your MSA registration for any period your grades may not be recognised by the MSA when you register again.

The MSA's requirements for maintaining grades are that you should have four days attendance each year in your grade, and attendance at a training day at least once every two years. It's a good idea to keep a record of these days, using the PRC continuation pages.

For more detailed grading requirements refer to your PRC, or visit the MSA website www.msauk.org

IF IN ANY DOUBT, CONTACT YOUR REGIONAL GRADING OFFICER OR THE NATIONAL GRADING OFFICER FOR ADVICE AND HELP

(NB: Although this criteria was actually introduced in 2012, the MSA are only now strictly applying it.)

Steve Malec BMMC National Grading Officer
November 2014

New Members and Upgrades

Welcome to our new members...

Nigel Pack	Spalding
Justin Walker	Worcester
Sam Walker	Worcester
Paul Simon	Stourbridge
John Brownlie	Shrewsbury
Jocelyn Brownlie	Shrewsbury
Adam Varney	Hatton
Richard Lewin	Nottingham
Christine Hood	Leicester
Danny Parsons	Burton-upon-Trent
Bethany Whiston	Kidderminster
Malc Merrifield	Leicester
David Roberts	Newark
Iain Corrie	Derby

Welcome to our new members...

Luke Harrison	Nottingham
Ivan Brogan	Coventry.

Congratulations to the following members on their upgrades...

Andrew Brightman	Experienced Race
Mark Smythe	Track
Rachel Page	Specialist
Andrew Pocklington	Track
David Draycott	Specialist
James Parry	Experienced Specialist
Jason Allen	Track
Martin Davies	Track
Craig Welbourne	Experienced Race
Tony Baggaley	I.O.

Orange Army Christmas Party 2016

We have managed to secure the venue at Jurys inn East Midlands to make this our 2nd year here.

We can confirm that we will be having a 3 course meal, BMMC Midlands awards and a disco.

Price £25 per person (£15 deposit ASAP to secure your place)

We have managed to also keep the room prices @ £55 single, £65 twin / double.

Room bookings will not be made available until the venue deposit is paid. More info on how you can book these rooms will follow shortly.

DPRAC is again our chosen charity for 2016. The Charity has supported our marshals locally and has supported our Christmas Party in 2015.

Anyone is invited to support and celebrate our racing family.

Please email rachdale@hotmail.com for bank details to pay your deposits. Alternatively, Mel and Tony Baggaley are taking cash deposits at sign-on for Donington Park events.

Marshalling at Speed Hill Climbs

Speed hill climbing is exactly what it says - driving a car (or motorbike) from the bottom of a hill to the top, against the clock. It's fast, dangerous and fun, and we get very close to the action! There is an enormous range of cars - from the ordinary to the extraordinary, from the basic to the highly specialised.

I started marshalling about 18 years ago, and have seen some spectacular driving at venues across the country - from Doune in Scotland, to Gurston in Wiltshire, Harewood in Yorkshire to the Isle of Man, although Loton Park just outside Shrewsbury is my favourite. It is a deer park, which adds an extra dimension, and is the 2nd longest hill climb in the country - 1,475 yards.

Hagley & District Light Car Club has run hill climbs at Loton Park since 1970. It's a very inclusive club, we know we are dependent on each other for a good day of motor sport, often ending the day together at the onsite bar, enjoying a drink whilst reviewing the day's action.

Cars come up to the start line in batches, depending on their cc. The car is set into the correct position by the start line marshals and as it accelerates away, a strut on the front of the vehicle splits a timing beam. After a few twists and turns, another timing beam records the time as the car travels over the finish line. On average we have around 130 cars a day, each car having 2 practice runs and 2 timed runs, split by a lunch break (provided by the club for marshals), so the start marshals are manhandling more than 500 cars a day - quite tiring!

In hill climbing, marshals carry just one flag - red. It is used to control the hill in case of an incident and when used in conjunction with the faithful whistle is a quick and effective way to alert an oncoming driver of an incident ahead and marshals at posts lower down the hill. It is the Post Chief's responsibility to ensure a red flag is waved when needed, which is then followed up with a radio call to the course controller, who will alert anyone else - perhaps a Clerk, Rescue or Recovery unit.

As with many forms of motor sport, hill climbing marshals can be thin on the ground, so we are actively encouraging people to try marshalling with us for a day. If you enjoy motor sport, why not get as close to the action as possible! For further information, please email chiefmarshal@hdlcc.com

Jan Bayford.



Speed Hill Climb Photos—Loton Park



Photos courtesy of Jan Bayford, thanks Jan!

Wallace and Gromit tin raided by doctor...

By the time you all get to read this it will be the summer and a very enjoyable season we will have had so far. I can only apologise as I need to write something for the beginning of the year and when you consider that there has been no motor racing I have to dig deep to accommodate. Therefore the summer dispatch includes the shenanigans' from the first meeting of the year onwards.

For those of you who think we all go to sleep in the rescue unit think again. As on the first day of the season we went through everything - every darn thing. Every guedel airway, laryngoscope it's bulbs and batteries all electronic medical equipment and burns kit checked.

The hydraulics were run up checked and generators filled. All boxes opened and checked to the official list, sorted by date and some old stuff rejected. So there you have it.

We did have a shout at the 750MC that day, to a driver in a Fiesta who had collided with another on his driver's side and felt a little uncomfortable. He did tell us whilst in assessment that he had raced Bangers in Great Yarmouth and always had his belts as tight as possible. He was ok after a check over by our doctor.

For Touring Cars we signed on at the Launch Pad, where there was a load of room, nice loo's too.

Pauline and Tony did a BBQ of bacon cobs and a raffle organised of which £350 was raised, good news and thank you everyone.

Can we use The Launch Pad permanently, please?

I was on post 8 as snatch 31alpha, which I forgot and called in as Craner Curves. I was soon told otherwise by Di.

It was a very cold day as the wind was northerly and strong, but down at post 8 there is a bit of shelter from the elements and it wasn't too bad.

In the little hut at post 8, there was a TV and playing something that looked like Friends when we arrived on post.

It was noted that the grass area was very wet and soft, so I decided that it would be prudent to position ourselves to the bottom end of the hill as anything that came off would end up at the Old Hairpin even if it did hit the wall farther up.

The water table was higher than the markers at The old Hairpin, they floated to the top of the slot they were in and falling over – answer, take them away altogether.

Having some 36 years of marshalling at Donnington' I do feel that I can brief the my lads accurately as to what may happen at any particular post, but I do realise that anything can happen — and it did.

Mr Fletcher, running slightly wide onto the grass did make me jump as I was looking at a car in front of him that was a little sideways into the hairpin.

Suddenly there was a loud bang, as I turned a car was eight feet in the air with powdered soil pushing forward and flowing back over the car showing the airstream over the car, then there was no stopping him as he sped off in the direction of Starkey's Bridge and plopped into the gravel.

On inspection it looked like the soft ground had allowed the car to sink into the ground forcing the front splitter to dig into the ground, on doing so the car was launched into the air destroying most of the front end of the car.

His front splitter was buried in the ground a good eight inches and Gassa arrived at lunch time to fill the divot in.

Now that wasn't the end of it, as one of the Ginetta G4 did exactly the same thing, but this car did a proper wreck-

Wallace and Gromit tin raided by doctor continued...

ing job, and buried himself in the Inner gravel trap.

So off we went and talking to the driver who seemed ok, but, confused as to what he had hit.

The car was a mess, his front wheels were crossed eyed and the radiator was flat and folded under the car, the bonnet was gone and all the front bumper.

All this was fine, the tele handler called, the car dragged back to the gap at post 8 fine. Then the slicks hit tarmac, this was when we discovered the car was stuck in gear and two of the four wheels faced in opposite directions and the two rear wheels wouldn't move, even with the drivers help. The wall has been moved at the gap and it is harder to get the rescue unit in there let alone a very bent car. Then of course the tele - handler was stuck behind the car and couldn't cross. That was when Di's voice came on the radio asking if there was a problem? Girrrrrrr!

It took us about fifteen minutes to load the car onto Mick Avery's truck with a lot of pushing and shoving. Phew.

Not sure if the swipe in and out with tickets work as I was not asked to swipe out when leaving on Saturday night.

The next day my ticket was checked by security that was in the Launch Pad and surprisingly all was well.

Now, generally, the members of the rescue units are upstanding members of the marshalling community, they are reliable, exceptionally keen, although amateur, professional in their outlook of everything regarding their unit. Isn't that right Brendan?

Now, those of you who know me may have not missed that my "snap box" is a Wallace & Gromit biscuit tin.

Being on post 8 I happened to leave my box on top of the wall near the gap. After lunch, for me that is about two hours after breakfast.

I always leave fruity bits for the afternoon, that was when I discovered my fruit had been tampered with.

On opening my tin, I found I had a face drawn on my Satsuma and a smiley face on my banana.

Now watch out DR. Anna Bichmann I will have to keep my eye on you. And also you Brendan, as I feel you aren't squeaky clean in this matter.

According to the crew it had nothing to do with them, it was all down to the doctor wasn't it Brendan??

It appears to me that because manufacturers are making cars very streamline front rear and sides that at the earliest opportunity they will roll over easily. Clio's three in all, did precisely that, when they hit the gravel, at what looked like a reduced speed they rolled quite easily.

So the Touring Cars seemed to attract allot of spectators and getting out seemed to be very good. I managed a quick get out via the old loop and over Swarkestone Bridge and arrived home at 6.30. Not bad.

More to follow.

Stay safe,

Ian Dixon

Donington Park News

Donington Update

Over the past few months I hope you have noticed the significant improvements that have been made to Donington Park.

The circuit team have made great improvements to how Donington is looking and the infrastructure of the infield was/is vital to the growing success of the park. This area is now open to the public to wander around freely. The spectator fencing will be upgraded shortly.

The two new posts have been in use for a few months now. Post 17 is still an issue but the Committee are working with the circuit to rectify the issues around this post. Hopefully we will see a few more posts being upgraded shortly.

Donington now has an information shop next to the pit stop diner. Memorabilia can be purchased from there and it is a great little shop for details of events/driving experiences and other useful information that you can direct the public to. We are now into the 21st century with a cash point machine. Again this is in the pit stop diner and is free to use!

The ES Team sign on suite 75/76 I know has had lots of negative feedback, but just to remind you all this is a temporary fix and we will be looking to move to pas-

tures new for next season! Our bigger events may be held in a different venue so please look out for message via facebook or read your paperwork it makes life easier for you.

Our taster day crew are doing a fantastic job of our newbie's and a huge thank you to the marshals out on post that look after them in the afternoons this is what secures their return to the circuit.

I must also remind you of the Media Policy that is in force at Donington - anyone found abusing this will be asked to leave the circuit. My understanding is this is already happening and being followed through at other circuits.

Finally it is with great sadness I learnt that Donovan Grimmett passed away from a blood clot in the last week of May. For those of you that knew him he was our gentle giant who lived in his van and worked on our motorways. He always wanted to show myself and Tony how to cook a proper bbq. Our condolences have been passed on to his family.

Once again a big thank you for all your support to Donington and to the ES Team.

The Committee

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](#).

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.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/
Hagley & District Light Car Club	http://www.hdlcc.com/

Festivals

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

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Answers to the Summer Quiz—	1	Pascal Wehrlein and Rio Haryanto (both with Manor F1) and Jolyon Palmer (Renault)
	2	HAAS / American
	3	German / Hockenheim (returned) and Baku Azerbaijan (new venue)
	4	Fits around and over the cockpit for head protection
	5	True
	6	True
	7	1911
	8	A J Foyt Al Unser Sr Rick Mears
	9	Honda Accord
	10	a) 1961 b) 1981 c) 1956 d) 1974
	11	Tom Kristensen (with 9 wins)
	12	Jason Plato

Editorial Disclaimer

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