



# Midlands Marshals Post Summer 2020



## Chair's Report—Jayne Poston

Hi All,

Well here we are in June and not a wheel turned in competition who would have thought it.....

Taster days and Recruitment have been cancelled for the rest of the year. Motorsport UK have announced that grades will still be maintained even if the minimum number of meetings has not been met.

There is light at the end of the tunnel with Motorsport UK and organising Clubs' working around the clock to try to run some meetings.

As marshals all I can advise is sit tight and wait for instructions to come out. I think it will be a very different version of marshalling than what we are used to. This will be the new normal for now not the new normal forever.

We need to look after each other, keep washing our hands, be kind, maintain 2mtr social distance and stay safe.

Jayne Poston  
BMMC Midlands Regional Chair



Find us on the  
above, when it's  
safe to do so

## **In the Spotlight: Vivienne Dutton**

### **How did you get into motorsport?**

I got into motorsport firstly by being a fan of F1 for many years, in the later years I became a Schumacher fan and after his second retirement I was getting bored as I didn't really follow any driver or team along with technology slowly killing it completely. Out of boredom I decided to visit the Silverstone Classic and while watching the old classics decided it wasn't actually bad racing, so looked on Donington Parks website to see if anything was happening there and saw the taster days advertised for marshals and booked on to it, the rest as they say is history.

### **What made you choose Pit Lane?**

I chose to try the pit lane on my taster day and that is the area that I decided to stay in becoming a specialist, mainly because there is generally something to do most of the time so there's no hanging around waiting for something to happen.

There is no typical day in the pit lane as there are too many variants depending upon the meeting and how many specialists we have on the day. The basics are though checking the extinguishers first thing in the morning, making sure we have sand and brooms and that the lights are working on pit exit along with flags for all that need them. As with all duties we have a briefing in the morning after sign on, which go through the teams qualifying/race regulations

along with the pit lane rules, after the briefing we will have duties allocated to us ie: pit exit, startline, covering garages and gates etc. Depending on the numbers and the meeting we can be split between being on pit exit to startline gridding cars to assembly and we may also need to assemble cars in the pit lane ready for the next race. Keeping the public out of the pit lane and off the wall can be a mission in itself along with all our other duties especially when we are low in numbers

### **Is there any other specialisms you would like to try?**

I tried out the rescue unit for a couple of seasons as well as being a specialist still, but trying to fit both in along with my limited time off from work at the weekends I decided to step down from the rescue unit as I felt I couldn't give it 100% and didn't want to be responsible for anything happening untoward to a driver because of me.

If I was to try something new I think probably I would give recovery a try if anything.



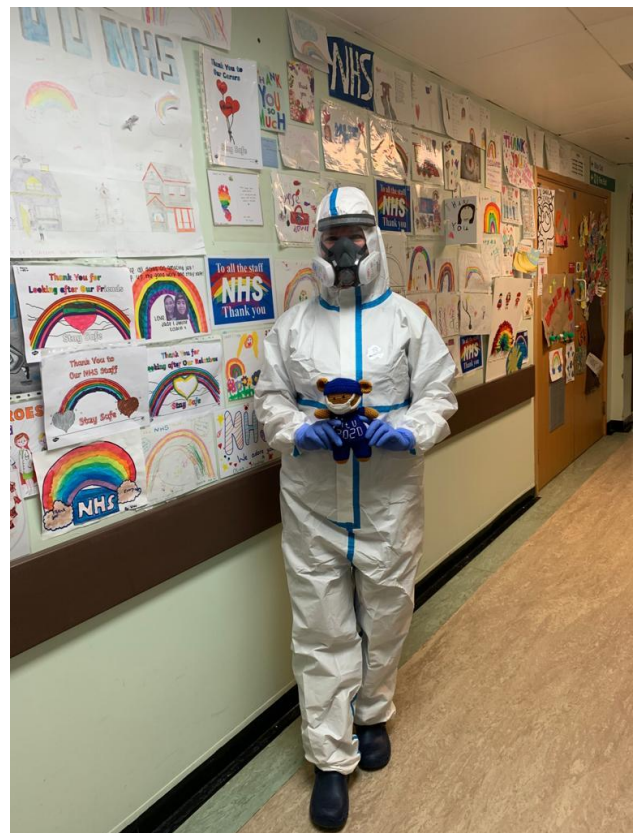
## **In the Spotlight: Vivienne Dutton**

### **What has your Pandemic life looked like?**

My pandemic life? Has consisted of mainly living in the middle of a disaster movie, I work on an Adult Intensive Care Unit and work as we knew it has completely changed, Covid 19 is nothing like anyone has ever seen before and the affects of it are absolutely devastating for those affected. Along with all the PPE we have to wear for 12.5 hours at a time the whole way of caring for patients has changed as they are allowed no visitors, a lot of our patients are on ECMO or mainly intubated at the very least, for those awake the only way for them to see relatives is by using facetime and for some that is how their final farewells were said. We were having to use radios (still are in some areas) as all the areas we were working in were so spread out along with all the PPE we couldn't use phones. I personally have had to step away from social media for my own mental wellbeing, basically because of all the misinformation people share and believe as it drives you insane and I know other friends and colleagues have had to do the same. As things slowly start to resume back to some sort of normality things for us are still the same as Covid 19 is still here and will be for the foreseeable, though we have started operating again so that is a little way towards normality.

### **Describe the BMMC in three words:**

Great Motorsport Club



Know someone who should be  
'In the Spotlight?'  
Let me know!  
[m.newsletter@marshals.co.uk](mailto:m.newsletter@marshals.co.uk)



## RIP Derek Yeomans

Derek Yeomans was born 15<sup>th</sup> October 1940 and volunteered at Donington working his way up the ranks to Fire Tender for 35 years.

He was a kind caring man always first at the circuit. He was a popular member of the crew and even after his retirement he visited the circuit often to come and say hello to his pals.

Many people involved with Donington Park have fond memories of Derek, and he will be sorely missed.

Rest in Peace Derek



## Members and Upgrades

Welcome to our new members!

Steven Reynolds from Langley Mill  
Abbey Reynolds from Langley Mill  
Aiden McHaffie from Walsall



## Grading Matters

Due to the current unprecedented situation, a number of you may be concerned about being able to attend suitable training and/or sufficient events this year to maintain the Marshal grades you currently hold.

Motorsport UK have stated that they "... would like to reassure the Marshal community that their current Marshal grades will not be affected, should they not be able to meet their grade maintenance requirements in 2020." There will be updates on the criteria for 2020 released, and as soon as this information is available it will be passed on.

Any grading applications should be sent electronically (scanned copies of PRC and Motorsport UK application forms) to your Regional grading Officer for processing until further notice. Please do not send items in the post at this time.

Fairly obviously, Motorsport UK are currently in the same situation as the rest of the country. As such, any upgrades or new members applications that have been sent to them recently will only be processed once things get back to normal and they return to Motorsport UK House. Please bear with them as they work through the backlog. All new members have been added to the BMMC database and should now have access to the volunteering system.

As ever, Stay Safe!!

Rob Mugurian  
BMMC NW Regional Grading Officer  
BMMC National Grading Officer

## **Christmas / End of Year Party 2020**

2020....What. A. Year (for so many reasons!)

We know everything is a bit up in the air at the moment, but we are still hoping to have a party for you guys at the end of this quite extraordinary year!

### **The Hilton Hotel, East Midlands Airport Saturday 28<sup>th</sup> November 2020**

We have managed to maintain the same deal as last year - £25pp for a 3 course meal, disco, raffle(tbc) and much more fun!

We are now looking to take the £10 deposits for the event, which will be refundable should the party not go ahead.

We will be taking cash at whatever events we end up attending (fingers crossed!) or drop us an email on the details below for bank transfer details.

**[m.bmmcevents@hotmail.com](mailto:m.bmmcevents@hotmail.com)**

Why not join us to catch up with everyone, celebrate a different year and look forward to the next!

Any queries please do not hesitate to contact us,

Aimée & Joe  
BMMC Midlands Social Event Coordinators



## Rally Update

2020 got off to a to a great start with the Cambrian Rally back at the start of February followed by the Malcolm Wilson Rally and the Agbo Rally in March, but then shortly afterwards everything ground to a halt with Coronavirus causing the whole of the country to be locked down to reduce the spread of the virus.

So understandingly motorsport had to stop and at the moment it is still on hold.

However it's looking likely that circuit racing will be getting underway very soon, all be it without spectators, but rallying is still on hold for the foreseeable future, mainly because it's virtually impossible to conform to the social distancing requirements within the confines of a rally car.

Unfortunately, Covid-19 has forced the cancellation of the British round of the FIA world Rally championship, Wales Rally GB. The British Rally Championship has also been cancelled for 2020.

I have some provisional dates for the Motorsport News Circuit Rally Championship in association with MSVR and featuring the Michelin cup and protyre challenge for the 2020 – 2021 season. The series will once again kickstart at Oulton Park in November, but in an exciting new announcement the circuit rallying championship will head to Donington Park twice, on the 6th December and the final round of the championship on 21st March 2021.

Round	Venue	Date	Day
1	Oulton Park	07/11/20	Saturday
2	Cadwell Park	22/11/20	Sunday
3	Donington Park	06/12/20	Sunday
4	Brands Hatch	16/01/21	Saturday
5	Cadwell Park	31/01/21	Sunday
6	Snetterton	20/02/21	Saturday
7	Anglesey	07/03/21	Sunday
8*	Donington Park	21/03/21	Sunday

Championship Subject to Motorsport UK approval.

- Date could change to 14/03/21 dependent upon the calendar of other series.

Keep well and stay safe

Mike Grantham



## Forty Shades of Orange- Ray Couchman

I thought after all these years I'd better put pen to paper (well finger to key board). My first meeting was the 1981 RAC rally special stage held at Donington. I'd been there a few times to watch races, in fact I was there in 1979 with a friend of mine who was sprinting his Cooper Norton. How different it was then to now. It was while at one of the race meetings I saw a note in the programme advertising the BMRMC, as it was back then, and I duly applied. At the Rally I was on post 5: in those days the posts were made from what looked like old railway sleepers and scaffolding poles, with no roof. So what we have now is positively 5 star compared to them!

So into 1982 for my first full year. We used to sign on in the paddock, where the old Pitstop café was located. The pit lane didn't have the big wall we have now, that was put up for the European GP. I remember being on Redgate for a Kart GP weekend in 82 with one Geoff Mollart (he was single). I did all sorts of meetings: one thing we used to do was the fire bottles were transported on an old ex British rail flat bed trailer towed by something called a Scarab, which was 3 wheeled and very slow. After every race, the first 3 drivers came round on the back of an Austin Princess/Ambassador on a lap of honour.

We used to have a paper version of the Marshaling Post and in 1983 I did an article when I tried my hand at Ford with Jim Russell racing school. I did the lapping sessions at Silverstone on a very wet day, I'd met my ex wife by then and a house was more important than becoming the next Nigel Mansel, so you see I've always been trying my hand at being a racing driver. Thinking back to how the track used to be, we didn't have gravel it was sand and the grass down cramer was about a car and a half wide: if anyone remembers a certain local man Russell Spence I can see him and a teammate nose cone to gearbox lap after lap.

Over the years I have done other circuits, but Donington is my home circuit and I consider the ES team as my extended family. We have had some great events at Donington over the years: the end of season shoot out called Rally Sprint, with F1

drivers, rally and GT drivers trying their hand both off and on circuit, usually in Austin/Rover vehicles. One year it was metro 6R4 and Triumph Acclaims for auto test drivers like Keke Rosberg, Martin Brundle & Tony Pond, one year a Mr Nigel Mansell demonstrated his new drive in a Williams and set a new track record.

When we had the Redgate Lodge, there would be a disco on the Saturday night when marshals and teams mingled. Perhaps we could get that back in our new Café/bar. Those of us who did the Birmingham super prix will remember how wet it was on the main day. I remember we were offered drinks from one of the hospitality areas at Halfords corner, but we had to decline as it was alcohol. I finally dried out from that event, only to get drowned again at the European GP.

I was lucky enough to be on post 39, the guy I was paired up with had red hair and wore a green cap. Unfortunately, the dye ran and he looked like an upside down traffic light. On the upside, I covered part of the grid and saw that beautiful lady The Princess of Wales. I'd done the British GP the year before and had seen "her boys" with Sir Jackie Stewart on the grid so a full set.

Over the years there has been a few famous people up close and personal as I'm sure others have experienced too. We take it for granted when we're walking around the pit lane, but we are in a privileged position.

Over the years I've experienced quite a few incidents, most have turned out for the better from a straight forward stuck in the gravel/sand. (a note to all our newer marshals- don't rely on things being snatched all the time; when it's safe, get out there and try and move it unless the driver has buried it up to his neck. Most, with a few bodies and a helpful driver, 2<sup>nd</sup> gear low revs a lot will drive out. I always suggest to any newbies to get to Mallory Park because that is back to grass roots marshalling).



## Forty Shades of Orange- Ray Couchman

On the down side, I have been in later years involved with more serious incidents being on the rescue unit. One didn't end well, the other although not perhaps how we would have wanted but due to the drivers tenacity has gone from strength to strength. Of course I'm talking about Christian Devereux and the amazing Billy Monger.

I remember the first unit was a blue Toyota Hi Ace van, then a transit, then the DAF and now the Sprinter. Being on the rescue unit doesn't suit every one, as it can be quiet, which is a good thing. We check equipment and trainees go through their training modules, which means we get to refresh as well. It also keeps the Doctors awake!

I've had quite a few humours moments, the most recent being a mini JCW race. I was at the old hairpin, and on the first lap we had one come straight into the gravel. In the meantime, carnage was taking place at Macleans, with 6 or 8 cars off. The race was stopped, as we got to the Mini I asked what had happened. Was it brake failure? No replied the driver. His quick release steering wheel had done what it said on the tin, he'd pulled up on the wheel and it duly came off in his hands but he couldn't refit in time for the corner.

One race at another circuit, a car in the middle of the pack had a moment and then pulled up on the run off area. As he bailed out, we realised the car was on fire and after putting it out we asked the driver what happened. He said in broken English with an Italian accent "I looked down and saw my feet on fire" -I think I would have had a moment too .

In my early years I made mistakes but you learn from them. I once berated a driver of a European F2 team for smoking in the pit lane, which at the time was ok in Europe. After an ear bashing from the team manager who was a Brit, I spoke to my IO and agreed for me to eat humble pie and say sorry. The following day he called me over and gave me a bag of car stickers and some caps which was nice of him, but would have been better if I had thought first put brain in gear and been polite .

On a different note, a few years ago I was on the Rescue unit for the BTCC and we had a new Doctor. This was her first meeting we were in the pit lane pre-race when pit lane walk about was being held. Anna (the Doctor) had said she wanted to meet Flash so I wandered down to his pits. I said to the mechanic that our Doctor wanted to meet Flash and he trotted off to see what he could do. When she arrived, the team member said to come through and we ended up in the team motor home with Flash and the team manager. Photos and handshakes all round, we left with a very happy doctor. Now Anna is back home in Germany working and we're still in touch.

Some marshals are wannabe racing drivers and there are a few of us who have had a go. Myself, Andy Fellows, Chris Salt and Julze Batten-Dale to name but a few. My experience in the 750 Motor Club MR2 series was a great experience. It left me broke. but I learnt a lot and I have used the experience to be a better marshal. During my year racing, Andy was taking part in the classic stock hatch in a fiesta xr2. As he had been racing a bit longer than me, I asked him to give me a few tips before the final race weekend, so he came along to the track day and we had a very productive time. I ended putting in a respectable 2mins 5sec on the long circuit which in qualifying would have put me in the top half of the grid. Unfortunately qualifying was cut short after about 4 laps so I never got to prove it and unfortunately I got tangled up in a first corner first lap incident so my last but one race was over before it began.

Andy and I had discussed joining forces the following year in a different series, doing a two driver track day series, which was 45 min endurance. We went on a track day at Donington and things were going quite well until Andy told me to push through the Craner curves. I pushed a little too much, got a wheel on the grass and we spun but ended up in the gravel and rolled over. I still don't remember the roll but I remember thinking – "I hope Andy doesn't release his belts till I get out, as we were on the driver's side with Andy hanging in the air". Thankfully, apart from damage to the car, the only personal damage was my pride as the first face I saw was Bill Butler's.

## Forty Shades of Orange- Ray Couchman

During my race career I raced at Silverstone and managed to get a black and white flag for track limits given to me by Paul Parkin. At least I didn't get a black flag unlike a certain Clerk of the course, when we took on Silverstone ES team in a 3 hour endurance race which we won, having the top 3 spots out of 5 teams , we must have a rematch soon.

Well I think that just about covers most things, so I guess that's it except to say over the years I have made some great friends. I won't name them mainly because there are too many. I have learnt a lot from a lot of people, and I am still learning even at my age. I hope to continue marshalling as long as I enjoy it and my body can still let me.

Ray Couchman .

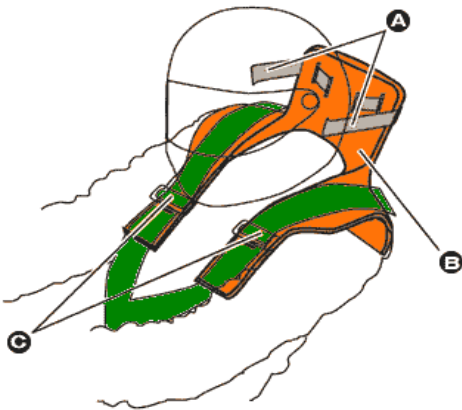


## **HANS: Head And Neck Support – Malc Merriman**

Only recently has the racing industry acknowledged that the number one cause of racing fatalities is basilar skull fractures from excessive head motions and neck loading. A basilar skull fracture happens when the head and neck are thrust forward with sufficient force so that a lateral or ring fracture occurs at the base part of the skull that supports the brain. Dale Earnhardt's death proved to the racing world and the general public that what appears to be a low impact crash can be fatal.

Always against the suggestion that deaths were occurring due to basilar skull fractures, Dale Earnhardt refused to wear any form of neck support, and seen as 'the top man' in NASCAR racing, his lead was followed by all other drivers. In fact, Earnhardt was so well respected within his sport, that even the governing body of NASCAR accepted his objections and changed the proposal to make neck restraints compulsory to optional. In February 1998, sadly, Dale Earnhardt was killed in a race. The autopsy put the cause of death as basilar skull fracture.

### **HANS Device**



- A. HANS tether is attached from the HANS collar to both sides of the driver's helmet.
- B. HANS collar.
- C. Shoulder harness is secured on top of the HANS Device.

### **HANS - The History**

Under development and extensively tested for more than a decade, there is equipment available that reduces the chance of serious injury or even death to the driver in such a crash - the HANS device.

The HANS (Head And Neck Support) was invented in the mid-1980's by Dr. Robert Hubbard, a biomechanical engineering professor at Michigan State University. In the 1970's, Hubbard worked at the General Motors Research Laboratories on development of crash test dummies. Jim Downing, Hubbard's brother-in-law and a long-time racing car builder and driver, believed that many of racing's debilitating or fatal head and neck injuries could be prevented. The HANS is Hubbard's response to Downing's concern.

To assure that the HANS concept would be effective in real racing crashes, Dr. Hubbard developed and tested HANS prototypes in 1989 with crash injury biomechanics experts at Wayne State University in Detroit, Michigan. The initial impact sled tests with crash dummies were used to compare head motions and accelerations and neck forces with and without HANS. Meanwhile, Downing wore the HANS in various early configurations at each of his racing events.

### **Basic Concept:**

In a crash without HANS, the shoulder harness and seat restrain the driver's torso, but only the neck restrains the head and helmet. The HANS device keeps the driver's head from being pulled away from his upper body. With HANS, forces stretching the neck in a frontal collision are reduced by more than 80 percent. In a frontal crash the HANS tethers restrain the head with forces that counteract the head's forward movements while the torso and HANS are restrained by the shoulder harness. By restraining the head to move with the torso in a crash, the head motions and forces in the neck are dramatically reduced.

The HANS provided a dramatic reduction in injury potential. With HANS, the head was less likely to strike surfaces of the cockpit.

## HANS: Head And Neck Support – Malc Merriman-contd

The Head Injury Criterion (HIC), a measure of the acceleration at the centre of gravity of the head expressed as a multiple of the acceleration of gravity, was used to assess the severity of direct head impacts. In most cases with HANS, the HIC were not applicable. Even so HIC was reduced with HANS.

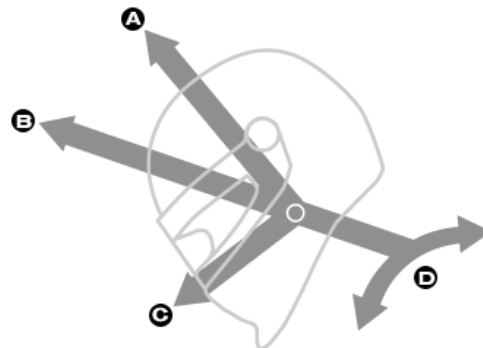
Without HANS, the head swung forward and head accelerations due to head swinging were higher than with HANS, where head swinging was restrained. With HANS, the forward motions and rebound of the head were reduced. Also the neck loads were dramatically reduced, decreasing the potential for basilar skull fracture. Chest deflections were also reduced. As the dummy was pushed against the shoulder belts, the HANS device distributed some of the force to the shoulders and away from the chest.

The diagrams to the right show the typical results from a crash test dummy, with a velocity change of 40 mph and a chassis acceleration of 40 Gs. The arrows indicate the scale of forces between the head and neck with and without the HANS Device. The arrows from the top of the neck indicate the magnitude of the forces that pull the head and neck apart. These arrows are drawn to scale to illustrate how much the HANS device reduced these forces.

### Rear Impact:

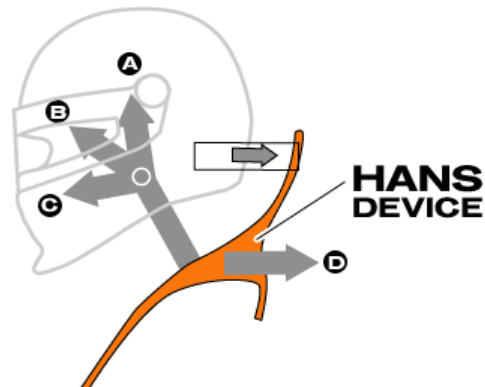
In a rear impact, the back of the driver's helmet hits the cockpit padding behind the helmet with a high force as his body is pushed up the seatback. The friction between the helmet and the padding keeps the back of the helmeted head from moving with his body.

### Without HANS Device



- A. **1,220 lb. neck tension**  
(740 lb. injury threshold)
- B. **1,350 lb. total neck load**  
(700 lb. injury threshold)
- C. **750 lb. neck shear**  
(700 lb. injury threshold)
- D. **1.5 inch chest compression**  
**54 G chest acceleration**  
**40 G chassis acceleration**

### With HANS Device



- A. **210 lb. neck tension**  
(740 lb. injury threshold)
- B. **295 lb. total neck load**  
(700 lb. injury threshold)
- C. **210 lb. neck shear**  
(700 lb. injury threshold)
- D. **0.8 inch chest compression**  
**64 G chest acceleration**  
**40 G chassis acceleration**



## **HANS: Head And Neck Support – Malc Merriman-contd**

The driver's head is forced to rotate backwards. His neck is compressed. This combination of unprotected neck bending, and compression is typical of neck fractures that occur from rear impacts.

With the HANS, its collar, rather than the helmet, strikes the pad. The friction forces are diverted onto the device and the driver's shoulders. The HANS device supports the rear edge of the helmet, reducing rotation. In rear impacts, the injurious forces and head rotation are reduced with HANS. Further, the HANS device covers the back of the neck, which is otherwise exposed.

### **Front Impact :**

In a frontal test without HANS, the dummy's helmeted head hits the steering wheel. This amount of movement may seem remarkable, but drivers' helmets often hit their steering wheels in actual crashes. The largest head accelerations and neck loads without HANS exceeds safe limits even before the impact of the steering wheel. These loads cause basilar skull fractures which are life threatening. Without HANS, the head pulls the neck forward with a shearing load that slightly exceeds the injury threshold limit.

The neck tension (pull) is much larger than the injury threshold limit because the head swings violently forward. Neck shear and tension combine for a total neck load that is nearly twice that of the injury threshold.

These extreme neck loads are the cause of basilar skull fractures that are the most common cause of race driver death. In crash tests without HANS, head accelerations, like neck loads, are largest due to the swinging motion of the head.

With a HANS device, head motion was reduced, and head impact with the steering wheel was just avoided. The head accelerations and neck loads were significantly reduced, demonstrating the main reason that HANS users have had no head or neck injuries. HIC values are typically reduced and helmet impacts are rare with HANS.

### **HANS Device Performance Summary:**

The key points are:

- In frontal impact the head moves with the torso to help reduce injurious head motions, accelerations, and neck loads.
- Helmet position is controlled on driver's head
- Sudden head rotation is reduced
- Improves head restraint if a driver's helmet strikes another surface
- Driver restraint is improved while accelerating, braking, in a roll-over , or rear impact
- Provides improved load spreading of shoulder belt forces in driving and in crashes.

The potential of the HANS device has been recognized by racing safety and medical experts and by official bodies that sanction use of equipment . Since the early 1990's, the original device has been used in diverse forms of racing including sports, stock, and sprint cars, monster trucks, and powerboats. The smaller and revised HANS shape, developed with the cooperation of Daimler-Chrysler has made it acceptable to drivers a broad range of cockpits. Several shapes have been developed with different collar angles and yoke shapes to fit an even greater diversity of drivers and cockpits. CART (the American version of Formula 1) has co-operated to make drivers in all of their series comfortable with HANS in preparation for mandatory use. FIA has taken similar steps in Formula 1. The entire Mercedes German Touring Car Series team began using it in 2000.

HANS devices are now mandatory in all racing series worldwide.

### **Malc Merriman**

## Whatever Next!- Ian Dixon

I generally write about the fortunes, upsets and the comical happenings that occur on whilst volunteering at Donington.

Since lock down on 23<sup>rd</sup> of March I have had very little to report. I'm probably going to bore you all with my antics through out lock down. Except in my case, I was a key worker. My key worker status came into play as the company I work for Promopack, repro food packaging for various large supermarkets and we produce the graphics for the yellow HNS bags you see in hospitals. We also produced three cutters guides for a poly printer that at the peak of the pandemic produced 30,000 disposable aprons a day. So, I like to think we've done a little bit towards helping.

The weekends of course became slightly different in that I had all the time in the world to do jobs that I would probably never have time to do.

There was a slight upset at the beginning of April. It came in the form of the Coronavirus. We had all the symptoms, miraculously not too bad. It all lasted about 72hours and we felt a bit under the weather for a few days later. If that was it then, I feel we were very lucky.

All my work started when, after all the rain we had my car had not been cleaned for a month. So lovely weather here at last, I cleaned and polished my car, then Chris's car. I cleaned the shed as it was looking a little green in places. Whilst doing that I cleaned our Blue Tit box and reposition that high up on the shed.

Behind our house is a sunken veg garden that used to be lovingly tended by the owner. He has a brick building in the garden for his tools and it was a little piece of heaven. It is now over grown and the foliage in different forms was a good ten feet above our fence. Bow saw and loppers in hand, I manage to

cut it all down to ground level. What a difference that made to the light in the garden.

On the front of our house, there's ivy growing up the wall, it was getting too high, so that came down to a manageable level. Of course ivy succours grow everywhere and so it was that trimming ivy from round the front door I discovered that the frame needed cleaning, rubbing down and painting. So after rubbing down and painting that it was then that the garage door it's self need a good clean. I then noticed that there was a massive amount moss and debris on top of the small roof above the front door and the bay window. Of course then I had to clean the windows after that. Phew!

Standing back all looked well except our bins are lined up left side of our driveway. Pressure washer enabled, after a good blasting, they sparkled and so did the slabs they stand on. Our mower then came under scrutiny. Plug was cleaned and after a bit of tweaking the grass was mowed. Edging tool deployed and all edges cut back and straight. That's most of the day gone.

I will admit that the odd afternoon was spent relaxing on the sun bed. I then noticed our Blue Tit box was now the centre of activity. A tenant was moving in. Excellent!

At times the wind got up blowing our patio door shut, which scares the living daylight of our youngest dog. So on a windy Friday I developed a little "A" frame gismo that fits under the door and holds it in place. It was made out of a piece of 22x1 cut at an angle with a piece of rope that spans the bottom of the A sets up a bit of tension – it all works well.

## Whatever Next!- Ian Dixon contd

have a modest Motor Home that I have run round the block a few times to check that all is well. Whilst it is very easy to clean the sides, front and back, the top is the hard bit. A ladder is required and good balance. A long adjustable washing brush gets rid of most of the dirt, unfortunately not all. There is a tiny black fleck that remains, that can only be removed with a plastic scourer. That's the hard part.

One mad day I hadn't planned to do anything at all, well not until I clapped eyes on a piece of 6x1 and instantly thought- nest box. A luxury one made with an overhanging Perspex and wood roof to stop any rain seeping in. Hopefully next year it will be in use.

So it was all these jobs done. I turned my attention towards my Caterham. I began cleaning it, scrubbed up the engine and engine bay. I then decided to jack it up onto axle stands and clean underneath. Then I discovered a small split in the aluminium. On investigation I discovered that the seat mount had pulled the corner rivets, resulting in pulling the heads off. Bloody bumps and pot holes!

What do I do?? So my plan was hatched and put into place, after a bit of thought, out came the seat.

I could see a cross member forward and aft of that. It was my idea that I could mount a board on them and then fit the seat to that board, this all fitted through the original floor with a set of longer bolts. Between the seat and the floor I decided that something needed to stabilise everything. I needed a soft yet rigid material that would fill the void. I then realised I had the ideal material – which did have a story behind it.

Many years ago, on a wet and windy weekend at Coppice, on returning to my car I found a mechanic's mat lying on the floor. I've had it ever since. I was now kneeling on it! It was perfect, right material, correct depth.

All the rivets were drilled out and replaced. I even made a bracket to strengthen the corner. That looks very professional. Only thing was I spotted the centre bushes were about shot on the rear "A" frame suspension. With a bit of a jiggle a wiggle and an adjustable mallet, a bit of swearing the new bushes were fitted.

Next day.... Guess what it's stopped raining, so off we went. I'm astonished, the difference in handling smoothness of ride and breaking have vastly improved, gear changes are smoother, and potholes don't seem to be much of a problem. Just goes to show that spending a fiver on a piece of rubber and steel can make all the difference. Thank you to James Whiting's wife who knows Caterhams spare parts inside and out.

Now, to bring everything up to date, I have been avoiding this job for years. The door holding bottom brackets on our fridge and freezer are broken. Wonderful! So, after removing the rickety doors I discovered an almost intact bracket which I used as a template. It's good quality as I believe that it was reclaimed from an aircraft manufacturing company. Out came the hacksaw, dremel, drill and metal drill bits. Believe it or not within an hour and a half and minimum swearing, job was completed.

Now up to date 14/6/20 – the central heating is playing up – **whatever next** - think that's a job for a plumber.

Hope you are all well. Stay Safe  
Ian Dixon

## **The Legend of 'Mr. Floppy'**

This comes from the WEC meeting at Silverstone in 2018, when Dan & I were on post together at Becketts centre.

Dan was sent out to retrieve a floppy marker that was in the track during one the Saturday qualifying sessions, after receiving the all clear from race control & the IO. It's all true except the bit about vaulting over the car... that came close but not that close.

It was written in the hazy state of mind that comes after a day in the sun, an evening trip to a kebab shop in Brackley & maybe a couple or three beers.

### **The Legend of 'Mr. Floppy'**

The legend of Mr Floppy under dappled skies, fanfare of yellow & green flags & instruction of commander Aye-Cee did young Dan d'Mann spring from behind the wall of tyres, his target a damaged floppy lying in the path of racing automobiles.

Light of foot & quick as a fox he crossed the treacherous gravel, barely leaving a trace, his target getting ever closer. He reached the vast expanse of tarmac on which his target lay & mid-stride he looked down track & muttered the words 'meep, meep'.

But soon danger was upon Dan d'Mann as a racing automobile (the #1 Rebellion LMP1 with Neel Jani behind the wheel) swept round the corner. Dan knew his options were few, in a single movement & without breaking stride Dan both kicked the floppy with his steel toed boot & vaulted over the automobile, the floppy skidded under the wheeled beast.

As Dan spotted his landing spot the floppy was whipped into the air by the trailing wheel of the racing automobile. Sharp of eye Dan caught the floppy mid air. Dan kept up his pace with a new target in sight, the port of Gap-in-Armco. Dan d'Mann screeched into port in a cloud of dust to be greeted with congratulatory drinks & hugs from the local wenches, all praising Dan for the rescue of the floppy.

And so it will be known from this day forth that Dan d'Mann will be known as... 'Mr Floppy' & all will rejoice.

Gaz Jacobs



# Lockdown Fun



A selection of what the Orange Family has been up to with their extended free time.

With much of the season over before it starts, thoughts are turning to party season and which little number I should go for?

*-Vivienne Dutton*

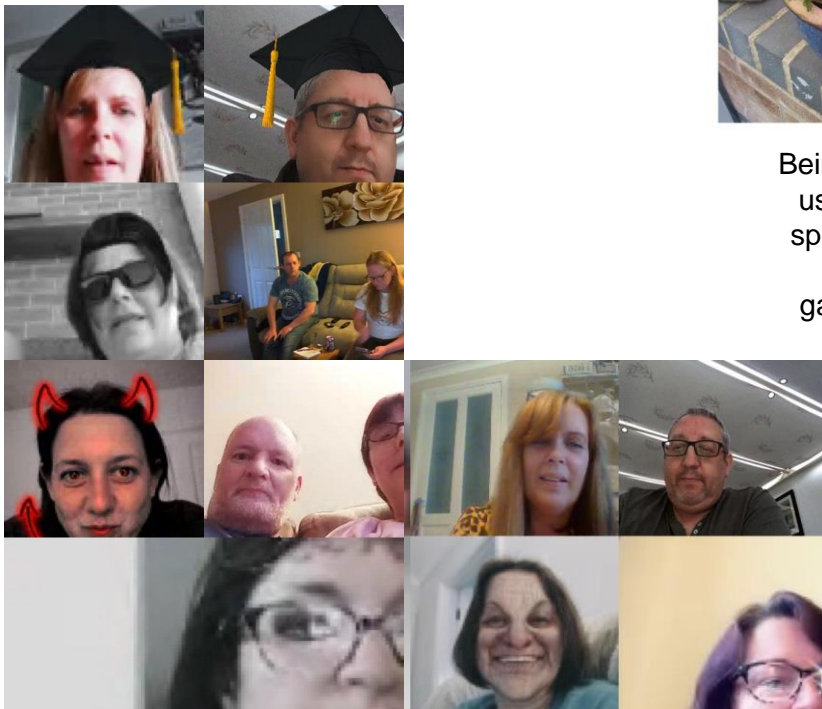
Bonkers marshals on their weekly online quiz, to keep our spirits up and keep in touch.

*-Jay Allen*



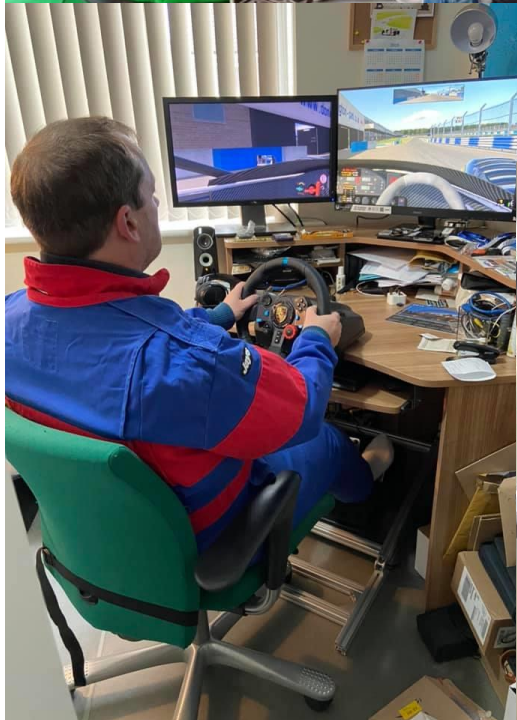
Being a landscape gardener, gardening is usually the last thing I want to do in my spare time. But in these strange times & 10 weeks off work, the tired looking garden was always going to be a good distraction!

*-Graham Hart*





# Lockdown Fun



## **BMMC National Regalia & BMMC Teamwear**

**Due to current conditions, Regalia will only be available by request until 'traditional' sign on returns.**

**If you would like anything, please message Joe Watts or email [m.regalia@marshals.co.uk](mailto:m.regalia@marshals.co.uk) to arrange OR order for delivery off the BMMC Website.**

**I have a small number of the recently introduced Umbrellas. I have had a few enquiries about these, if you would like to reserve one for collection at a circuit then please let me know.**



**In case you missed it, we have just introduced a BMMC Snood (Neck Scarf) National Regalia has a limited number of these that can be bought directly.**



**For Team Wear and MORE!**

**Visit the Regalia section on [www.marshals.co.uk](http://www.marshals.co.uk)**

**Thank you to those who have contributed to the newsletter. If you would like to contribute to the next, please email articles (600-700 Words Approx) to me at [m.newsletter@marshals.co.uk](mailto:m.newsletter@marshals.co.uk)**

# **BMMC Midlands Committee**

**Chair**

Jayne Poston

[m.chair@marshals.co.uk](mailto:m.chair@marshals.co.uk)**Deputy Chair**

Mike Grantham

[m.deputychair@marshals.co.uk](mailto:m.deputychair@marshals.co.uk)**Secretary****Members Secretary**

Derek Murphy

[m.members@marshals.co.uk](mailto:m.members@marshals.co.uk)**Rally Representative**

Mike Grantham

[Midlands@bmrc.org.uk](mailto:Midlands@bmrc.org.uk)**Training Officer**

Jim Whitaker

[m.training@marshals.co.uk](mailto:m.training@marshals.co.uk)**Regalia Officer**

Joe Watts

[m.regalia@marshals.co.uk](mailto:m.regalia@marshals.co.uk)**Volunteering Coordinator**

Nick Anslow

[m.volco@marshals.co.uk](mailto:m.volco@marshals.co.uk)**Speed Representative**

Simon Morris

[m.speed@marshals.co.uk](mailto:m.speed@marshals.co.uk)**Grading Officer**

Simon Morris

[m.grading@marshals.co.uk](mailto:m.grading@marshals.co.uk)**Recruiting Coordinator**

James Pearson

**Website Secretary & Social Media Officer**

Kate Neal

[m.media@marshals.co.uk](mailto:m.media@marshals.co.uk)**Sprint Secretary**

Steve Hill

[m.sprintsec@marshals.co.uk](mailto:m.sprintsec@marshals.co.uk)**Social Event Coordinators**

Aimée Longley &amp; Joe Watts

[m.bmmcevents@hotmail.com](mailto:m.bmmcevents@hotmail.com)**Donington ES Team Administrator**

Melanie Baggaley

[Admin@doningtonsteam.org.uk](mailto:Admin@doningtonsteam.org.uk)**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