



# Midlands Marshals Post

## Autumn 2020

### Chair's Report—Jayne Poston

Here we are racing towards the end of September and still few Motorsport meetings are happening. Motorsport UK, circuits and Clubs have been working tirelessly to ensure motorsport carries on in the crazy COVID-19 world. They have made many decisions in order to comply with Government and Local Councils to ensure we can have some sort of activity at the tracks. Some of these decisions have been welcomed, some have been totally disagreed with, unfortunately we have to look at the bigger picture and work with their protocols.

I know some of you have chosen not to marshal for the remainder of the season, I respect your decisions and hope to see you at a circuit as soon as regulations are relaxed. I do remember that we are all volunteers and marshalling is a hobby, indeed a great hobby to be enjoyed.

I really don't know what the future will bring and if regulations will be relaxed on October 1st to allow spectators into Elite motorsports. I hope all Circuits, Clubs and Marshals come out the other side and we can have a great 2021 season.

We are as a Committee looking at organizing our Regional AGM. With so many restrictions in place still and new local lockdown areas been introduced we are looking at organizing a digital meeting possibly held on Zoom. Derek Murphy our Regional Secretary will be contacting all our members in the coming weeks to discuss and invite you to the meeting.

Please remember none of us know what demons people are dealing with on the inside, in this world, this crazy world if you can be anything – be kind.

Jayne Poston  
Midlands Regional Chair  
National Recruitment Officer



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

## In the Spotlight: Alan Tyson

### How did you get into Motorsport?

Through my father, who has been a lifelong motoring and motor racing enthusiast. He comes from East Yorkshire and recalls going to events at Oliver's Mount, Scarborough as a boy. My mother comes from Liverpool and they were both at university in London in the 1950's. One summer he visited her parents and they announced their engagement. Almost immediately afterwards he disappeared off to Aintree to watch the Grand Prix. They settled in Kent during the 1960's and my first visit to Brands Hatch was shortly before I was born. We moved to Hertfordshire for the 1970's & 80's so went to spectate at Silverstone a few times, including the 1975 Grand Prix when my child ticket for a grandstand seat opposite the pits cost about £1.50. As a student I was an enthusiastic motor club member, winning events as both a driver and navigator but also enjoying marshalling and organising them. In early 1990 I started a new job in Dunstable and began marshalling at circuit events the same year.

### What is a typical day in the life of your role?

On a race day my role, as Chief Marshal for BRSCC Midland Centre, involves arriving early enough to collect together programmes, radios and anything else needed for marshals signing on. It's a busy couple of hours but once it's over, everybody is in place and the first session is running smoothly, then I can take a breather (unless I'm actually marshalling myself). Most of the work I do is carried out in the weeks or days before an event - collating the volunteering, liaising with the circuit and sorting out the allocation. Fortunately, for bigger meetings, I have a good team of helpers. During the day there shouldn't be much to do if everything is working properly and going according to plan. I help out when there's a problem but otherwise like to walk round and talk to people, especially marshals, as there's not time at signing on. This is useful for planning future events but has taken on a new dimension this season as I also need to check that things are running correctly from a COVID-19 point of view. After the last session is the other busy period -collecting up and sorting out the equipment, either for the next day or packing it away until the next meeting.



## In the Spotlight: Alan Tyson

### What is your favourite motorsport event?

Any car race meeting where there's lots of entries and close competition.

### Are there any roles within Motorsport you haven't tried but would like to?

Snatch tractor/JCB driver.

### Do you have any advice for potential marshals/new marshals?

Try different roles at different venues and types of event before deciding what's right for you and then stick with that for a year or two in order to get some solid knowledge and experience. After that you can go anywhere and volunteer for anything (within reason).

### Outside of motorsport, do you have any other hobbies to keep you busy?

DIY and gardening plus keeping up with our extended family

Helpful, Neutral & Supportive

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

## British GT Cup- Thank You!

A big thank you to the British GT Cup Championship who have raised a massive £5,900 to support the BMMC. The cheque was presented recently at Donington Park.

The money was raised as part of their 2019 season Awards Dinner. A silent auction saw over £17,500 being raised, with monies being split between Prostate Cancer UK and the BMMC.





## Curborough Sprint- Kate Neal



Despite the threatening clouds above, the weather stayed dry for the BMMC sprint.

With a huge entry list that meant a straight run through from practice to timed runs, the marshals and officials had a busy day.

Results were posted on Facebook in a dedicated page for all who joined to see, and it was very well received.

Thanks to Jodie and team at the Sprinter's Rest diner for providing excellent service!

All necessary precautions were made with a big thumbs up from all involved, and Steve Hill would like to send his thanks to all the marshals who attended.

We look forward to the next event in May 2021.



## **Members and Upgrades**

*Welcome to our new members!*

Sean Appleton from Derby  
Daniel Morley from Langley Mill  
Steven Simmons from Dudley  
Glenn Moffat from Bromsgrove  
Karen Moffat from Bromsgrove  
Stephen Mills from Hereford  
Lisa Walker from Martley  
David Cornwallis from Leominster  
John Bland from Dorridge  
Philip Spiers from Market Bosworth

**WELCOME**



## **Grading Matters**

Nothing much to report on grading at the moment!

Just to remind everyone that for 2020, attendance signatures are not needed to retain your existing grades.

You can get attendance confirmation towards an upgrade by asking the Chief marshal or post chief to confirm via email.

At the current time there are still no on post assessments however. Therefore only marshal's going for an examining role ( Post Chief or specialist for example) will be able to apply to upgrade.

Simon Morris  
BMMC Midlands Grading Officer

## Christmas / End of Year Party 2020

2020. What a year it has been!

As a committee and in liaison with The Hilton, we have been discussing the likelihood of a Christmas party happening this year. Obviously the safety and wellbeing of our members is our priority and it has been decided that postponing the Christmas party for this year is the best option.

At the moment, we are planning on hosting a similar event at The Hilton, East Midlands Airport on 27<sup>th</sup> February 2021. This will still include your 3 course meal, disco and lots more fun for the same price- £25pp. We feel that, if we are able, it will be a great opportunity for us all to catch up (in a socially distanced manner) prior to the new (and hopefully more 'normal' ) season!

Currently, we have pencilled in the date with the Hilton. As they are currently not hosting any events, a review will be undertaken in January 2021 on the viability of hosting events in whatever restrictions may be in place at the time. Then a decision will be made to whether we go ahead with the Party. Of course, if we do not go ahead as planned, all monies will be returned as soon as possible.

As always, we will need to gather the minimum number of deposits required to secure the date, so if you would like to (potentially) attend on 27<sup>th</sup> February, please drop a message to [m.bmmcevents@Hotmail.com](mailto:m.bmmcevents@Hotmail.com) or contact Aimée Longley or Joe Watts on Facebook



## Rally Update

### Autumn Rally Update

When I wrote my Summer article for the Midlands Region newsletter, I was unsure how Covid-19 was going to affect motorsport in general. I think at the time we were expecting a second spike in infections to occur, well it's taken a while to happen but it's looking like that second spike may have started. Thankfully, some motorsport disciplines were able to get underway all be it without spectators and with marshals understandingly practicing a regime of safety measures to avoid spreading or catching the virus.

The world of rallying is still generally on hold and will be for the rest of 2020 and possibly into 2021, it all depends on how bad the second spike is going to be. All multi venue events, i.e. rally's that are held in forest complexes and on closed public roads are the one's that have been cancelled. Single venue events such as the those held at Donington are all ok at the moment. Dukeries Motor Club held their single venue Flying Fortress Stages near Northampton recently, spectators weren't allowed into the venue and all of the MSUK recommendations were followed regarding signing on and social distancing etc. As far as I'm aware the Motorsport News / MSVR circuit rally championship is still going ahead but you'll have to watch out for any official announcements nearer the first round of the championship on the 7th November at Oulton Park.

The World Rally Championship got under way again at the beginning of September after a six-month break. Originally there were to be 14 rounds to the championship, but this has now been reduced to just 7 and the last round should be Rally Ypres in Belgium, 19th – 22nd November. The current championship leader is Sebastien Ogier, but it's going to be a close contest for the 2020 championship with Sebastien Ogier (France), Ott Tanak (Estonia) and Elfyn Evans (Wales) being the main title contenders. All of the remaining events are to be run without spectators.

I hope everyone keeps well and safe.

Mike Grantham





## Changing Roles – Joe Watts

As we know 2020 has thrown some challenges our way. From government number limits & local lockdowns to a compressed season & overlapping meetings, this has led to less marshals on the bank as usual. With such numbers, many have been asked to perform roles they normally would not choose, but is that a bad thing?

For those that don't know me, I am usually part of Donington Snatch team and occasionally flag at other places. Aimée is my better half and splits her time between being in orange and taking photos of those of us in orange. Due to no guest tickets she's taken the opportunity to increase her flag days and as there is still social distancing in place, I have changed roles to volunteering for post chief at a lot of meetings to help the chief marshal with allocations.

Now I have acted as a PC before, but it has always been as a flaggie as well. While a flaggie and PC are both observers, in my experience they are observing different things.

Flaggies are looking out for shape, colour, makes & models of the cars, as that's what can be seen to react to. Post Chief's, on the other hand, have to deal with numbers as well. You can't report contact between the red car and the blue car so you need to pay attention to the numbers. Also, as a flaggie, you will wave a yellow for an incident and be looking at that for any changes: have they moved and I can stop? or do I go to double yellows as marshals are out on track?. Post Chief's have to look at everything: is the flaggie waving the right flags?, what's happening with the car?, where are the incident marshals?, report relevant information to race control and check the race for driving infringements.

It took me a few meetings to adjust my head space from that of a flaggie to a Post Chief where you can step back and let those around you do their job and just observe everything and focus on what is needed. Of course, I am by no means perfect- I have a habit of looking at where I think there will be action (a pack of battling cars for example) and then a car on their own will do something strange outside my field of view. Suddenly your focus will shift, that battle you were looking at for contact is now about to do battle through a yellow flag zone. That's where other marshals on post can help as they can sometimes fill in the blanks if you miss anything.

Lesson 1 – if you see something, tell the Post Chief. At the very worst they saw it or another post has already reported it.

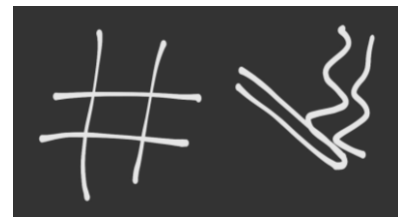
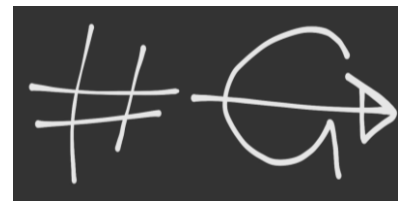
For those that have never flagged or acted as Post Chief, the pen and paper are your friends. Can you remember who overtook who, or that car that just spun and continued- what

was its number? I have developed a weird version of hieroglyphs as I make notes during racing.

The point of this post I think is to say try something new once in a while. Try a new circuit as they handle things differently. Try a new role, try pitlane, try flagging, try incident, try everything. Try a different discipline, don't stay at a track, try a rally, sprint, hill climb or auto test.

Yes, Motorsport UK say don't try and maintain more than 2 grades, but a few days a year doing something new can help you understand other roles and appreciate what they do.

Can you decipher some of my hieroglyphs?





## What's this?

A new segment for the Newsletter!

As Marshals we often get to see lots of brilliant cars on circuit. However, it is inevitable that we sometimes get to see them in pieces as well. But have you ever thought "what is that part? Where has it come from?" . Why not ask our members through the newsletter!

If you find a bit of a car that you just need to know what it is, send a photo (obviously taken whilst not on duty and away from any Post!!) and email it to [m.news@marshals.co.uk](mailto:m.news@marshals.co.uk)

Our first entries come from Andy Owens and Joe Watts.



Email your suggestions to [m.news@marshals.co.uk](mailto:m.news@marshals.co.uk).  
Answers in the next publication!

## Rest in Peace Derek- Ian Dixon

Covid 19, surely put an end to the proceedings for the 2020 season...I had bought a new bag for all my gear. The bag, as compact as possible, to be able to store in the rescue unit. I also bought a new "snap box" as the Wallace and Gromit biscuit tin had finally expired. New gloves were purchased, and I was given a head torch for Christmas that went in my bag. I got a new pair of tough cut scissors with belt holder as I was fed up with them dropping on the floor or putting them in a pocket. I have got a mask and a snood as well now. On the rescue unit, we are provided with three sets of PPE in the mornings. Each one geared up to the situation in which we might find whilst arriving on a scene.

I did explain in my last article about all the jobs I have done whilst at home, but the committee were asked to identify where we could safely position marshals during restrictions. I believe that meetings were initially envisaged as having a post chief and a flag. Some felt that that was not realistic, and a survey was undertaken by the committee and others involved in upcoming meetings.

Basically, we moved marshals away from the post and put you wonderful people in the gaps away from the post.

I produced a map showing the positions and a report to Donington Park, we managed to identify a count of 76 marshals for the National and 96 for the GP circuit.

When I produced the report I was up till 03.00 hours – kind of reminded me of the nights working on newspapers back in the early 80's. I hope the information you see is of use. The committee do a lot to organise all the bits and pieces to hopefully make everything run smoothly.

I hope that you are not too disappointed if you are not at every meeting and not in a position that you expect – it is a very strange world at the moment which I hope will resolve itself by next year.

My first meeting was the MGCC and I was on the Donington Unit. I arrived early as no one is allowed upstairs in race control. All the radios are disinfected the night before charged and brought downstairs for Fire Tender 1 (2 on the side) to deliver to post, then registered to that person who picks a radio at random out of the box. Having collected the unit key, PPE was put on board and the unit cleaned throughout. I was asked to be the dedicated driver and having tested and

checked out the equipment, we set off to post 16.

Whilst driving forward the unit is a reasonable vehicle to manoeuvre even at speed, nevertheless having not driven it for 7 months I was a bit apprehensive having to reverse back into post 16. One needs to keep the offside rear off the grass whilst turning in. Then, when straight on the tarmac, aim the offside rear diagonally across the tarmac towards the Armco end. When the rear of the wagon gets level with the Armco its left hand down gradually until you're in the gap and then it'd hard over, right hand down until the rear edges near the Armco at the back of the gap. The main problem is that just before the last action the sight of the end of the Armco disappears in the nearside mirror, as it happens, no worries – phew!

When computers work properly, they are brilliant, at times they out fox us and that is what happened. I've had a similar problem with the BMW doctor's car in which I couldn't start it. Unless you try to start it in sequence order then you're out of luck, it seems that no matter what you try to do it won't start. It was similar whilst we moved from post 16 to 24, we arrived to see delta 9 still sat there. The problem was that the engine was running, the car went to drive, but when the accelerator was pushed down the vehicle popped back into park. The problem was that the door was closed but, on the last notch of closing, computer says – No!

The day really consisted of a few pull offs where we were, a lot of oil all of which were sorted efficiently with Jim Whitaker in charge, well done Jim! We did think we might have had a call when a car went in hard at post 8, but the driver jumped out no problem.

At the end of the weekend all went well, the unit was cleaned down and the radio and keys returned. Unfortunately, it took some time to clean the radios. In future we have a rota where we will take it in turns. At The Masters the following week I was on post 2 as the chief gate operator. That was changed pretty soon as the I/O had been attacked by an insect that had made his eye lid swell and was uncomfortable. So, I was soon snatching on post 4 and as it happened, we didn't have too long to wait until the first customer arrived into the middle of the gravel.

## Rest in Peace Derek- Ian Dixon

The first race of the weekend produced an odd incident. Suddenly a Lotus Elan ignited at the apex of Redgate and proceeded to pull off onto the infield. The driver then flopped out of the car onto all fours, out of our sight. Unfortunately no one was on the infield, at least not until post1. Luckily, the safety car was then on track and we could cross. On arrival, and asking the driver about his health, he replied that he was ok. I was not convinced as he was breathing heavily, whether that was the excitement of the situation I don't know. Delta 6 arrived and the fire was soon out. I did ask for the driver to be given the once over no matter what he says. I believe he must have calmed down as he was deemed to be ok. Good oh! The car wasn't too bad either.

It was brilliant to see so many people stay on Sunday to witness Derek Yeomans ashes being scattered at post 11. Derek was a great chap, I always had time for him and we all had a lot of fun with him. I remember going to Matlock Bath in my Caterham and whilst sitting having fish and chips I was asked if I knew Derek. One of his daughters, leather clad, had seen my marshal's badge in my window and enquired. What a small world we live in!

Stay Safe!

Ian Dixon

## Upcoming Events for Regalia Sales

If anyone would like to pre-order Regalia items for collection on the below dates/venues, please let Joe Watts know.

- 11<sup>th</sup> October – Mallory Park
- 17<sup>th</sup>/18<sup>th</sup> October- Donington Park
- 24<sup>th</sup>/25<sup>th</sup> October- Donington Park
- 1<sup>st</sup> November- Mallory Park
- 7<sup>th</sup>/8<sup>th</sup> November– Donington Park
- 21<sup>st</sup>/22<sup>nd</sup> November- Donington Park

Our BMMC Branded  
woolly hats modelled  
here!





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

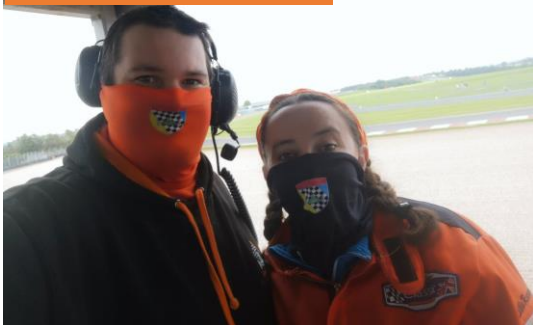
**Due to current conditions, Regalia will only be available by request until 'traditional' sign on returns.**

**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.**

**Umbrellas are still available (and probably going to be more needed in the coming months!). If you would like to reserve one for collection at a circuit then please let me know.**



### **BMMC Snoods**



### **BMMC Facemasks now available!**

**Water-repellent fabric**

**Antibacterial fibre.**

**Reusable after washing.**

**Two colour options with the Club Logo**

**Why not wear outside of a circuit to promote the BMMC!**

**For Team Wear and MORE!**

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



## **BMMC Counselling Service**

For those who may need any advice or support, the BMMC have a free counselling service available to all members. This is completely confidential.



## **COUNSELLING SERVICE**

Modern living creates a multitude of strains and stresses on individuals and families alike. Though most of us can carry one or two problems at a time, sometimes things just pile up.

**Quote Policy No.  
100580442CCI**

### 24 HOUR HELPLINE SERVICE

# 0117 934 0105

- **CONFIDENTIAL**
- **NON-JUDGEMENTAL**
- **SUPPORTIVE**

Counselling is a process of learning to understand yourself and others by exploring your thoughts and feelings in a supportive and non-judgemental space, enabling you to make a constructive change in your life, whether in crisis or an ongoing situation.

As part of your policy with us, DAS provides a confidential counselling service 24 hours a day, 365 days a year to you and members of your immediate family – providing they live with you and are over the age of 18 (or aged between 16 and 18 and in full-time employment). DAS counsellors are members of The British Association for Counselling and Psychotherapy and are covered by their code of Ethics and Practice.

Callers' concerns could include:

1  
3

#### **PERSONAL ISSUES**

- ELDERCARE
- FAMILY BREAKDOWN
- STRESS, ANXIETY, DEPRESSION
- BEREAVEMENT
- RELATIONSHIPS (DIVORCE/SEPARATION)
- DOMESTIC ABUSE
- SUBSTANCE ABUSE

#### **WORK ISSUES**

- PRESSURE
- BULLYING AND HARASSMENT
- WORK CONFLICT
- DEATH IN SERVICE
- WORK OVERLOAD
- WORK LIFE BALANCE
- REDUNDANCY
- CHANGES AT WORK

### HELPLINE SCENARIOS

The following scenarios are fictitious, although typical, examples of Counselling Helpline calls.

#### **Parent – Teenage anguish**

A mother calls the DAS Counselling Service, distraught at the behaviour of her teenage daughter. The caller showed signs of feeling angry, upset and very frustrated by her daughter. Although the mother phoned about her daughter, in the counselling we concentrate on the caller and how she feels.

Together we look at ways that she could rebuild the channels of communication between herself and her daughter. We help her to look at the situation through the eyes of her daughter.

Over a series of calls, and a lot of work in between calls by mum, they are able to rebuild their relationship.



Counsellors may be able to help you work through your problems and find ways of dealing with them. Remember, you choose when you call and what you talk about. Calls may be recorded to help check and improve our service standards.

**You need not be alone.**

# Current (September 2020) Covid-19 Guidance

## Guidance for wearing face masks and coverings

High density – compulsory

Lower density – compulsory unless socially distanced (+2m)

This guidance is for any person involved in any event in the defined areas and is to be read in conjunction with existing guidance.

**Age:** This guidance applies to anyone aged 6 years or over.

\* **Enclosed areas** (including vehicles) unless occupants are from the same household. The organiser must be satisfied that they reside together.

\*\* **Trackside** includes any person within the restricted area that includes the track.

Fixed venue (Kart)	Fixed venue (Race/Speed)	Non-fixed venue (Rally/Club Sport)
Paddock	Assembly areas	Event control
Assembly areas	Grid	Enclosed areas*
Grid	Pits & pit wall	Incident intervention
Parc fermé	Pit garages / awnings	Assembly/service areas
Awnings	Enclosed areas*	Time controls
Enclosed areas*	Incident intervention	Section and test starts
Incident intervention	Paddock / parc fermé	Marshal posts
Marshal posts	Marshal posts	
Trackside**	Trackside**	



## Articles / Images / Ideas Wanted!

A big thank you to those who have contributed to this publication.

I am looking for more ideas/articles/images for future publications.

I am keen to produce a Newsletter that is helpful and interesting for you, our members, whilst celebrating the fantastic work that Marshals do across the Midlands.

The next publication will be in December 2020- so plenty of time to get your suggestions in!

Articles ideally no longer than 600-700 words but don't worry if they're shorter!

If you would like to contribute or share any ideas of what you would like to see in the next publication, email me at:

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





## **BMMC Midlands Committee**

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