



Midlands Marshals Post

Autumn 2021

Happy Autumn everybody!

We hope that all our Midlands members are well and enjoying their time at circuits across our region. We can't believe that we're coming to the end of the season already, where has the year gone!

In this edition of the Newsletter, you can find all the regular information from our membership, grading and training officers alongside :

- Lifetime Membership for Vi Selby
- Christmas Party Information
- TVR Award for the BMMC
- An insight into Formula Student
- Ian Dixon's latest addition
- Taster Day / Recruitment success

It's been a busy time for the BMMC, with events almost every weekend at various circuits, so we hope you have enjoyed any that you have attended. Let's hope the weather holds out for the last few weekends!

As always, a big thank you to anyone who has contributed to this edition of the newsletter. I really do appreciate the input and enjoy reading everyone's articles/photos etc!

If you would like to contribute to the next edition, please email me on m.news@marshals.co.uk

Any articles/images are always greatly received!

We hope to see you all at the Christmas Party on 27th November at The Hilton Hotel, East Midlands Airport (page 3 for more information).

Remember, your committee are here to help you in any way we can, so please get in touch with us if we can help you in any way. All of our details can be found on the last page of the newsletter.

Keep Safe,

Aimée Longley

Midlands Newsletter Editor



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

Vi Selby Life Membership

Well, what a surprise visit I had recently!

Thank you so much to all the committees/members who contributed to awarding me Life Membership of BMMC.

When Derek handed me a new membership card and then presented me with my beautifully worded certificate I was totally lost for words and quite emotional.

This is a great honour and much appreciated.

After spectating for many years I started as a startline marshal in 1977 and chatting with Sylvia Edwards in the pit lane she suggested I join the then BMRMC (I was later awarded her trophy in 1990 and 2005). I have always been proud to be a BMMC member and when helping/training new marshals on the startline advised them to consider joining to get a wider experience of the sport, wearing my BMMC badge!

I have enjoyed years of startline duty for many different clubs at various circuits including two events at Croix de Ternois in 1994, and definitely not to be missed the Boxing Day Plum Pudding event at Mallory Park! Always being alert to keep the grid area and drivers safe, making for a safe start. This is only made possible with the support and respect of a team of marshals.

I also had the experience of 12 years of Silverstone G.P's and the 1993 Donington Park European G.P.

While marshalling is very varied and serious and can sometimes be dangerous we also had lots of fun and I do appreciate the many friends I have made both on and off the track. I do try to keep in touch, while not physically involved I try to keep a tab on what's happening!

I'm looking forward to receiving my next Midlands Marshals Post.

My thanks again to all.

Keep safe.

Vi

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Christmas Party 2021

It's Party Time! **We need you!**

The BMMC Midlands Christmas Party is pencilled in for 2021- but **we still need your help to secure the venue!**

- **Date-** 27th November 2021
- **Location-** The Hilton- East Midlands Airport
- **Price-** £25pp

There will be a 3 course Christmas menu along with a disco to dance the night away with friends.

The Committee is also planning on providing entertainment for you all, which could be a quiz /raffle & much more!

If you and your family would like to attend, please send us an email on the below details to let us know. We will then send you the details for payment.

Get in touch with us:

- m.bmmcevents@hotmail.com
- Joe Watts or Aimée Longley on social media

We acknowledge we have all had difficult times in the last couple of years, and things aren't quite back the to way they were, but why not join us and celebrate the return of the motorsport that we all know and love!



Grading

Well done to the following successful upgrades confirmed by both Motorsports UK and BMMC:

Peter Williamson Race Track
Andy Owens Race Track
David Trafford Race Track
Jeremy Edwards Race Specialist
Peter Male Speed Experienced Marshal
John Brownlie Speed Post Chief
Joseph Eccles Race Track



I am aware that some more of you have recently been informed of BMMC approval of your upgrade request, but are still waiting for Motorsports UK to approve your upgrade.

I have found out that not only have they recently changed staff responsible for these tests, but also have introduced an extra layer of tests for anyone already graded above trainee when they apply for an upgrade.

At the moment this new process is adding a delay in getting final authorisation, please bear with Motorsports UK whilst they sort this out.

Membership

Welcome to our new members!

Callum Moss from Castle Donington

Phil Morris from Swadlincote

Chris Mumford from Market Harborough

Stephen Simons from Hucknall

Stuart Brunton from Solihull

William Edwards from Lenchwick

Paul Steventon from Redditch

Warren Evans from Burton-on-Trent



Training

We are currently planning to hold our usual training sessions in January.

Saturday 22nd January – Rescue crew, including assessments

Saturday/Sunday 29th and 30th January – Track and Specialist. What happens on which day still subject to agreement and availability.

Further details and on-line volunteering when some details have been sorted out.

Jim Whitaker
Training Officer, Midland Region.

Scott Moncrieff Trophy Award

For 2021 the TVR Car Club Committee unanimously decided that the Trophy should be awarded to the British Motorsport Marshals Club (BMMC) This is not only in recognition of their contribution to motorsport this year but to recognise the past and ongoing contribution they make to not only TVR motorsport but all formats of motorsport.



This Trophy was commissioned for and presented to the Club in 1965 by Avril Scott Moncrieff in honour of her husband Bunty who was a key figure in the early days of TVR.

The trophy was traditionally awarded to the driver who won the most points in a single season of motorsport in a TVR and has some very famous names engraved around its base including Gerry Marshall, Tommy Entwistle, Rob Farmer and Paul Weldon. About 10 years ago with the rise of interest in all forms of motorsport within the Club, it was decided by the Committee to change the criteria for the award. It is now awarded to the individual who has made the single greatest contribution to TVR motorsport during the year.

Speaking after the presentation of the award, BMMC Midlands Chair and National Recruitment Officer Jayne Poston said: “It was a great honour to collect this prestigious award on behalf of the BMMC in recognition of the work and dedication of not just our own members but all club marshals in the UK.”

Formula Student- Andy Owens

When I signed up for Formula Student I had no idea what it was, assuming it was something like the Caterham Academy or JSCC. How wrong I was, and what an awesome long weekend we had.

As I found out, the event is a competition run by the IMechE (Institute of Mechanical Engineers) for teams of engineering students to build and race cars to their own rulebook (the formula). The racing bit operates under an MSUK Certificate of Exemption (which means throw away the Blue Book) by 750MC at Silverstone.

As a marshal, its nice to have drivers and teams that actually listen and do what we say. The drivers still have the standard list of excuses for why things go wrong, so we know they are destined for greatness.

The event has a broad range of activities, starting with static events business case presentations, engineering design and manufacturing reviews to teams of judges during the week, and finishing with the technical inspections and dynamic events over the weekend:

Technical inspections:

Tilt test: the car is tilted to 45 degrees to ensure no fuel or fluids leak, and the suspension can keep all four wheels in contact with the lift. Then it's tilted to 60 degrees, mainly to watch the drivers expressions of alarm.

Noise test: does what it says on the tin. At the end, the scrutineer turns the electrical isolator and the engine is supposed to stop, but one teams engine kept running. Apparently this is a common problem (all the cars are effectively home built prototypes) so the marshals knew what the problem was, whilst it took the team about an hour to work out the source of electrical power on a running engine (that wasn't the isolated battery).

Brake test: the car has to brake with all four wheels locking, in a straight line, and stop within a defined distance. It seems its harder than we think to make wheels lock up.

I was also fortunate enough to watch Nottingham University's electric car undergoing the water test (two garden sprinklers for 2 minutes, followed by a five minute wait), to prove that no water gets into the system to cause potentially dangerous electrical leakage. They passed 😊.

Dynamic Events:

Acceleration: a standing start and get to the finish line 75m away in straight line, as fast as possible (and then return to do it again). This tests acceleration, top speed, stability, driver skill, and whether the gearbox works. They don't all make it, even off the line in some cases, but some are blisteringly quick.



Formula Student- Andy Owens

Endurance: if you think you don't like endurance events, this is nothing like you might have seen before. It lasts all afternoon, BUT that's about the only similarity. Cars start throughout the afternoon, and attempt to complete 22km of a single track circuit marked with cones, with passing places controlled by marshals to get past slower vehicles. IMechE volunteers count cones hit, whilst marshals get to put them back, live; we also have to watch out for the volunteers safety as they think nothing of crossing a live track. We also have to watch out for cars that stop, and then reconfigure the circuit to let other cars pass, whilst waiting a full minute before intervening with a stationary car – “count to ten” is not enough here, and for a track marshal, waiting a full minute seems counter-intuitive. And being homemade prototypes, they stop, a lot.



Apparently fires are not uncommon (homemade wiring looms and fuel, and homemade EV batteries in water spray – what could possibly go wrong!?). I didn't see any fires this year, but for the first time there *was* a car-to-car collision on track during the endurance event, and it happened right in front of me (I hope they let me back next year).

As we prepared for the endurance event, I wondered why teams of students were wandering through the gravel at Copse, until they started taking selfies next to the imprint of Verstappen's Red Bull in the tyre-wall banding. Heck, these are students, many of whom may have only recently passed their driving test, and they are standing track-side at Silverstone; for them, it's awesome.

This year entries were significantly reduced, from over 100 teams (plus their fans) to about 35 with no spectators due to restrictions on international travel; until next year I can only imagine the chaos during the track sessions, as teams vie to actually get on track, let alone perform well. Despite the reduced team numbers and sizes, the crowds on the bank at Copse were still vocal, and the biggest cheer was for Staffordshire University's return after having had their car smashed; lots of teams gave them assistance to rebuild the car.. These young folks are the future of motorsport, and their enthusiasm, sporting behaviour and teamwork give me hope that it will be an exciting future.

Ian Dixon- Not Only Once but Twice

A little while ago Ian Berry and myself (the two Ian's) met with Andrew Swift the new Donington manager, as a way of introducing ourselves, what our interests are with the ES Team, and getting to know him. Andrew was most accommodating and very keen to learn from us. He did admit that his learning curve was quite steep, and he was up for the challenge. Our meeting lasted for an hour and a half.

After that, Ian and myself had a look at all the posts from post 2 down to post 9. We were looking at how to fit Hazard and safety car board holders and to look at flag holders. It seems that each post is going to be bespoke, as all posts are different in position and design. We have built a prototype of both, so watch this space. By the way, the ladder at post 7 has been upgraded and the chain across the entrance has been improved, we are keeping an eye on that.

Whilst doing our walk about, it rained quite hard and it was a no limits track day for bikes, one of which fell off at The Old Hairpin and didn't get up. He was attended to and the ambulance set off with blues on. When we got to the snatch gap below post 7 the torrent of water could only be described as biblical. It was flowing down behind the wall, missing what looked to be a drain and flowing back into the gravel trap. A few weeks later Dan complained that the Telehandler had difficulty towing as the wheels couldn't get grip in the gravel.

Before the wall was moved back again for the GP it's position was in front of a drainage ditch, which took water away to where the drainage pump is now at the lowest point. This ditch is now in front of the wall somewhere and may be the cause of the problem with the telehandler.

It's a hard job being the voice of race control. You are dealing with problems and instructions, all the time. At some point, the brain becomes disconnected, and fatigue sets in. So it was that Di was heard to say that, "the chequered car was out." Not only once but twice. Ha Ha!

It's not my fault that I was put on FT2. Only I was told off by Anna that I had demoted her dad to

opening gates at Redgate.

"He's 74 you know." Poor old soul....

The Historic meeting was a fantastic weekend. One of the drivers in several races was Tiff Needell, known as "Stiff Noodle" in certain circles. In practice, Ande Austin, towed him in two or three times.

During his last race he broke down again. There were so many broken down cars that Delta 4 were invited to tow him in. He did start the engine again and attempted to drive off, but no. We towed him back...

After a race, all cars are invited to scrutineering. An unforeseen circumstance, however, is that if the exit gates to said area, are left open, then suddenly, but not surprisingly, the cars disappear. On asking to get the drivers back. The reply was that you'll have a job, as one driver was already out in the next race.

"Nav" or Naveen, our Doctor and sometimes IC in the Medical Centre, was telling me that he had an incident, at Donington. Now, Nav, has normally got a pair of headphones clamped to his head, not sure what he listens to. He is also trying to get a little fitter by keeping his steps up. So, at post 16 whilst pacing to and fro at the back of the unit, he turned round to find that his Rescue vehicle had driven off. When the said Unit reached its next stop, the crew were asked, if they were missing anything.

Just observing, what's going on around you, whilst walking through paddock, makes for amusing tales. On arriving in the paddock, near the paper shop, a girl was walking back towards the competitors on the other side of the road. When an elderly gent appeared from between the trucks, with washing gear and a bottle of piss in his hand. Where upon, he explained to the girl, that the bottle was his porta loo. Ummm!

Stay Safe
Ian Dixon

Taster Day / Recruitment Success

Our brilliant taster day / recruitment team have been hard at work over the past few weekends, welcoming numerous prospective members to experience a day as a Marshal and providing information on how to join our wonderful team. The feedback has been fantastic and we've already welcomed a few new recruits. Thank you to the team!



Sally Hingston Award

The Doghouse Ladies are inviting nominations for the Sally Hingston Award, per the information on the following page.

Closing date is 31st October 2021



Women's Motor Racing Associates Club
The Doghouse Owners' Club

Established 1962

promoting friendship, support and fundraising in motorsport



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The Sally Hingston Award

The Sally Hingston Award is an International initiative that gives anyone the opportunity to nominate Volunteers of any age from the grass roots of motorsport, or the wider motorsport community, who deserves recognition for their commitment to volunteering.



Nominations 2021

Nominations for 2021 will opened on **International Women's Day - 8 March 2021** and closes on **31 October 2021**. The winner will be announced on **International Volunteers Day - 5 December 2021**.

Aimed at any Volunteers of any age, from all disciplines of motorsport. The award recognises that all volunteers generously give their time, talent, and support to enable motorsport events to go ahead.

Share with us your stories and nominate your volunteer!

- Submit your nominations to press@wmrac.co.uk
- Take a picture and share your volunteering story
- Share on social media: [@WMRAC](https://twitter.com/WMRAC) #Empowerment #Youth #MakingADifference #VolunteeringIsFun #IWD2021 #WomeninMotorsport

Share your stories and celebrate with us [@WMRAC](https://twitter.com/WMRAC)

Contact details: Press@wmrac.co.uk
 International Women's Day #IWD2021
 #ChooseToChallenge

Sally Hingston

Sally was a wife and mother to two sons and lived in the village of Gawcott, Buckinghamshire. She was a much loved Marshal at Silverstone and a member of the Women's Motor Racing Associates Club, she gave considerable time to the sport and sat on the WMRAC 'Doghouse Events Committee' for a number of years.

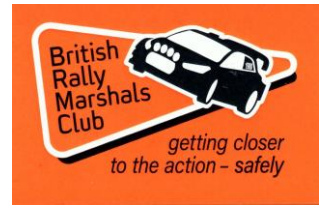


When Michael Schumacher had his accident at the 1999 British Grand Prix, Sally was on the rescue vehicle and supported the recovery as the car was hoisted onto the break down truck. Sally appeared on photographs with the stricken car on most of the newspapers the next day!

"Sally was a much loved and regular marshal at Silverstone Circuit until her tragic death in 2009. This award is created in memory of Sally and serves to inspire and encourage young volunteers just as Sally herself would have done."

BMMC National Regalia & BMMC Teamwear

If you would like to order any regalia, please message Joe Watts or email m.regalia@marshals.co.uk to arrange.



BMMC Facemasks & Snoods still available!

For Team Wear and MORE!

Visit the Regalia section on www.marshals.co.uk

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