



OUTPOST

North West Region Newsletter

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JUNE 2018

b	BRITISH
r	RALLY
m	MARSHALS
c	CLUB



IAN CLARE

UNIPART TROPHY WINNER - 2017

STAN FOULDS TROPHY WINNER - 2017

JOTTINGS FROM THE CHAIR

CHAIRPERSON'S JUNE JOLLIES

Why, oh why, oh why? After all that dreadful weather that we had at the start of the season, the Superduper Bikes wheel out in a Bank Holiday heat-wave! It's just not fair.

Mind you, writing of weather, we had a balmy weekend over at Anglesey Circuit for the Fun Cupping. You never really know what to expect as the Island has its own micro-climate. Marshals were a bit thin on the bank, but they all did the bizzo, and generally enjoyed the weekend. Those that go know, but some of you may not - we do get a small contribution towards travel expenses when at Anglesey. That is in addition to our usual raffle dosh. Not a life-changing sum, but a very welcome gesture as Trac Mon is a couple of hours drive away for most of us.

A surprise item in the latest Aston Martin News magazine, our dear departed colleague, Peter Preston-Hough has been commemorated by way of the P P-H Trophy which Susan P-H awarded to Neil Sims, the best Sprint and Hillclimb bod.. AMOC officiating was the crowning glory of Peter's motor sport career. It is good to see that his contribution is so honourably recognised.

A few of us spectated at the Monaco Historic. A lovely reminder of days gone by - although F1 from 1980 does not seem so long ago! Our local hero, Andy Middlehurst, did it again; piloted his fab Lotus 25 Climax to his 4th 1961-65 GP 1500 race win. He must be near qualifying for a "Mr Monaco" title! Many congrats

from the Northern Oranges.

Some interesting meetings coming up at our local circuits. Enjoy, but please be careful out there. You know it makes sense.

Mike Cadwallader.

Editor's Note:

Since writing his article, unfortunately Mike has had to undergo some quite serious surgery. He is hopefully on a short period of rest and recuperation and I am sure you will join me in wishing him a speedy recovery. ER

WELCOME - NEW MEMBERS

We would like to extend a warm welcome to the new members below. We sincerely wish you a happy and safe future.

David Collier	Liverpool
Sarah Roberts	Sandbach
Duncan Fitzgibbons	Winsford
Colin Mee	Oswestry
David McKay	Bebington
Alan McKay T	ranmere
Julie Utley	St. Helens
Gabrielle Richardson	Ulverston
James Renhard	Hixton
Cameron Jones	Shrewsbury
Daniel Fitz-Gibbons	Winsford
Stephen Cresswell	Weaverham
Lisa Woodward	Northwich
Lily Woodward	Northwich
Benjamin Bamber	Thornton Cleveleys

Extremely pleasing to see so many new members, testament to our dedicated team of recruiters.



UNIPART TROPHY 2017

IAN CLARE

Ian came out of the RAF and went to work for BAE, During this time he competed in various rallies. Whilst he would admit, his talents didn't challenge Roger Clark, he enjoyed his motorsport and became a Marshal.

Slightly unusually Ian practiced both the dark and light side of Marshalling, the dark side being race, obviously...

Starting with race marshalling, Ian has been a fixture of Oulton Park for a good 30 plus years, as a marshal, leading to Post chief, and latterly the backbone of the Fire Truck team. Quite how many miles Ian has done in various fire trucks is a puzzle for the more maths inclined than myself, but if anyone else has done more I would be very surprised!

Ian is a quiet, not to say reserved individual, however, if you ask him his opinion, you will get it, this has been an invaluable assistance on several occasions when difficult decisions have to be made. Certainly when faced with emergencies in rally stages, his second opinion is always worth listening to.

Ian will not sing his own praises, however, if pressed he will admit to a warm memory of outbraking Ian Flux into Druids, whilst driving a Ford P100 pick up truck, and Fluxie was in a Jag XJ220! They were on their way to a fire I hasten to add.

Turning to Rallying, Ian has been a totally unsung hero, turning out to do the unglamorous jobs weekend in weekend out. Timing, In stage, Radio, if a job needs doing then Ian can do it. The BRMC North Region's unofficial radio group, SilkRallyRadio bases its philosophy on Ian's ethos of being able to turn up at a stage and being able to do any job asked. This includes on more than one occasion filling in as stage commander when the original controller was unavailable.

Recently Ian has marshalled a few events in Belgium, it hasn't taken the Belgians long to start sending him invites to come and help on more events!

It's a cliché to say motorsport wouldn't happen without people like Ian, but in this case it couldn't be more apt.

Alongside Ian's nomination for this prestigious award, the NW Committee agreed to award him the Stan Foulds Trophy in recognition of his years of service to marshalling.



BILL'S NEED FOR SPEED



Although motor racing at Oulton Park and Anglesey Circuits are the staple for many of our marshals there is a whole host of motor sporting events that those in orange can gain enjoyment from being involved in. These include rallying, karting and, the subject of this article, speed events. Our roving reporter Dave "Fast-toes" Williams has been speaking to Bill Gray - the North West Region's Speed Representative.

...and SPEED is very much the operative word. There is no holding position and nursing the car to get to the finish at sprints and hillclimbs as prizes are handed out according to performance against the clock. Every second counts - make that every split second!

Accurate recording of the time taken by the competitors to cover the distance between the start and finish lines is key,



therefore one obvious difference with cars competing in speed events when compared to other forms of motorsport is that they carry a timing strut on the front of their bodywork which sits at the same height as the timing beams at the beginning and end of the course as, given a typical hillclimb is no more than 1,500 yards long, the events are often decided by fractions of a second and so a high degree of consistency is required.

The device is sometimes known as the Burt Strut because it was invented in 1967 by Ron Smith; manager, chief mechanic and future husband to 1970 British sprint champion Patsy Burt. As the strut made its first appearance on the front of Burt's McLaren-Oldsmobile her name was used as its official title.

The Start-Line marshals push each car into position so that the strut is as close



to breaking the timing beam as possible and then they hold it in place - usually this is achieved by placing a chock behind one of the rear wheels.

In contrast to every other type of competitive starting procedure, the clocks do not start when the lights are set to green by the course controller, instead the driver can choose his moment to depart with the run not officially getting underway until the timing beam is broken.



The duties of the Start-Line officials are unique to speed events - and they are kept busy with cars coming under their jurisdiction more than 700 times at the busiest meetings. However most other roles will be familiar to those who provide safety cover at race meetings - these include Assembly Area, Paddock and Incident marshals.

There are not usually any dedicated flag marshals. Each of the posts (most venues have 8 to 10 posts depending on the length of the course) will have a post chief and incident marshals. The only flag that is ever displayed at sprints or hillclimbs is the red one and on seeing this, drivers will slow down and return to the start for a rerun. As winners and losers are divided by such small margins, it wouldn't be fair for competitors to have to slow for yellow flags if a minor incident occurred even though it wouldn't have caused a stoppage at a race meeting.

In rallying, marshals will set up the stages, run the event and then restore everything to its original status. To a lesser degree, the same is true of speed events although the amount of preparation varies from venue to venue. At Aintree, quite a great deal of effort is required to turn a golf course into a track while at permanent circuits such as Anglesey and

Three Sisters the only preparation is to set-up cones that separate the cars when the sprint course involves more than one lap.

Although competitors do not race wheel to wheel, they are driving flat-out and the timing of their release often means as one car is starting, another will be half-way through the course while a third will be approaching the finish line.

It is important that drivers don't catch each other and cause their progress to be impeded therefore entries take to the tarmac in class order with the slowest running first with proceedings building up to the fastest.

...and the top category is indeed quick! It typically encompasses cars with carbon fibre chassis, ground-effect bodywork often more advanced than F1 due to open regulations and 3.5 litre V8 engines made by Cosworth. Bill Gray loves them! He says "The specialist cars are always impressive, at Aintree they hit 180 mph through the flying finish and cover the 1.15 mile course in just under 36 seconds, that's an average of 115 mph from a standing start! At hillclimb venues the rate at which they take bends and their acceleration out of slow speed corners is truly awesome."

Speed events take place up and down the country from Lostwithiel in Cornwall to Golspie which is located to the North of Inverness. Bill's favourite venues in the



North West region include:

Anglesey (Sprints) - this Welsh circuit will be well known to many race marshals and is always spectacular (except when it rains!).

Aintree (Sprints) - this track has great history as it runs on the former Grand Prix circuit used until the 1960s.

Scammonden (Hillclimb) - this is run on the service road of the Scammonden Reservoir near Huddersfield. There's fantastic scenery and access is easy due to the close proximity of the M62 motorway.

Loton Park (Hillclimb) - this is another picturesque venue running through the Arboretum of a private estate near Shrewsbury. Unusually, it features a downhill section of track near the start.

Barbon (Hillclimb) - this a short but very quick course run on another private estate near Kirkby Lonsdale.

Along with a day of rapid action which offers something a little different, Bill says marshals usually get a lunch-break and some organisers even provide sandwiches.

David (Fasttoes) Williams

Photos courtesy of Steve Wilkinson



N.B. BMMC organises two speed events at Curborough in the Midlands, check the volunteering website for details.

NW REGION GRADING REPORT

Congratulations to the following BMMC NW members who have upgraded since the start of 2018.

Trainee to Track

Thomas Stalker
Mark Howard
Brian Jones

Track to Experienced

Paul Masters
Russell Pinion
Andrew Melling
Darren Gallagher
Richard Smith

Experienced to Flag

Andrew Ringrose

Experienced to Incident Officer

Duncan Murdoch
Stephen Jones
Haydn Clover

Incident Officer/Experienced to Post Chief

Richard Jones
Tom Bee
Andrew Roberts

Trainee to Specialist

Brigette Broadbent
Joe Baker

Specialist to Experienced Specialist

Ying Slade

Rob Mugurian

BMMC NW Regional Grading Officer

FORTHCOMING EVENTS 2018

RACE MEETINGS

Jun 16	BRSCC NW	Oulton
Jun 23	BARC NW	Oulton
Jun 30	MSVR	Oulton
Jul 14	MSVR	Oulton
Jul 21	MSVR - MiniFest	Oulton
Aug 04	BRSCC NW-TCR UK	Oulton
Aug 11	BRSCC NW	Anglesey
Aug 12	BRSCC NW	Anglesey
Aug 25	HSCC - Gold Cup	Oulton
Aug 26	HSCC - Gold Cup	Oulton
Aug 27	HSCC - Gold Cup	Oulton

HILLCLIMB MEETINGS

Jul 07	Liverpool MC	Barbon Manor
Jul 14	Hagley & DLC	Loton Park
Jul 15	Hagley & DLC	Loton Park
Aug 04	Hagley & DLC	Loton Park
Aug 05	Hagley & DLC	Loton Park
Aug 25	Hagley & DLC	Loton Park
Aug 26	Hagley & DLC	Loton Park

SPRINT MEETINGS

Jun 17	Longton & DMC	Three Sisters
Jun 30	Liverpool MC	Aintree
Jul 28	Time Attack	Oulton
Jul 29	Longton & DMC	Three Sisters
Aug 12	Mid Cheshire MC	Curborough
Aug 25	BMMC	Curborough

NW REGION COMMITTEE MEETINGS

25th June 2018
Blue Cap Hotel, Sandiway

NATIONAL COUNCIL MEETINGS

1st July 2018
2nd September 2018

REGALIA PRICE LIST

Description	Price
BMMC CLOTH BADGES, LAPEL BADGES & STICKERS	£2.00
UNION FLAG CLOTH BADGE c/w WEBSITE	£2.00
BMMC GRADING BADGES	£1.00
'HEROES' CLOTH BADGES, LAPEL BADGES & STICKERS	£2.00
LEATHER WELDERS GLOVES	£4.00
HI-VIS ORANGE WATERPROOF GLOVES	£4.50
WOOLLEN SKI HATS - BLACK or ORANGE	£4.50
BASEBALL CAPS - BLACK or ORANGE	£7.00
OUTBACK SUN HATS SP50	£15.00

Catalogue and Order forms can be downloaded from the club website or from Eric Ridler, BMMC NRO

New Overalls are only available from AWS RACEWEAR - Tel: [01233 638 498](tel:01233638498) quoting BMMC membership number

For all other enquiries contact the Regional Regalia Officer, or:

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NEXT NEWSLETTER

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CLIFF HAMMOND R.I.P

In Cliff's will, he left a small legacy to the members of the NW Region. The committee is seeking 'sensible' ideas that will benefit all our members.

Please send your ideas to Paul Newns our Regional Secretary. (Address overleaf)

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