



b	BRITISH
r	RALLY
m	MARSHALS
c	CLUB

OUTPOST

North West Region
Newsletter
AUGUST 2019



FIRST - ON - SCENE TRAINING AT THE BTCC MEETING WITH GREATFUL THANKS TO BARC AND BRSCC RESCUE UNITS



JOTTINGS FROM THE CHAIR

Well, there is some good news this month in the world of motor sport. At last F1 has found some of its mojo and produced three excellent races in Austria, Silverstone and in Germany.

Marshals in the North West were certainly in demand the weekend of the British Grand Prix though. With an HSCC meeting at Anglesey, Chateau Impney and also Time Attack at Oulton Park we were stretched for resources mid- July. It appears to have continued though as the MSVR meeting recently saw marshal numbers down.

It must be noted that the clerks and event organisers at Oulton Park were highly complementary on the standard of marshalling especially as some of you were given radios and told that they were acting post chiefs for the day! My thanks, to those who stepped up to the mark that day. No doubt they will be called on again at some time in the future as and when the situation necessitates.

However, there are two questions that should be asked;

Why are marshal numbers reducing, including those who attend Oulton Park meetings regularly?

What is stopping you from attending a meeting? Yes, you.

I cannot answer these questions, only you can. So, tell me why - Can we fix it? If not at least allow us the opportunity to show how much you are needed at meetings and what benefits you get from being a BMMC member.

Mark Noble has written an article which goes into some depth on the benefits of being a member of BMMC and marshalling in general. We are very lucky to have generous sponsors and clubs who continue to support the marshalling community in many different ways. Your £20 a year

for membership buys some great benefits, some of which are difficult to put a price on them.

Don't forget though, if you cannot attend a meeting for whatever reason, please let the chief marshal know, even if it is after the event and a brief email. We just need to know you are OK.

The news recently has been dominated by celebrating 50 years since man first walked on the moon.

This got me thinking about the pioneering spirit of the 60's when JFK announced in public that a man would walk on the moon by the end of the decade - in September 1962. Now that's a deadline!! (Don't worry; I'm getting to the point).

His inauguration speech in January 1961 contained the famous phrase; "My fellow Americans; ask not what your country can do for you, ask what you can do for your country." I'm not going to get political or Churchillian with you all - however to paraphrase it; "My fellow marshals, ask not what your club can do for you, ask what can you do for the club?" A bit strong maybe! We are stronger together as a unified club rather than a group of individuals. Don't forget though that this is a volunteer led hobby.

Many of the drivers we encounter are hobbyists as well. They see a race meeting from a different perspective and this was driven home to me when a driver visited us at Island recently. I sent him upstairs into the observer's tower so that he could see the circuit in our eyes. His opinion and attitude was very different when he came back down.

Recruitment numbers and enquiries are still being generated by Rob Wood and his impossibly small but perfectly formed team. Thanks to those who have

helped man the volunteer tent at meetings. The introduction of a business card has helped with the use of a QR code, allowing a person to go directly to the taster day section on the website and book one. These are handy and speedy methods to support a more digital recruitment process. If you would like some, please ask me.

Cadets. Some of you may be aware that at a recent meeting, the cadets were able to help and support a member of public who fell ill whilst spectating. Their prompt actions helped reassure both the person involved and those around by calmly taking charge, forming a plan of action, and then following it through to a successful conclusion. The committee are deeply grateful for their actions and we will be doing something soon to acknowledge their actions.

Thank you to those who responded regarding their marshalling longevity. We are looking at a couple of ways to acknowledge their loyalty and commitment to the club, circuit and the sport.

Other areas of concern marshals have recently brought to my attention are being addressed and news will be forthcoming as soon as I have some answers.

The loss of Paul Bosman will be felt by us all. He was an enthusiastic and dedicated marshal, helpful to others, a tireless charity worker along with being a sup-

portive father and husband. His funeral was on 18/7/19. He will be missed. I was very impressed to see a large contingent of Oulton Park marshals at his funeral, paying their last respects and supporting his family. The committee are looking at a couple of ways to celebrate his marshalling career with us.

Mike Broadbent

Last month's quiz:

What was unique about the 1961 Dutch Grand Prix? *It was the first Grand Prix when every starter finished the race - which was unusual bearing in mind the unreliability of GP cars at the time.*

Who was the oldest driver to start the Daytona 24 Hours race?

(It's not as obvious as you think).

Paul Newman

The Chinese Grand Prix this year saw the 1000th GP since 1950. How many laps in total have there been for all those races? *65,196*

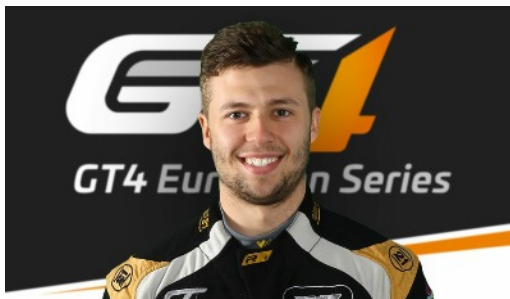
(PS if anyone disputes this number, feel free to take it up with Mark Hughes of Motorsport magazine)

This month for a change, let's have a caption competition.

Funny/clean captions can be printed next month. Please send yours in to the newsletter editor



IT STARTED AT TY CROES (part 1)



For most of the marshals who attended, the Anglesey Winter Meeting on 1st December 2013 was just a chance to quench their need for speed during the silent off-season. They may not even have noticed the young racing driver who was making his debut at the back of the Formula Ford 1600 grid and embarking on a journey that would take him all over the World.

But, if they had checked the TSL-Timing statistics, they might have realised that Matthew Cowley, the 16 year old behind the wheel of a black Reynard FF88, would soon be notching up quite a haul of silverware as his best lap in his first ever motor race was just 1.7 secs slower than the fastest Pre90 car.

It was the second time Cowley had driven the Anglesey Circuit as, earlier in the year, he took his ARDS Test there the day he turned 16 on 11th October.



Malcolm Barfoot was his assessor and Matthew's day was made when one of the circuit's management team, Annette Freeman, brought him cakes.

Two years later he was the Pre90 National and Northern Champion with the Walter Hayes Trophy for the older chassis making it quite a hat-trick of titles. He was also awarded the Graham Peacock trophy that year, another special moment. While his 18th birthday present was a drive in a Ginetta GT4 Supercup at the BTCC meeting on the mighty Brands Hatch GP circuit.



Copyright @ Rachel Bourne

To square the circle, 2015 ended back at the Winter Meeting in Wales where Cowley's car racing escapades started. This time around, he clinched the Pre90 Star of Anglesey. Unbeknown to Matthew his Dad, Ian, had submitted an entry for this meeting and so he rounded off this season of success by lapping his father!

For 2016, Cowley's learning curve continued in the UK's ultra-competitive Post89 Formula Ford 1600 category before he became a Globe-trotter the following season. The year began off the coast of southern Australia racing a FF1600 at Phillip Island, taking a third place medal after his chances of victory were

thwarted by a loose distributor cap.

To underline how deeply the racing bug had bitten Matthew, he decided to submit a one-off entry for the following week's opening rounds of the Northern Formula Ford 1600 Championship at Oulton Park on the long 'plane journey home.



This was the last time Matthew would race in Britain until the season-closing Formula Ford Festival and Walter Hayes Trophy meetings as he wracked-up more air miles crossing the Atlantic to compete in the US F1600 series with Team Pelfrey.

Cowley stayed at the home of his team manager, Geoff Bushor, in Florida and helped out preparing the car he competed in. This provided a real education in racing engineering.

His season in the States couldn't have gone much better. Cowley won the F1600 series before being victorious in the Run-offs at Indianapolis, where he proved the oval racing sages wrong as, despite starting the last lap in the lead, he managed to prevent his rivals from slipstreaming past to cross the stripe 0.659 seconds ahead.

Matthew certainly made his mark as he

was the first British driver and also the second youngest by a matter of days to receive the SCCA's President's Cup in its 60+ year history. First presented in 1954 by then President Dwight D. Eisenhower, the President's Cup is awarded to the SCCA driver demonstrating ability, competitiveness and success at the SCCA National Championship Run-offs. The winner is selected by the Stewards of the Meeting and the Chief Steward of the National Championship Run-offs. Other recipients include Roger Penske, Skip Barber, Bobby Rahal, Jim Hall and Paul Newman.

The highlight of his 2018 season was finishing second in the Walter Hayes Trophy having had to take part in the "last chance" race following an incident in one of the heats. No less than 40 cars were passed as Cowley came within one place of adding the overall title to the Pre90 one he secured in 2015. The year also saw him take in some rounds of the US F4 Championship and Formula Ford Festival.

In 2019, Matthew drove for Aston Martin in the European GT4 Championship, read about how he got on in our next edition.

Dave Williams



BMMC NW TO SUPPORT TWO CHARITIES IN THE COMING YEAR.

NORTH WEST AIR AMBULANCE

North West Air Ambulance Charity takes advanced healthcare to the scene; reaching, treating and transferring patients to definitive care as quickly as possible and working collaboratively with our partners to ensure they are transferred to the best treatment centre thus improving chances of survival and reducing the risk of long term injury.

Many critically injured patients would not survive without this service. The service is funded by the generosity of the public through donations, fundraising activity, lottery membership and through a network of retail outlets, who provide vital charitable funding to keep the service flying.

For further information, see:

[North West Air Ambulance](#)

H.I.E.

The aims of Peeps- H.I.E. are to support parents and families affected by HIE, and to raise awareness of HIE and its potential implications for the family.

H.I.E. stands for hypoxic-ischaemic encephalopathy, and is a lack of oxygen to the brain before, during, or shortly after labour (it can happen in older children too). This can cause injury, and the severity of this can vary greatly (often given a grade from 1 which is mild to 3 which is severe).

There are many potential causes of HIE, such as placental abruption, umbilical cord-prolapse, uterine rupture and shoulder dystocia.

HIE isn't really that well known, but it affects 3-4 in every 1000 babies. Peeps is trying to raise awareness, so that others know more about it and more people affected by it can get the support needed. For further information, see:

[Home - Peeps - HIE Awareness & Support](#)



If you have any fundraising ideas, please speak to a NW Committee member.



CALLING ALL MARSHALS!

Get Connected Rali Bae Ceredigion - Sunday 8th September 2019

It gives us great pleasure to introduce you to this brand new and groundbreaking event that will be the first ever closed road rally held in Wales.

As with all motor sport events, marshals will be an integral and vital component to our rally's success and therefore, I am writing to ask if your club is able to provide us with a team of volunteers to help deliver what promises to be one of the most exciting events of its kind ever held.

For volunteers who have never been involved with a motor sport event before, full training will be given. Please find further details about the rally below.

Prize draw

As an incentive and to say thank you to the marshals who join us, we are delighted to announce a once-in-a-lifetime prize: a trip to the 2020 Rally Barbados, including flights and accommodation. The draw will take place following the event.

Accommodation deals

Thanks to the fantastic support of Aberystwyth University, we are pleased to offer marshals and officials discounted accommodation packages within our Rally Village close to the campus and where the start, finish and service area are all located. Further details and booking information will be available on our website shortly.

To register as a marshal, please [CLICK HERE](#)

Please do not hesitate to contact us if you would like any further information. I look forward to hearing from you and hope you will be able to join us.

Paul Jones, Chief Marshal

07791 565584

marshal@rbcrally.co.uk

About the rally

The Get Connected Rali Bae Ceredigion is the first event of its kind in Wales. Never before has a competitive motor sport event taken place on closed public roads within the Principality.

The event is organised in accordance with Motorsport UK (the governing body that oversees all racing and rallying in Britain) guidelines and is organised in conjunction with the Police, Highways and local authorities and run under their jurisdiction.

The route for the rally has been carefully chosen to provide some of the most fantastic roads in the area that, because of their character, will not only be great to drive, but will provide some of the best spectating opportunities found anywhere in the world.

The event is based at Aberystwyth University, where the start, finish and service area is located. Following the scrutineering sessions that take place on Aberystwyth Esplanade Saturday afternoon, the action gets underway on Sunday morning. Competitors will tackle four stages in the morning before returning to the university campus for a lunchtime service halt. The afternoon sees a re-run of the morning's stages.

Organisers believe that the rally will set new standards when it comes to access, convenience, safety and spectacular viewing opportunities for spectators.

For further details visit: www.rbcrally.co.uk

CONTRASTING WEEKENDS -

by George Copeland

Finding we had some unexpected free time, June and I decided to attend the Club's Sprint Meeting at Curborough on 11th May. Saturday it is BMMC, Sunday follow-on with Lotus Club, which usually means good entries on both days.

BMMC Sprint Meeting

This is real grass roots motor sport. Competitors camping out in pup tents for the second day, on the grass, beside their vehicles, with a sprinkling of slightly better accommodation for those with a little more cash to spend - but nothing too grand anywhere. Friendly atmosphere all around, it seemed.

Helped of course by the fact that both days have been run, for 15 or so years, by Steve and Julie Hill and team members. This time, we missed Steve and Julie; Julie had been called away to act in an official capacity at an FIA International event at Spa. This seemed to present no problem; Derek, Lorna and Mel took on the organisation and no gaps were seen. Stewards Jon Hopkinson and Brian Commons (Baldrick) there to assist if required. Malcolm Flippance of South Mids regions was there, as always.

Pity we still seem to struggle to get a full complement of marshals each time. It really is a good day out and Steve and the team look after the marshals well.

Sadly, we had to leave before prize-giving, but we saw most of the runs before we left - and the myriad of prize pots for the winners. There always seems to be so many at Sprint Meetings.

Before I "retired" I used to try to get to as many Sprints as I could but, with moving house, etc, there has been a longer gap this time. We are at Pocono for the Indy race when it is the August

meeting, but we will put the dates in our diaries for next year. It was a good day out, even though a bit further than before, from Wokingham.

Thanks to Steve and Julie and the rest of the team who keep this event going. It does the Clubs' reputation a power of good and, with ex-Treasurer's hat on, makes a decent contribution each year to Club funds.

HSCC Meeting 18/19th May

Then, we arrived home to an invitation at the HSCC meeting at Silverstone the following weekend.

This came from Jonny Westbrook, who initiated what is now known as the Dunlop Saloon Car Cup series and whom we have known since he was a very young man.

A quite different meeting from last, with some fancy machinery on display. Full grids for every race on Sunday (good to see) and some great racing. Richard Kent, son of an ex-business partner managed three podium places, including a first, but we missed all that because this was ex-programme.

Marshals' Club members were well in evidence in the listed "heads of departments" but I don't think the meeting was in any way "over-populated" in marshalling terms. Again, it seemed a case of too many meetings over the same weekend, many too close for comfort; marshals cannot be in two places at once! This was a hardy perennial on almost every meeting of the ABMRC and I know from talking to present ABMRC members that it remains so. I suppose, as participants, we should all be grateful there is so much racing to keep us going but it does put pressure on the likes of Fay Crook, who seems to spend all her free time trying to round up marshals for several different clubs.

Our Club Badge still appears in the Supporters page of the HSCC programme.

Circuit Standards

This was our first "proper" attendance at a UK race meeting since I retired in 2014. Even before then most of my Clerking activities, for ten years or more, had been out of the country. Good to be back - and visiting Silverstone, after ten years or more around foreign GP circuits, how in Heaven's name can Silverstone come in for so much criticism. Silverstone facilities, in my view, are as good as, or better than anywhere in Europe. OK, there are some circuits with plusher admin offices and "hostility" suites (the bits the "high ups" see) but overall "my local circuit" is well-maintained, with excellent safety features, and a great bunch of marshals.

Have a look behind the scenes at some areas at Spa; they look like derelict building sites. June has a great photo of the *single* toilet for the main grandstand at Hungaroring, with a high cistern and a string pull chain. First time I went to Monza with Radicals Euro Series, we were directed to the VIP car park - grass about a foot high! Later that weekend a low-slung sports car came in, a bit hot from the Autostrada perhaps, and promptly set the grass on fire. For anyone who has attended Sebring lately, where they still run major sports car meetings, that circuit is hardly luxurious, for officials, VIP's or spectators.

So, let's hope this year is not the last F1 GP at a very famous track. Ross Brawn said in a recent TV interview that "no major circuit would drop off the list in 2020". Let's hope he meant it and Silverstone is able to continue without bankrupting the BRDC.

George Copeland - BMMC Vice President



VISIT TO TIGA RACE CARS

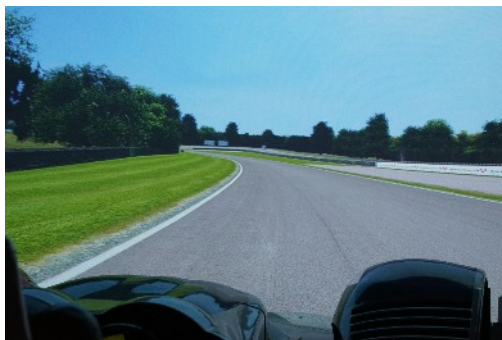
Several NW members (18) recently paid a visit to TIGA Race Cars facility which is owned by Mike Newton one of our vice-presidents and also long time sponsor.

We split into two groups lead by Mike and Jack Fabby his development driver. One group toured the workshops whilst the other group were shown around another unit and the simulator.

Five people were lucky enough to be chosen to try their hand driving an LMP2 car around Oulton Park. A couple were quite quick, notably Tom Stalker (1m 34secs).

It was an extremely informative tour with very interesting insights into the developments in motor sport. Electric power is where the future eventually lies and TIGA are heavily involved.

Hopefully we will arrange another visit in the autumn, keep an eye on your emails.



F3/GT Races Easter Weekend Recruitment Days

Editors note: Due a mistake on my part, some of Rob's article was left out of the previous Outpost. The missing part is highlighted!!

Another Friday of preparation! This time for recruiting new members or more exactly inviting people for a taster day.

Checking over the requirements of the day and loading the car - it's a good job I have an estate car as it appears half of the contents of my shed are loaded into it! The biggest part is the marquee which is quite heavy and cumbersome to manoeuvre. Again some preparation takes place many weeks earlier booking space with MSV arranging suitable passes etc and getting volunteers to help me "man" the tent.

Set up on a Saturday morning is at the least a two man job to erect the tent and "dress" it up. On this occasion I have been left on my own to sort it all out, thankfully the weather was on my side (not windy or rainy) so I had a fighting chance, but still not easy. The Saturday was very quiet, just as well because the pre-arranged help never materialised. Having to share marshals with the Avenue is perhaps not an ideal way.

The bank holiday Monday was much busier and I hardly had chance of a break and yet I was still all alone. I had arranged for additional help with them coming in on guest tickets but unfortunately they messaged me to say they were unable to attend.

I must say I do enjoy talking to people about our hobby and despite my best efforts at putting them off they still want to try a Taster day. I try to portray what we do, warts and all. The early starts, the wet weather, the freezing temperatures but equally being burnt to a crisp on a post - sometimes all on the same day! As for lunch breaks..... Prospective marshals need to have

realistic expectations of what a marshal does. During Saturday I had the pleasure of being joined by some of our younger cadet marshals. Whilst they don't have a comprehensive understanding of all of the marshalling roles and what happens at the circuit, they certainly know about their role and can communicate it to others of their age group easily.

In between talking to new prospects we had a bit of fun waving flags, discussing their use and hand signals etc. Pretty basic stuff really but still important for them going forward. There was great excitement when I entered into their new PRC how well (or otherwise) they had performed.

At the end of the day it all has to come down again and the jenga puzzle of how to fit it all in the car begins. Again a two man job. **Again just me!**

I managed to secure some twenty names to follow up, with quite a few youngsters who will be bringing parents and family with them and telling all of their mates what a great time they had at the weekend.

Back home to empty the car, check all is well with the equipment, enter the details of the leads onto the system so that we can share out of region recruits, all ready for the next time.

And so the cycle continues.....

If anybody would like to help me recruit new marshals then you are most welcome. You don't need any previous experience, all I look for is somebody who can talk with passion about our hobby. I'm looking for helpers from all disciplines and I'd welcome any new ideas on how we can increase numbers and create new interest. You can contact me via any of the means shown in Outpost.

Rob Wood

NW Region Recruiting Officer.

2019 FORTHCOMING EVENTS

RACE MEETINGS

Aug 17	BRSCC NW - Fun Cup	Anglesey
Aug 18	BRSCC NW - Fun Cup	Anglesey
Aug 24	HSCC - Gold Cup	Oulton
Aug 25	HSCC - Gold Cup	Oulton
Aug 26	HSCC - Gold Cup	Oulton
Aug 31	MGCC	Oulton
Sep 06	BARC HQ - 24hr - C1	Anglesey
Sep 07	BARC HQ - 24hr - C1	Anglesey
Sep 08	BARC HQ - 24hr - C1	Anglesey
Sep 14	750MC	Oulton
Sep 21	BARC NW	Anglesey
Sep 22	BARC NW	Anglesey

SPRINT MEETINGS

Aug 11	Mid Ches MRC	Curborough
Aug 31	BARC Mids	Three Sisters
Sep 01	Longton & DMC	Three Sisters
Sep 07	Liverpool MC	Aintree
Oct 05	Longton & DMC	Anglesey
Oct 06	Longton & DMC	Anglesey

HILL CLIMB MEETINGS

Aug 17	Pendle DMC	Scammonden
Aug 24	Hagley & DLCC	Loton Park
Aug 25	Hagley & DLCC	Loton Park
Sep 28	Hagley & DLCC	Loton Park
Sep 29	Hagley & DLCC	Loton Park

KART RACE MEETINGS

Aug 17	Cheshire KRC (practice)	Hooton Park
Aug 18	Cheshire KRC	Hooton Park
Sep 14	Cheshire KRC (practice)	Hooton Park
Sep 15	Cheshire KRC	Hooton Park

NW REGION COMMITTEE MEETINGS

17th September - Blue Cap, Sandiway

NATIONAL ANNUAL GENERAL MEETING

1st December - Jurys Inn, Milton Keynes

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	£4.50
HI-VIS ORANGE WATERPROOF GLOVES	£4.50
WOOLLEN SKI HATS - BLACK or ORANGE	£5.50
BASEBALL CAPS - BLACK or ORANGE	£7.00
OUTBACK SUN HATS SP50	£14.00
Catalogue and Order forms can be downloaded from the club website or from Eric Ridler, BMMC NRO	

For details of BMMC sponsored overalls, go to the Regalia section of the BMMC website.

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

The National Regalia Officer - Eric Ridler
Email: Nat.Regalia@marshals.co.uk

NEXT NEWSLETTER

Next Copy Date - 2nd September 2019
Publishing Date - 9th September 2019

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.

Richard Haynes Bucknall

Jacqueline Mann Stafford

Martin Walsh

Liverpool

Simon Dickinson

Morecambe

Luke Dickinson

Morecambe

Nikhil Arora

Shrewsbury

Philip White

Prestatyn

Emma Maxwell

Prestatyn

Peter Jones

Liverpool

Paul Kilvert

Oswestry

Daniel Makin

Knutsford

Philip Goulbourn

Runcorn

Denise Goulbourn

Runcorn

Adam Sutherland

Oldham

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