



b	BRITISH
r	RALLY
m	MARSHALS
c	CLUB



TRAINING 2020

The North West Region training weekend at Oulton Park will be held on Saturday 22nd and Sunday 23rd February 2020.

All training information is now posted on the website and you should also have received an email outlining how to apply and for which day(s).

[NW Region 2020 Training Weekend](#)

CHAIRMANS CHRISTMAS MISSIVE AND 2019 SUMMARY

The AGM's have been and gone - Phew! Time to catch up.

At my first committee meeting in January 2019, I set out a road map along with some personal objectives as to where I thought the club should be steered towards. These included recruitment, retention and training, in equal measures. I also wanted the club to become more accessible, work in a respectful environment, have open and clear communication, become more confident in its actions and decision-making processes and to coach, not criticize. I'm confident that we are progressing well. It was never on the agenda to do everything in my first year. There is still more to be done and with the committee's support, we will endeavour to serve our members as best as possible. I realise that Rome was not built in a day and as Douglas Adams once said: 'I love deadlines. I love the whooshing sound they make as they go by'.

So, now is a good time to reflect on what has happened in 2019. I launched an initiative to allow club members to openly nominate colleagues for the annual awards presented both locally and nationally. I'm pleased to see that some of you have taken advantage of this and made some excellent nominations in a wide variety of situations. The winners will be announced at the training weekend in 2020.

A quick and easy method of inviting potential marshals to taster days was launched this year. Again, this has proved successful as enquiries were channeled towards the taster days area of the website to speed up the process. Feedback from them has been positive so far as it has helped and encouraged potential marshals 'to have a go' for themselves.

The cadets now have their own purpose designed and built PRC, enabling them to record

more of the activities they perform throughout a season. This will allow them to ensure that they get a rounded introduction to marshalling in a safe and controlled environment whilst being able to demonstrate their skills to other external bodies, including education establishments and other volunteer led organisations. This PRC has been presented to Motorsport UK Ltd for further consideration, perhaps improvement and hopefully, rolled out nationally.

The brand/club ambassador role was introduced in 2019, and after a slow start is starting to have a positive impact on marshalling. Points to note here include BTCC shown live on ITV4 this year. When commentators have mentioned marshalling, traffic to the website for enquiries increased dramatically. I'm pleased to see that this initiative started and is continuing to be driven by NW members.

The subsidy for marshals' overalls increased again in 2019 making the cost at almost nil for members. The National committee are continuing to look at additional incentives to provide fantastic new benefits for all our members and I understand that some new initiatives are due to be announced very soon.

The committee will continue to serve its members to the best of their abilities. However, we cannot be everywhere all the time. Each member has a responsibility to support colleagues, advise when things go wrong, support and encourage when things go right, to come



to us if something goes wrong, or to praise each other when we do things right.

My thanks go to everyone on the committee, all of them have supported each other and myself throughout the year on driving new initiatives, having open and frank discussions to share ideas, opinions and to make decisions

I'm pleased to see that the national awards have been presented to North West members in 2019, thus keeping up the tradition of the region providing high quality marshalling globally. Good marshalling though starts with the right attitude, the right training and the right environment to flourish, grow skills and develop. I would like to think that the North West Committee is fostering the right environment and culture for members to get the most out of our hobby.

It must be pointed out though that, motor sport has had a crowded calendar in 2019, with numerous dates offering different meetings UK wide. This has meant that some events have had to be run with minimal numbers of marshals, several of whom have stepped up into more senior roles. Whilst this is not always ideal, it does give some of our members a taste of differing roles, and I was pleased to hear only positive feedback from the circuit and chief marshal for those stepping up to the plate!

Coupled with that is the perennial situation regarding crowded timetables. It is becoming apparent that in order to maximise revenue, clubs need to put on as many races as possible, often to the detriment of the volunteers, clerks and staff at circuits. We do have to take some personal responsibility regarding breaks, food, drink, warm dry clothing and again, the committee will continue to work closely with clubs to ensure that facilities and breaks are secured. However, it is always a three-way process, split equally between organising clubs, circuit management and all the

volunteers. We are part of the process of running a race meeting. Clear communication is the key along with having a collaborative approach rather than adopting a conflicting manner.

I am collating information on members with long service as their contribution should not go unnoticed. I intend to acknowledge their dedication to the club and marshalling at the training weekend next year.

Regretfully, we have lost some of our marshal colleagues this year, John Owen, Paul Bosman, Dave Jordan, Martin Borland and Terry Harrison. Dave Morgan from the Red Cross passed away this year as well. We were able to pay our respects in true marshal fashion and their loss has been felt by us all.

My thanks to our chief marshal Margaret Simpson for her unfailing support and dedication to the members. Her presence at meetings is always welcomed and her cheerful demeanour always brightens up even the dull-est of days.

Finally, my thanks to all members, committee and colleagues for their contribution and support in 2019. We have faced several challenges throughout the year, and we have not only dealt with them but done so professionally and cheerfully. The description of #orange family is very apt. After all friends are the family you choose and continuous improvement is better than delayed perfection.

May I wish you all a peaceful Christmas with your families and friends and I look forward to seeing you all on the bank in 2020.

Mike Broadbent - NW Chairman

NEXT NEWSLETTER

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THE WONDER OF WINSTANLEY

A personal highlight of 2019 was watching Danny Winstanley's cameo performance in the CNC Heads Sports/Saloon Championship round at Oulton Park on 22nd June. Unusually for me, I parked up on the outside of the circuit near Brittens where I was treated to the sight of Danny hurling quite an extreme Caterham around Island Bend unfeasibly side-ways...

For Winstanley, it was nothing out of the ordinary because he has been driving cars with substantially more power than grip around circuits since the age of 16. He got the racing bug 3 years earlier when he was distracted from a day's Clay Pigeon Shooting with his Dad by the karts on the adjacent circuit at Three Sisters near Wigan. The pair got talking to those involved with the on-track activities and this led to Danny taking up racing having tested a Mini Max Kart which he thoroughly enjoyed. He progressed up to the Super 1 category.

In 2009, Danny began circuit racing albeit in quite an unconventional way. The previous year his father had bought a TVR Tuscan Challenge car to enable his son to go testing on many of the circuits in the UK to learn how to drive at high speed. Starting with Donington Park, Winstanley ventured to Anglesey, Oulton Park, Cadwell Park and many other tracks. He gained experience in all sorts of

weather too - sun, rain and even snow (just like the title of Derek Lawson's book about Oulton Park!).

Having come to grips from the outset with the brutal animal that was the Tuscan which was constantly moving around under him, anything Winstanley has got behind the wheel of since has been pretty tame in comparison and his career has been defined by his ability to jump into any car and immediately be on the pace- indeed he is usually far faster than its regular pilot.

After his year of testing in the TVR, Danny made his racing debut in the Tuscan Challenge and had an immediate impact. He won his first race at Anglesey, setting the fastest lap in the process. Danny was a regular visitor to the top step of the podium throughout his debut season and only needed to finish the final round to take the title but his drive-shaft broke.

For the following year, Winstanley switched to the GT Cup still behind the wheel of the Tuscan but the equivalence formula employed by that series meant the weight of the car had to be increased by 80kg and this extra load resulted in reliability issues although he did score a runner-up finish at Oulton Park in September against a field containing many cars worth over £100k.

Due to the regular breakages from the ballast overloading many of the Tuscan's components, it became clear that the car wasn't suited to the regulations and so the following May, Danny was winning a round of the GT Cup





at Oulton Park in a road registered TVR Sagaris which he actually drove to some of the meetings - old school motor racing!

Despite being eligible to be used on Her Majesty's highways, the Sagaris was still quite an impressive piece of kit featuring a Chevrolet LS3 engine that had been bored out to 7 litres. The myriad of changes were so far ahead of the standard model that the front of the chassis had to be strengthened because it was flexing enough to bend the wishbone bolts!

Even with all these modifications the car didn't have the ultimate pace of the factory entered machines it was competing against and so Winstanley decided to switch to the more level playing fields offered by one-make championships. Before the 2011 season was over Danny had made his debut in the Pirelli Ferrari Classic series at Spa before taking the first of many overall victories in his Class B 328 next time out at Oulton Park.

In 2012, the Civic Cup was the next port of call. The switch to front-wheel-drive had no effect on Danny's competitiveness whatsoever as he won every race he entered!

Having conquered the Honda hot-hatches, Winstanley moved on to Caterhams. He made his debut in the Superlight R300 category at Oulton Park in September 2013 where he looked set to win first time out until Aaron Head pounced to pip him with a move at the final corner. When battle recommenced later that day, Danny was running second hoping to

repeat Head's pass in the closing stages but he was denied the opportunity by a crash further down the order which caused the race to be halted early.

Caterham's brand of motorsport appears to have hit the spot as far as Danny is concerned as he spent 5 years in this arena during which time he twice won the 420R Championship as the Superlight R300 series is now known.

In fact, in some respects he has actually completed a hat-trick of titles as further to the 2017 and 2018 crowns that are part of his CV, in 2019 John Byrne won the series in a car prepared by Danny's DW Motorsport team which he formed last Winter.

The transition into becoming a team owner was a natural progression from Winstanley running himself and allows others to benefit from his on-track experience plus the knowledge acquired in building the Caterham kits to achieve the optimum performance. The team has the capacity to prepare cars for up to 6 drivers and for the 2020 season the plan is to branch out into the Ginetta GT4 SuperCup alongside fielding cars in the Caterham Championships.

As well as managing his team, Danny has raced for fun this season which is how he came to enter the CNC Heads Sports/Saloon round in the Summer behind the wheel a very advanced Caterham which had a 2,500cc Ford engine in place of the regular 2-litre that the 420R features. With 306bhp in a 500kg car no wonder it was so spectacular to watch especially as the suspension was far from



optimised. With a best lap time of 1 minute 40Winstanley was 7 seconds faster than the record pace for the 420R class. Who knows how quick he would have been if the set up had been sorted out!



Later in the season, Danny made another one-off appearance behind the wheel of Howard Hunt's ZS during the MG Car Club's annual meeting at Oulton Park. The duo go back a long way as during Winstanley's year of testing at the start of his career, due to being 16 a year old he was unable to take part in track days without a trained ARDS instructor sitting alongside him and it was Hunt who fulfilled that role.

His former mentor holds Winstanley in high regard as the day after the guest outing in his MG, Howard posted the following message on Social Media: "in my car at Oulton Park yesterday, on very old slicks, with little grip, and having never sat in my car, let alone driven it, Danny on his sixth lap of qualifying, was less than a thousandth of a second from beating the lap record!! Incredible talent!!" Unfortunately, the race didn't go so well as Winstanley was one of many caught out by an oil slick.

Danny has had a remarkable racing career so far both behind the wheel and more recently as a team owner, it will be fascinating to see what he achieves in the future.

Dave "Fasttoes" Williams

2019 GRADING REPORT

Congratulations to the following BMMC NW members who have upgraded during the 2019 season.

Trainee to Track

Chris Smith	Norman Ashcroft
David Barton	Robert King
Christopher Wilson	Ian Simmonds
Richard Hodgkiss	Carl Parry
Duncan Fitz-Gibbons	Steven Barber
Daniel Fitz-Gibbons	Andrew Batchelor
Paul Carroll	James Pickett

Track to Experienced

Andrew Pratt-Fryer	Phil Bunn
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Experienced to Flag

Julian Baker	Dave Smithson
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Experienced to Incident Officer

Rob Lee	John Edwards
James Curran	Chris Pycroft

Incident Officer/Experienced to Post Chief

Heather Roberts

Trainee to Specialist

Sarah Smithson

Specialist to Experienced Specialist

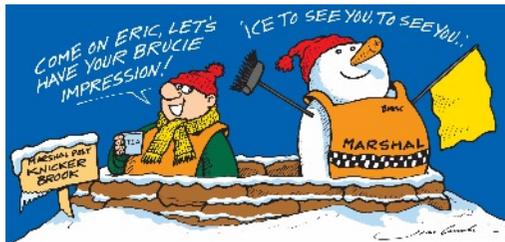
Emma Featherstone	Peter Gelling
Brigitte Broadbent	Suzanna McNeil

Exp. Specialist to Exm. Specialist

Alison Featherstone

Rob Mugurian

BMMC NW Regional Grading Officer



A HAPPY AND SAFE NEW YEAR TO ALL OUR MARSHALS

FORTHCOMING RALLIES.

BRMC North will be running stages on a number of rallies in the early months of 2020, the ideal chance to help out with some top flight Motorsport!

Cambrian Rally 8th February.

We are looking after the Llyn Elsi stage, which is just above Betws Y Coed.

Llyn Elsi is a highly technical stage, there is hardly a straight worthy of the name, add in the elevation changes, and a surface that can deteriorate, the unexpected has a habit of happening! On last years Rally GB, it took only 400 yards for one of the Works cars to fall foul of the deceptive nature of the corners and tricky surface.

Malcolm Wilson Rally, 14 March

We are running the legendary Grizedale stage, a twisting, flowing route through a beautiful part of the lake district near Hawkshead.

Grizedale is famous world wide as a classic forest rally stage, smooth, flowing and deceptively fast, add in the unpredictable weather, from sunshine to snow, sometimes both! There isn't a poor spot to marshal in Grizedale, from Kankunnens Corner to McRae's bend, it has caught them all out over the years!

Legend Fires North West Stages 21 March

We are running a Closed Road tarmac stage at an as yet secret location, in the Trough of Bowland, this is a brand new stage, never used before. The stage will be exceptionally quick, with several very awkward junctions that will put a premium on having decent brakes and a navigator that is on the ball! As a bonus, the stage will be run 3 times during the day with the cars at 30 second intervals, which will require smart, efficient marshalling.

If any of the above has whetted your appetite for some pre-circuit season excitement,

please contact me, and if you are new to Rallying, check out the BRMC website, we have exciting news in January and a training day at Warrington on the 25 January.

Ian Briggs

north@brmc.org.uk



A GUIDE TO RALLY SPECTATING - 'SAFETY'

S **SENSIBLE.** Try to put something solid between you and the oncoming car

A **ATTENTION.** Be prepared to move if need be

F Please **FOLLOW** the Marshal's instructions

E **EXPECT** the unexpected

T Have you enough **TIME** to move?

Y Please **YIELD** to the Marshal's requests

S A F E T Y
Sensible Attention Follow Expect Time Yield
Brought to you by Jim Bamber & TheRallyReport.com, we wish you all a safe and enjoyable rally spectating experience!

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