



MG CAR CLUB PRESENTATION

**BMMC CHAIR, NADINE LEWIS ACCEPTING A
CHEQUE FOR £1,000 FROM THE MG CAR CLUB.**

**THIS DONATION WILL BE USED TO SPONSOR OUR OVERALLS.
THANK YOU FOR YOUR GENEROUS SUPPORT MGCC.**

JOTTINGS FROM THE CHAIR

Well, the season is really under way now. With all the clubs bringing their championships to Oulton Park, we have seen a great variety of racing in all sorts of weather conditions. Even with local restrictions on spectator numbers and current Covid rules, the atmosphere has been great with a real buzz about the place.

And (whisper it!) Anglesey is back up & running with BRSCC NW running the meeting 10th & 11th July. Fun Cup (into the night as well), Mazdas and Superkarts. Now that's a fantastic way to start the season for them.

With the F1 championship shaping up nicely with a proper rivalry between Red Bull and Mercedes, sprint races on Saturday, the re-emergence of McLaren and George Russell knocking on the door of points, the GP at Silverstone looks like it could be a thriller. Throw in some good old British weather as well.....

In other news, Mark Noble, one of our long-standing committee members has decided to stand down from BMMC NW duties due to work pressures. Mark has served on the committee for ten years taking on several roles during his tenure. His presence will be missed at committee, and I would like to pay tribute to his calm and methodical approach to tackling issues and challenges, his self-deprecating sense of humour and his depth and experience as a marshal both on the bank, a member of the BRSCC rescue unit and race driver (Fiesta no 99). With his broad range of experience he will be a loss to the committee. However, we will still be able to enjoy his company on the bank. Thank you Mark. His role as Liaison Officer will be filled by Mike Thomason. Thank you Mike for stepping up.

Two titans of motor sport passed away last month, Max Mosley and Mansour Ojje. Max was a true influencer in motor sport, the M of

March Race Cars, and latterly the president of the FIA, promoting increased safety and use of green technology in motorsport. He was a successful barrister as well and this served him well with his notorious legal case against the News of the World.

Mansour Ojje used his skills and wealth to initially sponsor the Williams F1 team through his company TAG and then with McLaren, funding the Porsche engine project in the 80's that propelled Alain Prost and Niki Lauda to F1 championships. His influence in motor sport still resonates today.

In other news, you may have read our National Chairman's latest blog concerning Marshals Pathway and the grading scheme. Further information will be published in the next edition of MSUK Revolution. Some of you may have questions about this, so please direct them either via the committee or read the FAQ section in Revolution (online). As with any change, it will take time to be absorbed and be bedded in. The NW committee are here to help, advise and support as ever.

Finally, may I thank you all for your diligence, patience and time given for marshalling. Some of you are really stepping up to the mark at present, doing other duties, fulfilling multiple roles and helping and supporting new marshals. As we are starting taster days, we hope to see an influx of new recruits to the marshalling family. So, welcome to you all, enjoy your motor sport and the community that thrives in the form of the orange family.

Michael Broadbent

NW Region Chairman

ABRIDGE COMMITTEE MINUTES

Your North West Regional Committee met on 29th June 2021 via Zoom .

In attendance were:

Mike Broadbent; Paul Newns; Dave Smithson; Sam Collinson; Duncan Fitzgibbons; Andrew Pratt-Fryer; Bill Gray; Jan Williams; John Edwards; Rob Mugurian; and Ian Briggs.

Apologies were received from: *Eric Ridler and Mike Thomason*

Reports were received from: Mike Broadbent (Chair); Ian Briggs (Rally Representative); John Edwards (Membership Officer); Duncan Fitzgibbons (Recruitment Officer); and Rob Mugurian (Grading Officer)

John Edwards reported that membership stands at 575. The grades are:

Post Chief	52
Incident Officer	33
Experienced Track	72
Flag	36
Track	97
Trainee	212
Specialist	22
Cadet	9

Duncan Fitzgibbons reported that taster days were to resume, starting on 3rd July. Numbers will be limited by COVID restrictions. There are 48 people booked, with more requests coming in.

Rob Mugurian reported that two marshals had been able to upgrade.

Ian Briggs updated on various rallying matters.

These were accepted by Committee.

Additional topics discussed were:

- Committee noted the contributions of Mark Noble who has recently stepped down from Committee.

The proposed new grading structure was discussed at some length. More details will be released by MSUK shortly.

Registration and signing on procedures were again discussed.

Lunchbreaks with timetables were discussed.

The meeting ended at 21:15 .

The next meeting will be held on **3rd August at 19:30**, once again by Zoom.

If there are any issues you wish to have raised, please contact a Committee member. Unless we are aware of a problem we can't do anything about it. Social media is not an appropriate forum to raise issues and will not see them resolved.

The details of all Committee members can be found on our website at:

[\(https://www.marshals.co.uk/northwest/committee/\)](https://www.marshals.co.uk/northwest/committee/) and on the last page of Outpost.



At last our Chairman caught up with Jamie Goode our 2020 Cadet of the Year and presented him with the Stuart Ashford Trophy. Congratulations Jamie!!



**My Motorsport
Career**
By
Stephen Woolfe
BMMC Treasurer

From a sore left foot - to waving flags, driving round buttercup fields, a night in the cells and finally an uncomfortable end!

My Interest in Motorsport.

In the late 60's, as a very small child, I remember being taken on a regular basis to Oulton Park by my father and (long suffering!) mother and saw some of the greats of the sport - Sir Stirling Moss winning the Gold Cup in a 4wd Ferguson (car not tractor!), Jim Clark, Graham Hill and Jackie Stewart. In those days the Grand Prix drivers were far more accessible than today.

In fact I ended up with a very sore left foot - Jim Clark trod on it and Jackie Stewart drove over it in the Oulton Pad-dock. I was always in the way.

As soon as I passed my driving test in 1971, I was off to Oulton to spectate once again, and the bug started to bite. The first car I saw coming under the Bailey Bridge was Roy Yates's purple Ford Zodiac Special Saloon - a sight never to be forgotten!

In 1973 I entered Nottingham University and I noticed an advert on their noticeboard about marshalling with BMRMC - I signed up and my first meeting was Thursday practice for the April 1974

Gold Cup. It was hissing down and I was placed at the gate at Water Tower and got soaked-however a Formula Ford did manage to crash into the gate! From that rain sodden day I am now closing rapidly onto 50 years marshalling with the Club and still get a regular soaking.

Marshalling Days.

Looking back over almost 50 years of marshalling, there have been so many changes. The most significant being the training given to marshals over those years has improved immensely - from that wet debut in 1974, wearing jeans and trainers and being told to stand at the Water Tower gate to the way things are now, where the professionalism and training sets us apart from those early days.

I recall being given an old racing suit at signing on - I must have got there early - to wear and on another occasion (Tour of Britain) a full asbestos fire suit - only it was a baking hot day!

There was a grading scheme in place (I think from 1976?) and so I moved up from Course Marshal, to Fire, then Flag and finally Observer and Examining Post Chief, however I find Flagging very rewarding. In the early days you received your Post allocation along with your tickets and final instructions in the post, although some marshals wouldn't turn up if they didn't fancy the Post. The system then changed to being moved one Post along from your last meeting etc, however I always volunteered to flag Pit Wall as there was always action to see and it was a pretty good blue flag position.

Downside was if you made a blunder then everyone saw it!

Nowadays there is so much more thought given to marshals by circuit owners (it may not seem so to you youngsters) in terms of recognition, protection and even a chance to have a lunch break! The Oulton Park of today is unrecognisable from the 60's when The Avenue was tree lined, the 70's when Knickerbrook was one of the fastest corners in Britain (no chicanes at Island or Hislops) and Cascades had no run off but a wonderful launching pad on the outside of the corner that enabled cars to clear the Armco if they so wished.

Thankfully, what has not changed is the friendship and camaraderie experienced from day one - sadly there are very few marshals around now who knew me back in 1974, but it's really encouraging to meet so many new marshals at every meeting and the increasing number of females amongst the orange army.



Racing Career

I suppose it was a natural progression that made me try my hand at racing and after a couple of years Auto Crossing - as my wife said - "racing around buttercup fields", I found some sponsorship in



1986 and bought a Ford Capri 2.8 injection and raced that around the UK with some success. The series was the NWGT and running in the "Showroom" Class with mainly Steve Cole's TVR 4.2iSE for opposition I had a good few 2nd in Class results and the odd 1st. I stopped racing the Capri in 1988 after a slight brush with the Law - see below!

I returned to the bank in 1988 and continued marshalling 'til 2005 when the racing bug bit or perhaps a mid-life crisis hit me!

I was Observing at Mallory where there was an inaugural race for the Toyota MR2 Mk1 - only 5 cars I recall and mixed in with others, but having spoken with the organiser, I joined Cheshire Car Racing Team, who provided a car, support, entry fees etc for £3,000 for the following season comprising of 6 double header meetings.





From 2006 onwards the Mk1 had a standalone series run by the 750MC and I was comfortably mid field with the occasional moment of brilliance. I had 5 reasonably successful seasons, winning one mini championship and a few Driver of the Day awards, although it all came to an abrupt end at Cadwell Park, where I was turfed into the barriers by a competitor (quite accidentally) and required the Orange Army to extricate me. Sadly, the car was a write-off and probably now a biscuit tin!

However, despite my second retirement, I recently found myself back behind the wheel of a brilliant yellow Mazda RX8 racing in the snow and rain at Oulton a few weeks ago. I am not sure why I am trying to relive former glories - other than my son, Daniel, wanted to share the car in the two driver races. The return was very ignominious - a resounding last (28/38 but 10 cars didn't finish!) - but



2nd in Class!

It's not the easiest car to drive, being a rotary Wankel engine, it needs to be kept at 7000+ rpm all the time, which makes heel and toe essential - not one of my natural skills!

I know that I gave you blue flaggies a lot of work to do - and I have to say that the standard was top notch and it was good to get an appreciative wave from the Orange Army - a fitting way to end my Oulton racing. I am hoping to have a final race, with Daniel, at Brands in late August but after that, the overalls are strictly for fancy dress parties! ('til the next comeback???)

Council Positions

In 2015, I took up a voluntary role that precluded me from travelling etc on a Saturday, so in wanting to keep my involvement with the Club in some shape or form, I applied for the Treasurer's role in 2015, but was second to a very good candidate! I re-emerged a year later as National Secretary, and although I have done this role in other organisations, nothing prepared me for the work involved in co-ordinating 26 reports every quarter! Having said that, it was a great insight into the workings of motorsport in the UK. I have now returned, following a year abroad, as Treasurer of the Club - much more suited to my professional career as a Financial Director in the NHS and latterly Engineering. I have retired from full time employment and now undertake some Research and Development tax consultancy and various voluntary roles outside of motorsport.

So to finish -a couple of "incidents"

A Night in Police Cells

Going back to 1988 and the Capri, I unfortunately had my trailer stolen and so I had to drive the Capri to the meetings (and more importantly back home) so I was far more circumspect on the track. However, unbeknown to me, the Capri had cloned documents and coming back from a meeting at Oulton, the Police formed a roadblock on the A556 and stopped me. The upshot was that the Capri was impounded and I was arrested for receiving stolen property. This led to a night in Nantwich police cells, whilst the police tried to trace the chap I bought the car from.

For those with long memories, the Capri had previously raced in the Uniroyal and Monroe championships and was bright orange as it was sponsored by Ready Mixed Concrete. This confused the police as they were looking for a green Capri according to the documents. Anyway, I was eventually released without charge.

Fame???

In 2009, Daniel and I shared the MR2 for a couple of meetings. At a very wet Brands Hatch, Daniel decided to do the first race of a double header. Following a successful outing at Silverstone, we had the Motors TV cameras in the car.

I went to see race commentator, David Addison, to explain that Daniel was doing the first race, and David asked me if I raced a Capri in the mid 80's. Apparently he was a regular spectator in his youth at Oulton, and the Capri was his "go to car"!



I believe he mentioned this at the Oulton race I did in the RX8.

Daniel did the cameras proud - in his first race he came from the back of the grid to mid table and then put the car in the kitty litter at Paddock. David's comment was - "I don't think Daniel's dad is going to be too pleased with his son!"

I still have the Motors TV broadcast on an old Sky box.

Thanks for the memories!

Finally - I am very proud still to be associated with not only the Sport in general but BMMC in particular and give my thanks to all the marshals, officials, drivers etc who have given me almost 50 years of enjoyment!

Enjoy your marshalling!

Stephen Woolfe

National Treasurer
BMMC Ltd and
Unsuccessful Racing
Driver.





Photo by Paul Hayes

At a recent meeting Mike Broadbent caught up with Margeret Simpson to present her with the Veterans Trophy for 2020 in recognition of her service to motor sport and the North (West) Region. However not too sure what was happening below!!!



Andrew Pratt recently saw this sticker at Druids and apparently it has since appeared at other locations.

Anybody know of it's origin and meaning? £10 of Regalia for the correct or most sensible answer, to Eric Ridler (Editor)



Could this be the most Covid protected marshal or did nobody tell him it was time for lunch!!



BMMC SPONSORED OVERALLS

Sponsored overalls are supplied by, [LILLE Racewear](#). The overalls will carry the BMMC badge on the front, the club name and web address on the back, @BMMCUK embroidered on lower sleeves and will also bear the logos of our sponsors [TIGA Race Cars](#), [Ginetta](#), [NGK Spark Plugs](#), [Polyflor](#), [Cataclean](#), [CSCC](#) and the [MGCC](#) who provide the subsidy available below.

The overalls are high quality Proban, tested to the required international standard and are designed specifically for the marshal and may be viewed on the LILLE website (www.lilleracewear.co.uk)

DO NOT order direct from their website, telephone first to discuss sizing.

Style, specification and sizes (MTM = Made to measure):

Article	Sizes	Price
Standard Marshal Suit	36" - 48"	£ 83.00
Junior Marshal Suits	30" - 34"	£ 83.00
Made to measure	36" - 56	£111.00
Two-piece Made to measure Suit		£153.50
Made to measure Size 58" chest and over by arrangement		
3 Pen Pocket on Left Arm		£ 5.00
Name embroidery on left breast -		£ 3.50
Tracked next day secured delivery		£12.00

To order overalls please call [Lille Racewear](#) on **07721 624241** to confirm your correct sizing. You will then be directed to use those measurements to complete your order on their website ordering system.

BMMC MEMBERSHIP NUMBER MUST BE QUOTED ON ALL ORDERS.

All above prices valid from **1st November 2020**

SUBSIDY FOR OVERALLS - 2020/21 = £95.00

To claim, complete a Subsidy Claim form and send it with a Pdf copy or scan of your LILLE delivery note (NOT your payment receipt), to:
Eric Ridler, 41 Norwood Drive, Timperley, Cheshire, WA15 7LD
or email to: Nat.regalia@marshals.co.uk.

Subsidy Claim Forms can be downloaded from the BMMC website, in the "[Regalia Section](#)".

BMMC MEMBERSHIP NUMBER MUST BE QUOTED WITH ALL CLAIMS

Please remember this special subsidy is only for overalls purchased by fully paid up members for their own personal use, no bulk orders please!

**PLEASE BE AWARE THAT THE SUBSIDY APPLIES FOR
ONE SUIT PER MEMBER EVERY THREE YEARS.**

ALL POINTS - SAFETY CAR

Those of you who attended our flag training in March will remember we explained the difference between red flag and safety car procedures from a flag viewpoint. Sadly, we still have SC boards and yellow flags being shown out of sequence.

To re-cap, red flags are shown following a serious incident when we need to stop activity quickly and get everyone back to startline or pits slowly and safely. You can display it as soon as you see a red light or any other post show theirs. It can jump posts, even sections of the track.

What you can't do is act on what you hear on a radio or scanner. Only Chief Flag acts on radio calls.

Those of you who do international events may be used to having Race Control instruct flags or boards to be shown and you do so immediately. That's different to circuits like Oulton and most national events. Those meetings have an official flag channel, we do not.

When Race Control call for SC boards and flags, it's different to a red flag scenario. With a safety car, the aim is to bring the race under control, not stop it. At just about every circuit, the field will usually come under the control of the Safety Car along or shortly after the start straight.

The flags and boards flow both directions from the Startline. Ignore the lights. You have to wait until the adjacent post displays their board and flag. By all

means, have it in hand and ready but **WAIT**.

Look at it from the drivers' perspective. You will hear on TV commentary that drivers race until they see the flags, not the light boards. If you have a scanner and act on it, a driver thinks he's seen something but gets to another post that hasn't got a scanner and there are no flags or boards. In his mind, can he race or not? Maybe he's slowed but the car he's racing against hasn't and he's lost a place. Result - one confused and unhappy driver.

Following the correct procedure avoids this. Cars will see the SC board somewhere around the circuit and then it will continue as they pass each succeeding post until they cross the startline and find the Safety Car.

It's the same with the green. You may hear the Safety Car call that it's in pitlane, or Race Control announce "green flag" but that doesn't mean you immediately withdraw the board and show a green. Wait for the adjacent post to show theirs. Cars can't race until they pass the startline anyway.

So please, familiarise yourself with the procedure and follow it. If you have any query, speak to Chief Flag or an experienced flag marshal. They will be only too happy to discuss it with you.

Issued on behalf of the Chief Flag Team

2021 FORTHCOMING EVENTS

RACE MEETINGS

Jul 17	Time Attack	Oulton
Jul 24	MSVR	Oulton
Jul 31	BARC HQ - BTCC	Oulton
Aug 01	BARC HQ - BTCC	Oulton
Aug 03	Time Attack	Anglesey
Aug 21	MSVR	Oulton
Aug 21	750MC	Anglesey
Aug 22	750MC	Anglesey
Aug 28	HSCC - Gold Cup	Oulton
Aug 29	HSCC - Gold Cup	Oulton
Aug 30	HSCC - Gold Cup	Oulton
Sep 04	750MC	Oulton
Sep 11	MSVR - F3>	Oulton
Sep 12	MSVR - F3>	Oulton

SPRINT MEETINGS

Jul 25	Longton & DMC	Three Sisters
Sep 04	Liverpool MC	Aintree
Sep 05	Longton & DMC	Three Sisters
Oct 02	Longton & DMC	Anglesey
Oct 03	Longton & DMC	Anglesey

HILLCLIMB MEETINGS

Jul 10	Hagley & DLCC	Loton Park
Jul 11	Hagley & DLCC	Loton Park
Jul 18	Mid Ches MRC	Scammonden
Aug 07	Hagley & DLCC	Loton Park
Aug 08	Hagley & DLCC	Loton Park
Aug 14	Pendle & DMC	Scammonden
Sep 11	VSCC	Loton Park

RALLYING

TBA

NW REGION COMMITTEE MEETINGS

3rd August - Via Zoom

REGALIA PRICE LIST

<u>Description</u>	<u>Price</u>
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	£4.50
BASEBALL CAPS - BLACK or ORANGE	£7.00
OUTBACK SUN HATS SP50	£14.50
BMMC UMBRELLAS	£10.00
BMMC SNOOD (Orange or Black)	£3.50
BMMC FACE MASKS (Orange or Black)	£6.15

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 August 2021

Publishing Date - 9th August 2021

WELCOME - NEW MEMBERS

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

Matthew Prior	Congleton
Angela Bramhal	Formby
Kaitlin Green	Darwen

Committee Members Information

Chairman

Mike Broadbent
184 Crewe Road
HASLINGTON
CW1 5RT

Mobile: 07548 258546

Email: [NW.Chair\(at\)marshals.co.uk](mailto:NW.Chair(at)marshals.co.uk)

Secretary

Paul Newns
9 Cefn Blodwel
OSWESTRY
SY10 9EH

Tel: 07855 544779

Email: [NW.secretary\(at\)marshals.co.uk](mailto:NW.secretary(at)marshals.co.uk)

Vice Chair & Speed Rep

Bill Gray
2 Oakford Close
BANKS;
PR9 8BP

Tel: 01704 220839

[NW.Speed\(at\)marshals.co.uk](mailto:NW.Speed(at)marshals.co.uk)

Membership Secretary

John Edwards
5 Chiltern Close
GWERSYLLT
LL11 4XE

Mobile: 07800 587391

Email: [NW.Members\(at\)marshals.co.uk](mailto:NW.Members(at)marshals.co.uk)

Regalia Sales

Dave Smithson
34 Edgewell Lane
Eaton, Tarporley
CW69AD

Mobile: 07776 187005

Email: [NW.regalia\(at\)marshals.co.uk](mailto:NW.regalia(at)marshals.co.uk)

Grading Officer

Rob Mugurian
15 Nesfield Drive
SANDBACH
CW11 4NT

Tel: 01270 211414

Email: [NW.Grading\(at\)marshals.co.uk](mailto:NW.Grading(at)marshals.co.uk)

Training Coordinator

Bill Gray
2 Oakford Close
BANKS;
PR9 8BP

Tel: 01704 220839

Email: [NW.Training\(at\)marshals.co.uk](mailto:NW.Training(at)marshals.co.uk)

Recruitment Officer

Duncan Fitz-Gibbons
3 Ecton Close
WINSFORD
CW7 3UJ

Mobile: 07946 584597

Email: [NW.Recruiting\(at\)marshals.co.uk](mailto:NW.Recruiting(at)marshals.co.uk)

Volunteering Coordinator

Janette Williams
3 Chesterfield Close
WINSFORD
CW7 2UX

Mobile: 07739 166149

Email: [NW.Volco\(at\)marshals.co.uk](mailto:NW.Volco(at)marshals.co.uk)

Social Media Officer

Sam Collinson
8 New Street
PUDSEY
LS28 8AQ

Mobile: 07821 969418

Email: [NW.Media\(at\)marshals.co.uk](mailto:NW.Media(at)marshals.co.uk)

Rally Representative

Ian Briggs
12 Kilburn Close
HEALD GREEN
SK8 3LP

Tel: 0161 436 5071

Email: [north\(at\)brmc.org.uk](mailto:north(at)brmc.org.uk)

Marshal Liaison

Mike Thomason
7 Bainbridge Crescent
Great Sankey
WA5 3RT

Tel: 07552 864053

Email: [NW.Liaison\(at\)marshals.co.uk](mailto:NW.Liaison(at)marshals.co.uk)

Recruitment Team

Andrew Pratt
50 Shaftesbury Avenue
BLACKPOOL
FY2 9TL

Mobile: 07759 750090

Recruitment Team

Mike Thomason
7 Bainbridge Crescent
Great Sankey
WA5 3RT

Tel: 07552 864053

Newsletter Editor

Eric Ridler
41 Norwood Drive
TIMPERLEY
WA15 7LD

Tel: 0161 904 9724

Email: [NW.News\(at\)marshals.co.uk](mailto:NW.News(at)marshals.co.uk)

National Officers Information

National Chairman

Nadine Lewis
'Catalina'. 2 The Nursery
Beach Road
HARTFORD; CW8 4UH

Email:

[Bmmc.Chair\(at\)marshals.co.uk](mailto:Bmmc.Chair(at)marshals.co.uk)

National Secretary

Paul Wiltshire
23 Lansdown Close
MELKSHAM
SN12 7JR

Email:

[Nat.Secretary\(at\)marshals.co.uk](mailto:Nat.Secretary(at)marshals.co.uk)

National Treasurer

Steve Woolfe
86 Scholes Lane
PRESTWICH
M25 0AU

Email:

[Nat.Treasurer\(at\)marshals.co.uk](mailto:Nat.Treasurer(at)marshals.co.uk)

National Membership Secretary

Dave Reed
The Berries, 26 Little London
SILVERSTONE
NN12 8UP

Email:

[Nat.Members\(at\)marshals.co.uk](mailto:Nat.Members(at)marshals.co.uk)

National Grading Officer

Rob Mugurian
15 Nesfield Drive
SANDBACH
CW11 4NT

Email:

[Nat.Grading\(at\)marshals.co.uk](mailto:Nat.Grading(at)marshals.co.uk)

Brand & Communications

Dave Smithson
34 Edgewell Lane
Eaton, Tarporley
CW69AD

Email:

Comms@marshals.co.uk

The contents included in this newsletter do not necessarily reflect the opinions of the editor or the BMMC. All rights reserved. No part of this publication may be reproduced, or transmitted in any form or by any means, without the prior permission in writing of the British Motorsports Marshals' Club. Enquiries concerning reproduction should be sent to the Newsletter Editor at the address above.