

OUTPOST

The North West Region Newsletter

AUGUST 2021



BELLINI TROPHY PRESENTATION TO KATE ROWCROFT AT CARFEST NORTH



JOTTINGS FROM THE CHAIR

LIGHT AND DARK

I was going to write a fairly light-hearted article this month as there has been a 'feel good' factor slowly percolating through the system in terms of general well-being, decent weather and hopes of a return to normal.

However, events at Brands Hatch recently acted as a sombre reminder that motorsport is dangerous, no matter in what format.

Many of us will have heard of the sequence of events that led to the accident and that you also paid tribute in the most appropriate manner on Sunday. I was at Lakeside at Oulton Park on Sunday and even there I could feel the warmth of the crowd and fellow marshals. Alan Hydes' words captured the moment and the spontaneous round of applause after the minutes silence was emotional to say the least. I could sense that the marshals took comfort and strength from the crowd. And boy did we need it! The event threw everything at us - and true to form, all the marshals dealt with all the incidents with total professionalism, dedication and with great teamwork. I am proud to be part of this incredible family that puts its arms around each and every one of us and gives love and support.

Some of you though may be thinking, what if? Could that happen here? Your resolve or confidence may be shaken and some of you may even question - is this for me? So, please don't keep your thoughts internal. Please talk to someone. Your committee and your marshal colleagues are here to help and there is also the confidential help line if you feel the need to talk to someone outside of motor sport/marshalling.

Details are here: [Insurance News](#)

We would like to extend our thoughts and best wishes to the other marshals involved and also to the driver.

We cannot comprehend how they must be feeling.

There has been a lot of information about fund raising, selling stickers and tributes put on social media. Before you part with any money, please check the legitimacy of the site. If in doubt, **don't**.

As a mark of respect, the recruitment tent was closed on Sunday. However, I'm delighted to hear that Saturday proved fruitful and that Duncan and the recruitment team have more potential members to talk to. The taster days are proving to be a success with numbers increasing all the time.



Our regalia team - well Dave Smithson- is now selling marshal regalia again, and can take card payments. So, no need to bring cash, just a card to top up on your marshalling gear!

I'm pleased to say that the Oulton Park Marshals on Tour team was able to present the Bellini Trophy to Kath Rowcroft at CarFest North last month. (Front page) This was to recognise the late Pete Rowcroft's dedication and unstinting efforts to fund raise for Children in Need and to fly the BMMC NW banner at motorsport events globally. Pete was a true gentleman, a wonderful father (and husband) a great advocate for marshals and I was proud to have known him.

With regards to awards, may I remind you that the NW Committee is seeking nominations from you, the members, for the

2021/22 awards. Has there been someone been helping or mentoring you? Have you seen some exceptional flagging? Who in your opinion has put themselves out for the benefit of the club? If so, please use the link below to make your nomination. They do count. Then please send the completed nomination form back to me at the NW Chair email address or pass the form to me when you see me next. I'm normally hovering around the paddock in the mornings at most meetings at Oulton Park

[NOMINATION FORM LINK](#)

In the meantime, lets enjoy our motorsport whether you are a Lewis or Max fan. We can all enjoy the battle that will go on for the rest of the season.

I hope that next month I can lighten the mood and thrill you with my witty comments and pithy remarks (as normal).

Mike Broadbent - NW Region Chair

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**ABRIDGED COMMITTEE MINUTES**

Your North West Regional Committee met on 3<sup>rd</sup> August, 2021 at 19:30 via Zoom.

**In attendance** were:

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

**Apologies** were received from: Eric Ridler and Sam Collinson.

**Reports** received from:

Mike Broadbent (Chair); Ian Briggs (Rally); John Edwards (Membership); Duncan Fitzgibbons (Recruitment); Rob Mugurian (Grading); Dave Smithson (Regalia).

These were accepted by Committee.

- Ian reported on events which have taken place and mentioned future events.
- John reported: a small increase in overall membership, up from 575 to 580.

Two new members welcomed were **Joseph Smith and Phillip Seaborne**.

- Rob reported on a number of upgrades which have been approved:

Trainee to Track: **Andrew Rees and Marcus Richardson**

Track to Experienced: **Paul Tilsed**

Incident Officer to Post Chief: **Lee Nelson**

Trainee Specialist to Specialist: **Peter Goode**

- Duncan reported that 24 people had attended taster days so far, with the next due to take place on 14<sup>th</sup> August.

- Dave reported that regional regalia sales are now permitted and that payments can now be taken by card.

**Additional** topics discussed included:

- The tragic events at Brands Hatch
- MSUK's new "Marshals' Pathway"
- The electronic registration and signing on procedures.
- Concerns over the state of the banking in places at Oulton and Anglesey.
- Concerns over unsafe practices by some recovery crews.
- Ways of improving communication to marshals, including use of social media.

The meeting ended at 21:35.

The date of the next meeting is still to be arranged.

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](#) and on the last page of the Outpost.

**Paul News - NW Region Secretary**



tin-tops for more than 30 years. Prior to taking up circuit racing he rallied a Hillman Imp but a visit to Donington Park to watch the European Touring Car Championship brought the legendary Wendy Wools Special Saloon series to his attention as that category was part of the support bill. This resulted in Simon swapping his rally-spec Imp for one built to the Wendy Wools regulations.

### ALLAWAY'S RETURN

Back in early 2018, Outpost ran a story covering the expected return of Simon Allaway to the CNC Heads Sports/Saloon Championship for the first time since he clinched the title at the end of the 2013 season but, unfortunately, his come back took longer than expected and Simon's beast of a Lotus Esprit didn't line up on the grid at Oulton Park until June of this year.



Although he found competing wheel to wheel more to his liking than racing against the clock on night-time road rallies, the number of Imp engines that kept blowing up proved to be a nuisance and by the end of the '80s Allaway was looking for something different.



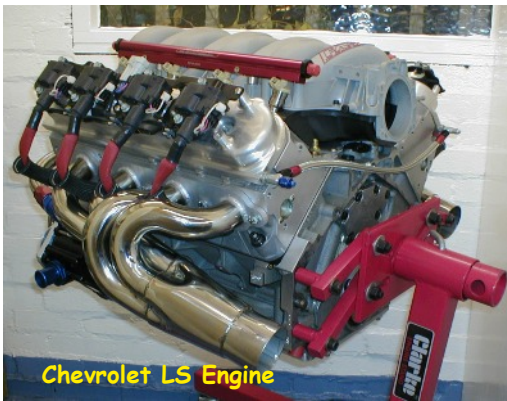
This was found in the classified pages of Autosport in the shape of the Lotus Esprit which was to become his weapon of choice right up until the present day. The car needed a fair amount of work as it was purchased as a rolling chassis without engine or gearbox. When Simon debuted the car in 1994 it had a 3.5 litre Rover power unit.

The reason for the delay was simply the scale of the task of completely rebuilding the car after multiple cracks were found in the spaceframe when Simon removed the roof with the intention of replacing it with a lighter panel as he looked for even more speed to aid in defending his crown in 2014 - he ended up having to replace just about the entire car!

Allaway then had 20 years of fun - in 120 races - until the fatigue cracks appeared.



Allaway has been racing heavily modified



During that time, increasingly bigger and better engines were fitted behind the driver. There were two Wildcat-tuned Rover V8s of 5 and 6 litre capacity before Simon found a bargain over in America via eBay!

This was a Chevrolet LS6 engine that was originally fitted to a Daytona Prototype Pontiac chassis. As the size of the motor had been reduced from 5.7 litres to a still mighty 5.5 to meet the requirements of IMSA regulations, there was little demand from America and so Allaway's bid only had to match the starting price. Having secured the aluminium power unit, Simon realised it needed new cylinder heads and received a nasty surprise when he obtained a quote for brand new ones from an engine-builder in the States. Fortunately, the guy on the other side of the pond picked up on the fact that Allaway was a clubman funding motor racing from his own pocket and offered



some second-hand components which he refurbished at a much lower cost.

The engine then crossed the Atlantic to be rebuilt in Simon's garage!

While racing the Esprit for 20 years there were a number of areas that Allaway didn't like or believed could be improved. The cracks he discovered in 2014 resulted in him building a completely new spaceframe and provided the opportunity to turn into reality the "ideal car" that he had designed in his head during his racing career.



Everything is new except the engine, gearbox, gear stick, steering wheel... plus the yellow and orange colour scheme! One further feature that may remain is the roof which began the whole saga of the past 7½ years. That is the one final unchanged aspect of the car which has not been altered since it was purchased in 1989.

Like the Chevy engine, each corner of this radical Lotus will also have American heritage as the suspension is from a Lola Indycar which Simon decided to design his uprated racer around. These top-line single seater components replaced front suspension that included modified Westfield uprights which connected to Simon's own wishbones while those at the rear had originally been fitted to a March F2 car. The position of the pick-up points were optimised using a computer



New Chassis Rear

program Allaway, an airframe stress engineer by trade, wrote himself to achieve good camber and roll centre control.

With regards to the Esprit-shaped bodywork, Simon McBeath has provided aerodynamic expertise. Using McBeath's analysis and data from technical books, Allaway has designed the chassis and suspension to allow some aero' tweaks. "They should be good," our man says, "if they work!"

The Covid lockdown added 12 months to the rebuild project. When the pandemic brought the UK to a halt Simon was due to have the car painted. With no sign of normality returning in 2020, he eventually decided to do that particular job himself. The engine then developed a fault when it was being tested in Allaway's garage which required a few trips to the tuners in Doncaster to resolve - these were delayed a long time by the second lockdown.

Eventually, the motor was running as it was supposed to enabling a shakedown test to be undertaken at Blyton before Simon resumed his racing career after a



Return to racing after over 7 years  
Photo Peter Scherer

7 and a half year break, at Oulton Park this June. He thought it was great to meet folk in the paddock- drivers, marshals and officials - even if COVID restrictions made it a different place to be.

Even better was being able to race the Esprit for the first time after such a long break. Aside from the test at Blyton, Allaway's only on track action since the end of 2013 was driving the Safety Car on a couple of occasions at Oulton Park and Anglesey so, in comparison, the 840 kg Lotus with its 580 of Chevrolet horse power was pretty exciting!

The newly rebuilt chassis' suspension still needed some development and so Simon was happy to qualify eleventh at the Cheshire track. In the race, Allaway had a poor start but was enjoying battling back up the order until his engine began to overheat forcing his retirement on lap 5.

So post-Oulton, Simon's job list included improving the geometry of his suspension and fitting larger radiators. It will be exciting to see how quickly he can make the car go!

**Dave Williams**



**BERNARD COTTRELL - R.I.P.**



Motorsport UK is deeply saddened by the passing of Bernard Cottrell. Member of the Motor Sports Council, BRDC, 750 Motor Club, and a Race Director and Marshal,

he dedicated his life to motor sport and will be greatly missed.

He was also instrumental in arranging suitable space for the BMMC stand at the Autosport Show for many years.

## 2021 FORTHCOMING EVENTS

### RACE MEETINGS

|        |                 |          |
|--------|-----------------|----------|
| 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&GT    | Oulton   |
| Sep 12 | MSVR - F3&GT    | Oulton   |
| Sep 25 | CSCC            | Anglesey |
| Sep 26 | CSCC            | Anglesey |
| Oct 01 | MSVR - Ferrari  | Oulton   |
| Oct 02 | MSVR - Ferrari  | Oulton   |

### SPRINT MEETINGS

|        |               |               |
|--------|---------------|---------------|
| Sep 04 | Liverpool MC  | Aintree       |
| Sep 05 | Longton & DMC | Three Sisters |
| Oct 02 | Longton & DMC | Anglesey      |
| Oct 03 | Longton & DMC | Anglesey      |

### HILLCLIMB MEETINGS

|        |              |            |
|--------|--------------|------------|
| Aug 14 | Pendle & DMC | Scammonden |
| Sep 11 | VSCC         | Loton Park |
| Sep 12 | VSCC         | Loton Park |
| Sep 25 | HDLCC        | Loton Park |
| Sep 26 | HDLCC        | Loton Park |

### RALLYING

TBA

### NW REGION COMMITTEE MEETINGS

TBA - 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.          |              |

### NEXT NEWSLETTER

Next Copy Date - 5<sup>th</sup> September 2021

Publishing Date - 12<sup>th</sup> September 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.

|                  |            |
|------------------|------------|
| Joseph Smith     | Chester    |
| Phillip Seaborne | Shrewsbury |
| Hannah Dedenczuk | Hoylake    |

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