

OUTPOST

The North West Region Newsletter

MAY 2022



VOLUNTEERS' WEEK

A time to say thanks



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JOTTINGS FROM THE CHAIR

Well, that was some meeting at Oulton Park over the Easter break. The British GT Championship opened with a bang – quite literally, and along with the support races, provided some superb action over the weekend. Some great teamwork and marshalling was witnessed and complimented on both on screen and on social media. Thank you and well done to all of you getting involved. However, it would appear that our award winning Chief Marshal – Margaret Simpson has developed her own form of magnetism for chaos and carnage wherever she goes! Pork pies in pockets?? Well, you decide.

Like any large event, the paddock area was very busy and crowded over the Easter weekend. It is impossible to take your car in at some events which is why we are asked to come into the circuit at East Gate (Lodge corner) and park up on the opposite side to the pits. That way, your car is safely out of the way and we don't interfere with the teams, hospitality, tyre suppliers and guests who are there. I was advised that a few marshals were trying to get into the paddock over the weekend and had to be turned away by security. One instance escalated and was witnessed by several spectators. So, read the final instructions – they apply to all of us and please – accept the advice of the circuit staff – they are doing their job.

Most of you by now will have received some information from MSUK regarding Pathway and its potential impact on grading, training and recruitment. Please be assured that your feedback is being read, taken into account and acted upon. The survey went out to circa 8500 volunteers UK wide so with potentially the same number of feedback forms to go through, it may take some time to percolate through. The NW Committee have been assured that our comments will be taken into account and suggestions acted upon where appropriate.

I'm getting a bit of a theme in F1 at present. If your car is red, or has the name red in the title, you are in a winning car. Does the same apply to football? I don't know. I know little or nothing

about football (as you may have guessed). However, the point is this – it's how information, success and concerns are communicated. I would like to think that the NW Committee has good open lines of communication both inwards and outwards. Yes, we can do better. However, I would like to think that this is a marked improvement over previous years. Being honest and open brings integrity and trust to the front and making sure that each member has a voice helps. The region should not rely on a few peoples' opinions. You are always welcome to share your ideas, compliments and concerns to the committee. It's what we are here for – we are here to enjoy our hobby, not endure it.

Finally, it was pointed out to me that some marshals have been driving inappropriately coming into and out of the circuit. Please remember that you are representing marshalling, BMMC, and most importantly, yourselves. Please be respectful to others on the road, especially near the circuit. A little kindness and courtesy go a long way – and you will always be repaid.

Anyhow, I'll climb off my soapbox now. I'm looking forward to going to Anglesey again, and to see you all at Oulton Park at some point this year. It promises to be a classic season of motorsport.

See you on the bank at a circuit near you soon. Stay safe and enjoy your motorsport.

A big thank you to everyone who purchased books at training weekend, the sum of £99.41 has been sent to the BMMC chosen charity, Race against Dementia. The remaining books will be sent to local charities who will no doubt be pleased to receive them.

P.S. if this piece seems a little downbeat I apologise, however there were some important messages that I needed to relay to you all.

Mike Broadbent - NW Region Chair



NW REGION ANNUAL AWARDS 2021

VETERANS TROPHY

The Veterans Trophy is awarded to a marshal who has shown dedication to the marshals' role over many years.

This year we have made a decision that it is not a sole recipient. Think of some of the great duos, Morecambe and Wise, Torvill and Dean, Batman and Robin. Well in the NW we have our own dynamic duo.

For over 25 years they have steadfastly master-minded and orchestrated a part of the OP track visited by every driver. No matter what is thrown at them they have given a professional and good-natured approach to cajoling participants to get ready for getting on track.

It is a brave driver to disobey instructions!!!!

This year's recipients of the Veterans Trophy are **Tracy Williams and Ian Whitley**.



CLIFF HAMMOND TROPHY - NEWCOMER OF THE YEAR

This year's Newcomer Trophy is going to a marshal who joined BMMC in November 2019. Due to the Covid pandemic and their frontline role they unfortunately were forced to sit out most of the 2020 season. However, 2021 saw a return to marshalling with a vengeance.

This marshal came to a wide variety of events in all weathers and managed to get pristine overalls dirty very quickly, with incidents at Old Hall, Island and Druids. On a personal note I was with this marshal when a BMW visited us at Old Hall upside down. This marshal was unfazed by the enormous impact and quickly attended the scene. Definitely not scared of getting involved.

This marshal has integrated with fellow marshals showing skill, acumen and enthusiasm.

The recipient of the Cliff Hammond Trophy is **Gemma Brierley**.





Woolfitt's car to aSPIRE to!

While Jamie Cryer clinched his second CNC Heads Sports/Saloon Championship in a row at the end of the 2021 season in his little Class E Ginetta, the battle at the front of the field was often between the Class A Saker of Paul Rose and Jon Woolfitt's Spire which runs in Class B.

Rose and Woolfitt's duels have been a key feature of the series in recent years despite the Saker being powered by a 2-litre turbocharged Subaru engine compared to the Suzuki 'Busa normally aspirated motorbike motor in the Spire—albeit a long-stroke version with an increased capacity of 1,661cc instead of the 1,340cc the engine had when it left the factory in Japan.

Woolfitt's power unit also has a custom-built Simpson exhaust and a race-spec MBE 9A9 ECU. The turbo motor and extra weight of the Saker made it difficult to get away from the line so the script of a typical CNC race used to see Woolfitt set off in the lead before Rose's power advantage allowed him to zap past after a few laps.

With Rose not competing in the 2022 Championship (so far at least) there has been a change in the dynamics – at the front of the field at least as Jamie Cryer is once again unbeaten in Class E after the first four rounds.

Paul Dobson in his Mazda-powered Locost is now Woolfitt's closest challenger although neither appeared in the final classification at the opening round at Oulton Park as Woolfitt withdrew from the meeting after qualifying due to his engine having a major oil leak and Dobson

retired from the race with a lack of oil pressure. These reliability issues were resolved at the second meeting of the year – a Triple Header at Cadwell Park – where both had a 100% finishing record. A spin by Woolfitt allowed Dobson to win the first of race but the Spire driver took the laurels in the other 2.

Woolfitt's motorsport career only got underway 5 years ago. He started off in sprinting before he joined BARC(NW)'s evergreen Sports/Saloon series, initially in a Caterham 7-style MK Indy Turbo which had great straight-line speed but wasn't so good in the corners. It also didn't have as much reliability as Jon would've liked.

His wish to be faster in the corners and have fewer retirements was the reason why Jon purchased the Spire having been impressed by the example that Danny Bird had been driving in the championship. He had very few problems during the 2021 season with the only issues being a broken front brake disc at Knockhill and a worn gear selector depriving him of sixth at the Oulton Park finale. The other repairs required were due to accident damage following a crash with Danny Bird in qualifying at Cadwell Park.

Although Woolfitt swapped marques, the Spire has its roots with MK Engineering as the proprietor—Martin Keenan—sold the rights of his GT1 model to Paul Nightingale who set up Spire sportscars as a hobby/business venture to run alongside his plant hire company. As it was based in Chesterfield—a town famous for a church with a crooked spire—his primary operation was called Spireplant.





When Nightingale began making cars having built a couple of Caterham 7-style kit cars and then an MK GT1, he decided to use the Spire name again even though the factory is in Alferton, 10 miles south of Chesterfield.

The MK GT1 thus evolved into the Spire GTR with the first race version making its debut in the 2009 750 Motor Club's championship for Road-Going Bike-engined (RGB) cars with John Cutmore at the wheel. Paul had to make many changes to convert the road-going kit to a racing car. Separate rear spoilers were outlawed in the RGB regulations so a new rear canopy had to be designed and built while every area of the car was lightened bringing the weight down to 460kg which enabled ballast to be fitted to key areas.

After this race debut, the design of the Spire continued to be developed over the years as the GTR with its outboard suspension that used polybushes became the GTS. The initial square tube frame has been replaced with the latest Computer Aided Designed (CAD) Cold Drawn Seamless (CDS) round tube chassis with push-rod operated, fully rose jointed suspension. The bodywork is now designed using Computational Fluid Dynamics (CFD) and has been in the wind tunnel at MIRA on several occasions to confirm the software's accuracy.

To concentrate on the more advanced racing cars, around 4 years ago Nightingale passed on the older square-tubed road-going design to Aardvark Racing.

Spire can supply cars fully built-up or as a kit of parts – or anywhere in between these ex-

amples. Their products are used by customers in a range of categories and disciplines— Sports 1000, Bikesports, CNC Sports/Saloon, Zeo Sports prototypes (formally OSS), Hillclimbing in Gurnsey, France and Scotland and several are used for Track Days only. They also have a Caterham-style RB7 model that competes in the CSCC Magnificent Sevens series and uses a 1,596cc Hayabusa engine which generates around 280bhp.

Indeed, the cars have quite a wide variety of engines - Honda CBR1000 or Suzuki GSX1000 in Sports 1000, 1,340cc Hayabusa in Bikesports while, up in Scotland, hillclimber Charlie Fraser uses a turbocharged Hayabusa engine that generates 340bhp.

Nightingale no longer races, preferring to prepare and build cars for others although he does take part in the occasional Track Day when time permits.

His dedication and hard work has brought the Spire name great success – particularly in the 750 Motor Club's Road-Going Bike-engined Sportscar Championship which was rebranded as Sports 1000 in 2018. The Derbyshire marque has won the series in 8 of the last 9 years. These are part of a portfolio of 14 titles and 150 race victories.

Now Nightingale has decided to take a step back and plans to semi-retire at the end of 2022. This is the last season in which he will run a works' car in Sports 1000 and the Spire sportscar name will pass over to Tim Gray of Tim Gray Motorsport although Paul will remain involved to ensure a smooth transition. None-



theless, he plans to run a couple of customer Spire RB7s in the CSCC Magnificent Sevens Championship as well as restoring an Historic Formula Atlantic car which will be a long-term multi-year project.

All the development work by Nightingale over the past decade and more has resulted in cars from Spire being really high-quality pieces of engineering. Jon Woolfitt says, "The car is lovely to drive— it is super on the brakes and the cornering is better than my talent can exploit although I am increasingly getting to grips with it."

His car develops a fair amount of downforce especially as the open CNC Heads Sports/Saloon regulations have allowed Woolfitt to fit the rear wing from a Radical. This Winter, Jon has also added a tunnel front splitter as front-end grip on corner exit is the limiting factor in the wiggly bits.

In the two years since he got the Spire, Woolfitt has been constantly developing the engine he fitted to the rolling chassis but he still wanted more power – what driver doesn't!?! Jon planned to fit a new cylinder head and throttle bodies during the course of this season but the catastrophic failure at Oulton Park meant he had to fit a totally new engine for Cadwell. This was a step forwards as it had greater driveability and allowed him to be more aggressive on the throttle.

During the Winter, Woolfitt experimented with the spring rates and anti-roll bars. His brother, Paul, who has been racing 10 years longer than Jon tests the Spire and makes suggestions with

regards to set up. Paul also competes in the CNC Heads series with a highly modified Lotus Exige which makes race weekends a great social event for the Woolfitt family.

Jon's daughter Izzy (14) and Paul's son Charlie (11) have both caught the racing bug and are keen kartists which means the two brothers rarely have a spare weekend!



It's great to hear that motorsport brings so much joy to all those in the Woolfitt family and if the development work on Jon's Spire bears fruit then the pleasure could be even greater if it brings more outright victories.

Dave Williams

Photos - PS Images

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## **IN MEMORIAM**



### **Cliff Hammond 1933 - 2014 R.I.P**

On behalf of the the Legacy Fund of the late Cliff Hammond, the website section below is dedicated to our colleagues who have recently passed away. Their passing has been marked by the planting of trees at Oulton Park circuit.

<https://www.marshals.co.uk/northwest/trophies-and-awards/>



## **BMMC NW REGION COMMITTEE**

### **MEETINGS ABRIDGED MINUTES**

Your North West Regional Committee met at

The Blue Cap, Sandiway on 31<sup>st</sup> March, 2022 at 19:30.

In attendance were:

Mike Broadbent; Paul Newns; Mark Mitchell; Bill Gray; Andrew Pratt-Fryer (via Zoom); Ian Briggs; Jan Williams; John Edwards (via Zoom)

Apologies were received from:

Duncan Fitz-gibbons; Mike Thomason; Eric Ridler; Rob Mugurian

Reports were received from:

Mike Broadbent – Chair

Rob Mugurian – Grading Officer

John Edwards – Membership Officer

Duncan Fitz-gibbons – Recruitment Officer

Bill Gray – Training Officer

Mark Mitchell – Social Media Officer

These were accepted by Committee.

Additional topics discussed were:

Tree planting in memory of deceased marshals

Ongoing improvements to marshals' posts and other outcomes from the Marshals' Survey

Dave Smithson to continue as Regional Regalia Officer

Lack of a volunteering database for rallies.

Problems encountered in receiving information and tickets from Silverstone

The exceptional work of two local marshals on a recent rally

Facebook groups

DBS checks

The meeting ended at 21:05 .

The next meeting will be held on 28<sup>th</sup> April at 19:30 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

(<https://www.marshals.co.uk/northwest/committee/>) and on the last page of the Outpost.

### **FERRARI OWNERS CLUB** **RACE WEEKEND AT ANGLESEY**

**23<sup>rd</sup> & 24<sup>th</sup> July 2022**

The Ferrari Owner's club race co-ordinator has asked if we can help drum up some marshals to support the racing.

The Weekend will have 2 Ferrari race series on the programme.

#### **The Pirelli Ferrari Formula Classic Series:**

Racers can take part in 17 races at five venues in the UK. There are several classes for road-legal Ferrari tipos including 328s, 348s, 355s, 550s and 456s but excluding turbo-charged cars like the 288 GTO and F40

#### **Ferrari Club Racing Series**

This series caters for more modern Ferraris and racing ones, up to and including the 458 Challenge as well as GT racers. There are 8 rounds both in the UK and abroad and members of other Ferrari Owners' Clubs may be invited to participate.

The club have advised that the attending marshals will be well looked after.

Below is a link where marshals can register their interest in the event.

<https://marshals.org.uk/FerrariForm13.htm>

## 2022 FORTHCOMING EVENTS

### RACE MEETINGS

|        |                       |          |
|--------|-----------------------|----------|
| May 14 | 750MC                 | Oulton   |
| May 14 | CSCC                  | Anglesey |
| May 15 | CSCC                  | Anglesey |
| May 21 | Equipe                | Oulton   |
| May 28 | BARC NW               | Oulton   |
| Jun 02 | MSVR - Eurokas        | Anglesey |
| Jun 03 | MSVR - Eurokas        | Anglesey |
| Jun 11 | BARC HQ - BTCC        | Oulton   |
| Jun 12 | BARC HQ - BTCC        | Oulton   |
| Jun 17 | BRSCC NW - C7ls       | Anglesey |
| Jun 18 | BRSCC NW - C7ls       | Anglesey |
| Jun 19 | BRSCC NW - C7ls       | Anglesey |
| Jun 25 | BRSCC                 | Oulton   |
| Jil 09 | MSVR                  | Oulton   |
| Jul 16 | Tunerfest Time Attack | Oulton   |
| Jul 23 | BRSCC - Mazda Day     | Oulton   |
| Jul 23 | 750 MC                | Anglesey |
| Jul 24 | 750 MC                | Anglesey |

### SPEED EVENTS

|        |              |               |
|--------|--------------|---------------|
| Jun 12 | MGCC         | Three Sisters |
| Jun 25 | MGCC         | Aintree       |
| Aug 27 | BMMC         | Curborough    |
| Aug 28 | Lotus 7 Club | Curborough    |

### HILLCLIMB EVENTS

|        |       |            |
|--------|-------|------------|
| May 14 | HDLCC | Loton Park |
| May 15 | HDLCC | Loton Park |
| Jun 11 | HDLCC | Loton Park |
| Jun 12 | HDLCC | Loton Park |
| Jul 09 | HDLCC | Loton Park |
| Jul 10 | HDLCC | Loton Park |
| Aug 06 | HDLCC | Loton Park |
| Aug 07 | HDLCC | Loton Park |

Please consult the BMMC volunteering database for a list of available events.

### NEXT NEWSLETTER

Next Copy Date - 4<sup>th</sup> July 2022

Publishing Date - 11<sup>th</sup> July 2022

## 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.          |              |

## 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.

|                          |                      |
|--------------------------|----------------------|
| <b>Matthew Froud</b>     | <b>Tarporley</b>     |
| <b>Lewis Froud</b>       | <b>Tarporley</b>     |
| <b>David Fitzsimon</b>   | <b>Widnes</b>        |
| <b>Mark Pierce</b>       | <b>Widnes</b>        |
| <b>Alan Barnes</b>       | <b>Bury</b>          |
| <b>Elliot Barnes</b>     | <b>Bury</b>          |
| <b>Nikola Dragon</b>     | <b>Liverpool</b>     |
| <b>Simon Dixon</b>       | <b>Holmes Chapel</b> |
| <b>Geraint Hayward</b>   | <b>Llangollen</b>    |
| <b>Jonarhon Whitnall</b> | <b>Great Sutton</b>  |
| <b>Alan Connor</b>       | <b>Nantwich</b>      |
| <b>Michael Sadler</b>    | <b>Bridgend</b>      |



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