Autosport Show group photo with Herbie Blash
Happy New Year to one and all. Only 3 months until the Happy New Season starts.

I was thrilled to see that Formula 1 was elevated to the pages of Private Eye in December. Shame that it was only a frivolous item, noting poor Suzie babbling-on about the new World Champion’s helmet being kissed. Still, all publicity is, as they say, good publicity. But, double points, helmet kissing; whatever next?

I am tempted, as the calendar clicks over, to get my red pen out again. Things can only get better (who said that?) for Ferrari. They reverted to the old policy of sacking nearly everybody, so the new gang has to go for it this season. I’ve put my Spanish Dictionary away and am perusing the German again.

Things at Anfield have been dire (it’s not just about losing Suarez), but the festive season saw a few promising results. The League is still way out of reach and the FA Cup could be over if they lose to Bolton on Saturday. However a run in the Thursday night (but not on C5) cup or the British whatever its now called might deliver a bauble. There’ll soon be 10,000 more seats to fill so we can’t f*rt around much longer.

We have a world famous (to those in the know) BMX Park Rider (?) King here in Tower Building. All we plebs had to shuffle our car parking procedures to accommodate his enormous Nissan GTR. Just before Xmas, he had it made-up in fashionable camouflage coating. Over Xmas, someone ran a red light and rammed it. Life lesson: don’t go out at night in a camouflaged car, no matter how large and noisy.

Turning to far more important matters, I do hope that you all have the March 7/8 weekend in your diaries. Yes, it’s our North Region Training Weekend. This is your annual opportunity to upskill, or revise, in preparation for the new season. You will gain your essential experience out there on the bank, but this must be founded on your essential training.

I hope to see you all, young or old, senior or trainee - and all those in the middle - over the weekend. You know it makes sense.

New Year Resolutions:
1. Turn that kit bag upside down and shake it vigorously.
2. Be careful out there.

Mike Cadwallader

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CLAY PIGEON SHOOT

Anyone fancy a day out shooting? Peter Hackett, Colin Williams and David Williams have made a fantastic offer at a cost of £30 per head including lunch and all training as necessary.

Date - Sunday 8 February between 10am and 3pm in Buxton. Staggered start times for up to 80 people.

This will be in aid of Melanoma UK and open to all marshals over 18 plus family and friends.

Please email Nadine Lewis (n.members@marshals.co.uk) to register plus state any preference on start time. Full instruction and a competition to win too.

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CONGRATULATIONS

Best wishes to Alan and Gill Skipp on the birth of their daughter Emily.
**NORTH REGION MARSHALS' TRAINING WEEKEND 2015**

For 2015 this will take place at Oulton Park on the 7th and 8th of March.

Training sessions at Oulton will cover the full range of marshalling disciplines:

- **Post Chiefs**
- **Flag Marshals**
- **Cadet Marshals**
- **Senior/Regular Specialist Marshals**
- **Track and Experienced Marshals**
- **Incident Officers**

Due to track activities on both days this year we will be limited to 1 hour for 'Practical Fire Training' only new marshals on the Sunday.

For those aged 11 to 16, a training session for Cadet Marshals will be staged on the Saturday.

The BMMC North Region wish to extend their gratitude to MotorSport Vision for making the facilities at Oulton Park available for this weekend. Food will be on sale at some of Oulton's catering outlets.

To register for courses please click [here](#) for the application form and follow the instructions.

Thank you

Allan Farrimond

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**MARSHALS REGISTRATION**

If you are having difficulties registering on the new BMMC database, then please read the following.

This registration is not just for the new Volunteering system but is the preferred method for updating your personal details held on the new members database.

We transferred the information from the old to the new database wholesale, so if there was any info out of date then it remains so until members register and update their profile.

Contact us by email and quote your name and BMMC membership number and we will update your email address on the system allowing you to register.

When you receive confirmation of your email update then please click [here](#) and follow the registration instructions.

Don't delay do it now.

To view a Quick Reference Guide to the volunteering system please click [here](#).

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We had several celebrity visits on the BMMC stand at the Autosport Show one being David Coulthard pictured below:
2014 was an amazing year for Tamworth-based Formula Ford team Oldfield Motorsport who were undertaking their first full season of combat. With Stuart Gough as their lead driver, they collected an impressive haul of titles and trophies.

As they both grew up in Southport proprietor, James Oldfield, and Gough both have strong links with Oulton Park having spent many days in their youth drinking in the sights and sounds of the Tarporley track.

They also have strong family ties that span a number of generations as their grand-fathers used to compete against each other in rallies. Legend has it that Gough’s grandpa was so rapid that he was once offered a works’ drive alongside Roger Clark at Ford but declined as the wages offered would not have been enough to support his family.

Aged just 12, James was assisting his father Peter during 2002 when he provided help to Gough Racing – as the family team were known when Stuart began his Formula Ford career.

Therefore when Gough advised that he was keen to have a crack at the BRSCC’s National Formula Ford 1600 Championship last season, James and his dad pulled out all the stops to obtain the required funding from sponsors. Although it was a dozen years since Stuart began competing, a lack of budget had restricted him just 4 full seasons behind the wheel - in 2 of these campaigns he had finished runner-up in the Northern series so he really felt he had unfinished business in this arena.

Gough knew he would be competitive with the Oldfield squad having driven with them at their first ever event - the 2012 Formula Ford Festival - in which he impressively finished as runner-up in a blue Van Diemen RF92 that had been purchased from Medina Sport (they had fielded Neil Winn in the car). He then competed sporadically with the nascent team as they tackled their learning curve in 2013.

The lessons learnt prompted many changes during the following winter (during which time was found to rebuild Chris Hodgen’s Van Diemen RF89 to a very high standard) and 2014 began in the best possible way with victory at Oulton Park in the first BRSCC Formula Ford 1600 race of the season. The second outing, later the same day, foretold what a tough year it was going to be. Gough finished second after a thrilling 3-car battle with David McArthur and James Raven - the lead drivers from the established teams of Medina Sport and Cliff Dempsey Racing respectively.

On the podium following this epic duel Gough admitted to feeling a little rusty.
He had still shown an impressive turn of speed nonetheless. This is because, when not racing, he goes wakeboarding which just like motorsport involves speed, precision and taking the right lines. It is a hobby that Stuart really enjoys as there is always something new to learn. He had some tuition last year from fellow Formula Fordster, Thomas Capezzone, who is a 3-time French National Champion. Seeing such an expert in action was a real eye-opener.

Ever the adrenalin junky, Gough also took up Motocross in 2014 - this is something he had wanted to do since childhood having watched his Uncle compete in the sport.

Despite his love of the water, the extremely wet track Stuart had to contend with when the Formula Ford contenders convened at Anglesey in May proved not to be totally to his liking and he twice finished runner-up to James Raven who was now in Cliff Dempsey Racing’s latest Ray model after brake problems forced him to use an older chassis for Oulton.

Before the next meeting at Brands Hatch, Oldfield Motorsport conducted a back-to-back test of both of their Van Diemen RF92s at the Kent track. They acquired a second black example in the Spring of 2013 which had belonged to the late Ken Parkinson. Following a lengthy rebuild the team ran the car at the ’13 Walter Hayes Trophy meeting but issues with the engine and the car itself hampered performance. Following a lunch-time cogitation with the cerebral lubricant that is a pot of tea at the Brands test day, all the problems were resolved and the chassis proved to be quite a rocket-ship.

Therefore the Kent Double Header was the last time Gough would race the blue car that he had competed with up until that point. A collision at Druids in race 1 resulted in a last place finish - 3 laps down - and meant he had to start at the back of the grid when he returned to action later in the day. This adversity prompted what Stuart regards as his best drive of the season. The short Indy Circuit is notoriously difficult to overtake on but he charged up the order to come home second to James Raven.

Team boss, James Oldfield, was absent from Brands Hatch as, in addition to the BRSCC Formula Ford 1600 programme, Oldfield Motorsport were also running Nigel Thompson and Kevin Donnelly in European Formula Ford - not many teams can claim to run such an international schedule in their first full season of operation! The weekend at Brands was the only time there was a date clash last year. After an intensive pre-race meeting test session with Gough, James headed off to Hockenheim with his two Euro-focussed and a couple of mechanics
while Stuart was left in the capable hands of the two fathers – Peter Oldfield and Andy Gough.

As with Stuart Gough, James has known Nigel Thompson for a long time. Having served a form of apprenticeship as an engineer with North Star Motorsport from 2004, he led Thompson’s Red and Black Racing operation two years later. That link continues as his eponymously named team shares workshop space at Red and Black’s base in Tamworth about which James says, “It is a very clean, well lit, warm workshop and enables us to prepare the cars to the highest level we can offer.”

The two races at Brands Hatch marked the start of Triple Crown series. There was some spectacular action in the middle of this trio of Double Headers at Donington Park where triple Walter Hayes Trophy winner, Joey Foster, was victorious in a couple of slip-streaming classics. It was during this meeting that Gough realised he was in with a shout of championship silverware. Competing in the ex-Parkinson chassis for the first time he was bang on the pace despite never having driven at the Derbyshire venue in the dry. Learning the track all weekend, he recorded two podium finishes behind Foster. He elected to focus on the points and decided not to mount a do-or-die final corner challenge for victory in the opener. Stuart’s brother, Ian, flew in from Hong Kong to take the wheel of the ex-Neil Winn car that had been vacated. He showed great pace in the chassis, as did Pedro Matos when he got behind the wheel later in the season.

Such was Stuart’s desire to win the National Championship that he abandoned his motocrossing and wakeboarding exploits to avoid the risk of injuring himself – he was unable to resist the temptation of a week of mountain biking however. He explains, “It’s important to have more in life than just motorsport!”

James, meanwhile, was so busy preparing his cars that he had very little time for any extra-curricular activities but when he did get a few days spare he headed up to the Lake District where his parents have a speedboat – going fast seems to be a way of life at Oldfield Motorsport! He also keeps fit by heading to the local gym and swimming pool when he gets the opportunity. No doubt this also burns off a few excess calories as cooking is a passion when he is not dealing with the working parts of a Formula Ford.

In the next edition we’ll see what fruits all this dedication deliver.

Dave Williams
Photos: Rachel Bourne, Stuart Gough and James Oldfield
We met at Oulton Park Gold Cup 2009. Then at Anglesey the following year. I (Lynne Pixie Ratcliffe) was travelling from Middle England in my motor home ‘Matilda’ to meetings and met up with Andy ‘Yogi’ Downey. In 2012 I moved my membership from Midlands to North .... the rest is history
On 22nd November 2014 we got married at Wallasey Registry office with our friends from Oulton Park and Anglesey in attendance.

Lynne Downey (formerly Ratcliffe)

50 Years of Motorsport Marshalling

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OR to pay by Debit/Credit card telephone Eric Ridler on 0161 904 9724

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