



WINTER 2020

# MARSHALS' POST

The newsletter of the  
South East Region of  
the British Motorsport  
Marshals Club



## McChairman's Thoughts

I'm not sure if you have ever heard of the 'Dilbert Principle'. If you haven't, that's ok, if you have, then maybe best keep quiet Eh !! Anyway, moving swiftly on.... you may notice there have been a few changes recently to our South East Region committee structure, which are more fully explained elsewhere in this edition, including my own vertical shift up this front page...

Before I proceed with any other matters, I must deliver my own thanks and those I'm sure of all our members, to Neil Stretton who has 'retired' from the role of regional chairman, a post he has successfully delivered for the last 8 years. (Big boots to fill..) The work all the committee and especially Neil perform is almost exclusively unseen. There are many private hours spent ensuring the various administrative cogs engage and then turn, in order for the region to run smoothly.

I hope that our communications won't all be 'one way' – unlike a race track I suppose! - If you have a view, an opinion, an idea, don't be shy to get in touch with either myself or any of the committee. If you participate in other 'non circuit' forms of motorsport let us know if you would like us to promote it or to gain more assistance. We have a number of platforms to share all your needs.

As a marshalling family, we should also remember, especially in the current circumstances, that we are all on the same 'side'. We are not in competition with one another and may, for a time to come, be required to deliver more with less. It is a responsibility of each of us to speak up if we see something, or perhaps 'feel' something, isn't quite right. It's so easy to criticise the handling of an incident by others, so it's perhaps worth considering that Emmet Fox once said: "Criticism is an indirect form of self-boasting".

When you pull on your orange overalls on the morning of an event, you may not consider the broad shoulders you will need. You represent, sometimes to a watching global audience, not only the previously mentioned marshalling 'family', but are also front-line ambassadors for the BMMC, form a crucial resource in delivering an event for organisers, support and protect participants in times of hazard, watch over your colleagues... And, deal with anything else that comes your way!

So, considering all the above, are your orange overalls up to the job....? The club currently enjoys generous sponsorship for overalls, supplied by Lille Racewear, to a level that if you qualify for a subsidy, the cost - including postage - is fully refunded! Visit the regalia page on the club website or contact Eric Ridler (nat.regalia@marshals.co.uk) for more information.

Let's look good while doing our good work....

Lastly, it just remains for me, on behalf of the committee here in the South East Region, to wish very one of you a peaceful and healthy Christmas and New Year.

Bob McEwan – Chairman/Newsletter Editor - BMMC (SE Region) - [se.chair@marshals.co.uk](mailto:se.chair@marshals.co.uk)

P.S. Remember to visit the **Competition Corner** on page 8 of this edition !!!

## **COVID 19 OPERATING RESTRICTIONS**

A reminder that Motorsport is operating under revised guidelines from both HM Government and Motorsport UK. COVID 19 is still here and will be for some time. In order to continue running motorsport events it is essential that the guidelines are followed. Organizing clubs are restricting the numbers of marshals so that social distancing can be adhered to.

### **At the track:**

- Always keep your distance – Stay 2 metres apart
- Keep a face covering ready at all times (A BMMC snood worn as a neck scarf is great protection from sunburnt necks in summer and keeps you warm in winter and can quickly be pulled up to act as a face covering)
- WEAR a face covering when attending an incident or when in closer than 2 metres contact with others
- Ensure your face covering covers your nose and not just your mouth
- Keep Yourself Safe
- Keep Others Safe
- Protect our Sport AND our NHS

If you feel that you are unable or unwilling to follow the guidelines, please consider not volunteering.

If you feel unwell prior to an event, inform the chief marshal and withdraw from attending.

If you feel unwell during an event, inform your post chief and arrangements will be made for you to leave the venue as quickly as possible.

If you are exempt from wearing a face covering under current guidelines, please inform your post chief who will make the necessary amendments to the post to allow safe operation for others.

**For up to date marshal guidance visit the Motorsport UK Website by clicking [here](#)**

## **BMMC (SE) Committee Changes - Bob McEwan**

Following our BMMC SE Region 'virtual' AGM in October, there have been a number of changes to the membership and committee roles. The main points of note were that our chair, Neil Stretton, has decided to stand down after 8 years in the post and Bryan Degerlund has also vacated his position of volunteer coordinator. Both have also decided to leave the SE committee.

## **Guidance for wearing face masks and coverings**

High density – compulsory	Fixed venue (Kart)	Fixed venue (Race/Speed)	Non-fixed venue (Rally/Club Sport)
Lower density – compulsory unless socially distanced (+2m)	Paddock	Assembly areas	Event control
	Assembly areas	Grid	Enclosed areas*
	Grid	Pits & pit wall	Incident intervention
	Parc fermé	Pit garages / awnings	Assembly/service areas
	Awnings	Enclosed areas*	Time controls
	Enclosed areas*	Incident intervention	Section and test starts
	Incident intervention	Paddock / parc fermé	Marshal posts
	Marshal posts	Marshal posts	
	Trackside**	Trackside**	

This guidance is for any person involved in any event in the defined areas and is to be read in conjunction with existing guidance.

Age: This guidance applies to anyone aged 6 years or over.

\* Enclosed areas (including vehicles) unless occupants are from the same household. The organiser must be satisfied that they reside together.

\*\* Trackside includes any person within the restricted area that includes the track.



It is always a challenge to lose such experience and knowledge, as both have served the club and its members for a long period. I know you will join me in passing on your thanks and very best wishes to them both as they continue in their marshalling careers.

I have volunteered to take on the chair role and the SE committee approved my application as per club rules (K.3.2) National Council have also formally endorsed the process.

We are also delighted to announce, that following a successful interview process and nominations at the AGM, the following changes/additions have been made to the membership of our committee, with immediate effect.

SE Volunteering Coordinator - Chris Humphreys

SE Web Administrator - Bridget Rivers-Moore

Committee Member - Mark Manley

Committee Member - Stephen Tickner

Many thanks to all those members who 'attended' the online AGM and hopefully next year we can once again do it in a more 'social' environment.

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## **COMMITTEE MEMBERS – PAST & PRESENT**

### **A Chair with a View - Neil STRETTON**

One evening, seven or eight years ago, Chris Hobson (the National Chairman at that time) phoned me and suggested I might like to become SE Region Chairman. Having had my arm twisted, I acquiesced, and so began my term as Chairman, and a most enjoyable and productive time it has been!

Having been spoilt in the pharmaceutical industry and been used to having my team meetings in posh hotels, one of the first things I wanted to do was to find a room for the SE Committee's monthly meetings that more reflected what I had been used to for over 30 years (up until my appointment, SE Committee meetings had been held in a church hall...with the bare minimum of comforts).

Well, I soon received a reality check: BMMC is not exactly AstraZeneca. Whilst it is in a healthy state, funds-wise, it doesn't exactly bank millions of dosh, so I had to set my sights somewhat lower. As a result, we moved our meetings to a pub. Mmmm, that sounds OK. Well, it was so-so, but our tenure was brief, because the pub's dog kept coming into our meeting, unannounced, and taking some time to leave. So...we returned to St. Nicholas Parish Hall, Chislehurst, and we've held our meetings there, ever since...and at a sensibly frugal cost.

Whilst Chairman, I received yet another call from said Mr.Hobson. "Are you marshalling at the next BTCC round at Brands Hatch?" "No", I replied. "Well, in that case, would you mind accompanying a new driver, wishing to gain a marshalling signature, at that event?" "O.Kaaay", I ventured. "Anyone, in particular?", I enquired. "Paul Hollywood...have you heard of him?" "Some baking bloke!", came my reply. And so, it came to pass! This "baking bloke" was given some BMMC orange overalls, and he met me, come race day, in "The Triangle". I was sure he wasn't going to talk about cakes. Neither was I a bit interested in them....other than eating them, of course.

Having signed on....amongst a few mumblings..."Is that who I think it is?"...or simply: "Is that....?", we went straight to the GPT....for a cup of coffee (no cakes!). We soon (or, more accurately, he) began to attract the attention of press photographers....just one or two, at first, followed by one or two GBBO fans (mostly, but not exclusively, female).

Time to wander along to meet some BTCC drivers that he knew. Oh well! I was a spare part at a party at that point. But Paul was very good, and we quickly got on to discussing the basics of the marshal's role, while we had another coffee at the GPT (he paid!). By this time track action had begun, and we visited a couple of marshals' posts (I think 7 and 22) and there they rolled out the red carpet...NOT!). Paul was beginning to get a grasp of what we marshals do at race meetings.

Chatting about marshalling and racing, one interesting insight that Paul gave me about driving for the Beechwood Ice Cream-sponsored Aston Martin team was an experience he had had at an earlier round of the British GT Championship in which he was participating. It had been at Silverstone, and he was driving when the race was red-flagged (my memory might have this fact wrong...but anyway) and he had the opportunity to get out of the car. His team management thought differently. "You stay in the car, and get used to the claustrophobic sensation you've been complaining about" (sat low; unable to scratch your nose; surrounded by roll cage; narrow slit in the windscreen through which you can navigate, etc). He had to just sit in the car, going nowhere, for the best part of an hour. "Not quite baking cakes, is it!", I thought to myself.

Anyhow, lunch beckoned. Paul opened the doors of the Kentagon, and immediately said to me: "Oh no!" It was nothing to do with Mandy's cooking. He simply saw that he would be unable to eat his lunch in peace and quiet...press and more female marshals (where had they come from?) would see to that. So we retreated to the GPT, once more. It was at that time that he told me of his love for FAST! Bikes. He had just taken ownership of a Kawasaki something-or-other. It had been delivered to his home, just east of Canterbury, by Kawasaki people, accompanied by the inevitable photographers. He claimed it was the fastest production road bike in the world, and he just wanted the delivery entourage to go home, so he could go and let rip on the country lanes around Canterbury. No mention of a single cake! I informed him that we would go, next, to Post 5, where he could practise flagging. Well, we went to Post 5, but he told me: "No, I'm happy to be on Post 5 for a while, but not flagging." His reason was that there'd be press and photographers, on the inside of Druids, just waiting to pounce...especially if he cocked up. So, he spent a while on Post 5, and then left (understandably wishing to get back to his Kawasaki), having autographed his overalls and handed them to me for a BMMC raffle (I had been told by C.H.). I never saw or heard what happened to the overalls.....

Back to more mundane, but nevertheless important reflections of my time as Chairman. Before I finally "sign-off", I must express my gratitude to all SE Committee members, both past and present, for the dedication with which they have carried out their respective duties. It's been an enjoyable and rewarding time for me. It had its sad moment, too, when our then Secretary, Chris Stoddard, passed away, suddenly, just a day after marshalling at the Nürburgring for the first time (a lifetime ambition fulfilled, he had said).

I leave the SE Committee in good shape and with Bob McEwan in charge, I hope to see it develop from strength to strength. I was particularly pleased, at our recent virtual AGM, to see two Trainee Tack Marshals join the committee; something for which I have hoped to see ever since becoming Chairman.

Please note, however, that I will still be representing the interests of Brands Hatch marshals when I have my meetings with track management. There will always be things that can be improved in our marshalling environment....and some, maybe, that aren't quite so realistic. To reach me with your observations, just drop me a line on: [neilstretton@yahoo.co.uk](mailto:neilstretton@yahoo.co.uk)

See you around, at the track. Stay safe!

### **BRYAN DEGERLUND**

Bob asked if I would insert a "brief summary" of my marshalling history. I started to include some anecdotes, but this would have taken up a whole issue, but maybe something for future editions!! (I look forward to that ! – Ed.)

1961 - 2020

I began marshalling at Brands Hatch with my father Ron Degerlund, for BARC. My first marshalling post was three straw bales, halfway round Surtees following Post 9. I marshalled for BARC as Course/Flag at Brands Hatch, Crystal Palace and Thruxton then transferred to Pits/Startline. In 1981, after the experience of having flagged alone in a snow storm on the bank at Allard, Thruxton, during a British Touring Car qualifying period with one car allowed on circuit at a time!!

In 1983 joined BRSCC after I had moved to Dartford. Straight onto the Startline team. In 1985 I became Chief Startline Marshal after the retirement of current Chief. I performed duty as the Chief Startline marshal for the 1986 European Grand Prix and later became starter.

In 2006 MSVR was formed and took over several BRSCC events. As MSVR had its own Silverstone corps of senior officials, I moved back to Chief Startline duties for MSVR.

I have marshalled at many circuits including: UK - Silverstone (GP), Snetterton (24HR), Goodwood, Donington(GP), Oulton Park, Mallory Park, Castle Combe, Pembrey, Rockingham, Birmingham Superprix, Knockhill. Europe - Spa (GP) Zolder (GP) Le Mans (24HR) Nurburgring - Nordschleife (24HR), Croix, Zandvoort. RoW - Dubai (24Hrs), Abu Dhabi F1, GT), South Korea (F3 Superprix), AustinTX (USGP), Long Beach & Las Vegas (Champ/Indy Car), Laguna Seca & ThunderHill (SCCA-SFR).

In 2019 I started in the role of startline judge, so my marshalling decreased, although I still did some Startline/Pits duties and have kept my Examining Specialist grade, enabling me to undertake Specialist grading assessments.

Over the last sixty years I have had a great time, visited several overseas countries and met a lot of dedicated people. I have also helped in the development of female marshals, particularly in the Specialist area. (Dedicated to Lynda Walker - R.I.P. 2020 )

Unfortunately, BMMC archives do not include my older records. I joined BMMC SE Region in late eighties. My membership number SE0129 which may help. It was a time of change at the top level. Chris Hobson, Chris Whitlock and George Copeland were the senior members. I was elected to the committee in the late nineties as a committee member, but I cannot remember the SE chairman at the time. He was followed by Alec Spooner, Derek Stanley was the Competitions Secretary, a function which included marshals' volunteering. Following his resignation from the committee, I took over the Competitions Sec. function. When Neil became chairman, he queried this post (as we did not run competitions) so we came up with Volunteering Coordinator, which was accepted by our National Council. Finally, I helped out with the updating and development of the on-line BMMC Volunteering System.

### **NEW MEMBERS OF THE COMMITTEE**

The following members were welcomed onto the SE Region Committee at the October AGM and each have provided a short personal introduction.

#### **BRIDGET RIVERS-MOORE (Web Administrator)**

I love the noise of engines firing up and smell of fuel in the morning! Having spent years watching motorsport from the sofa after being out of action with a problem back, I came to marshalling after successful surgery. I arrived on my first day at Brands Hatch some 6 years ago and was sent to the pit lane to introduce myself and start my marshalling journey. Within that first day, I was handed a yellow flag and sent out onto the grid. The lovely people and busy nature of the pit lane and startline had me return to the very next meeting and I have never looked back... Marshalling has opened many doors including international travel and meeting my future husband! As an experienced website manager and digital publisher, I am hoping my skills will add value to the committee and I welcome marshals to raise any issues regarding the technology with me so I can help make life easier.

#### **MARK MANLEY**

I have been a lifelong motor racing fan, having grown up within spitting distance of Brands Hatch. The garden of my childhood home backed on to the circuit at what is now Sheen Curve. The sound of an engine blasting past would draw me like a moth to a flame to climb my garden fence, walk through the woods and to stand on the outside of the track.

I have been attending the circuit as a spectator for over 40 years, but in recent times often found myself standing on the outside of Paddock in the rain on my own. Then for the 1st time, I went a year without coming to the circuit once so I decided to do something about it! I signed up for a taster day as a marshal and thought I would choose a nice quiet event to experience life in orange – the American Speedfest in June 2019.

Thanks to a brilliant Post Chief, I was instantly hooked. By the end of 2020 I will have volunteered for something like 20 days and I am learning loads.

As a person, I am one of those people who is either fully in or fully out. I am keen to do whatever I can to support marshalling so joining the BMMC SE committee will enable me to do more and be more involved.

#### **STEPHEN TICKNER**

My name is Stephen. I am 52, married with grown up children. My dad introduced me to motorsport at a young age with short circuit at Wimbledon watching greats like Barry Sheen and free race days at Brands Hatch (dad always liked a bargain). There is something intoxicating about the smell and risk of live motorsport. I started my marshalling journey at Brands Hatch early this year, but then COVID happened. I am really looking forward to next year, getting back to normal. I have always been a volunteer and sat on many a committee, everything from business to sport, hopefully some of my experiences will prove useful, and I am not bad at making the tea. Looking forward to meeting everyone in person.

## OUR MAN FROM LYDDEN – Andrew Elliott

### Lord of Lydden

Once described in a Motorcycle publication: “Lydden Hill is steeped in Motorsport history, and the ‘Lord of Lydden’ was always one of the biggest events on the schedule, attracting top-level riders and thousands of fans from around the country”. Many riders, too numerous to mention, have competed in this event and gone on to greater things.



The Lord of Lydden was created in 1966 with Charlie Sanby becoming the first Lord on a Manx Norton, following this there have been some very memorable races and winners since. On June 22nd 1969 the Motor Cycle News reported: “Martyn Ashwood is the fourth Lord of Lydden. He snatched his new title on the last lap of Sunday’s thriller after a palpitating duel with the first lord Charlie Sanby. Again in 1970 Martyn snatched victory during an exciting battle with Mick Grant, (future IOM TT Winner). The late Dave Potter won in 1971,72 he was also won MCM British Championship in 1979 and 1980.

Kevin Richards won in 1979 on a 250cc GP bike, he is only the second rider to win every solo event he entered 250, 350 and the 1000cc finals, Darren Dixon won the title in 1984 and also went on to collect the Sidecar Burn Up Trophy in 1990, 94 and 95, the only rider ever to do this. The former British Superbike Team Kawasaki rider Tim Bourne won



it a record number of four times in 1986, 1987, 1988 and 1991, Shane Shakey Byrne won in 1997 and went on to win the BSB Championship title a record number of eight times. The Lord of Lydden race then took a break until 2000 and that year was won by local rider Laurence Hopper.

In 2005 IOM TT Rider Steve Mercer became the new Lord.

2018, the newly formed Lydden Hill Motorsport Club formed a committee to revive the Lord of Lydden and Sidecar Burn Up. This produced a new look event which was held on 20th-21st October, the weather

was warm with clear blue skies. It also included the British Scooter Racing Club championship finals and FAB Racing for young riders. Danny Webb won the coveted trophy and became a Lord on the Sunday 2019 followed the same format with BSB Superstock rider Tom Ward collecting the trophy. 2020 was again a cracking weekend and this year was won by Dawid Krawiecki.



## Sidocar Burn Up

In 1970 the Sidocar burn up trophy was introduced, originally run as a separate meeting to the Lord of Lydden. Chris Vincent – Passenger not known became the first winner and also won again in 1974 on a BSA A70. An engine that BSA say never existed. George O'Dell won in 1975, 1976, O'Dell is famed for winning the World Championship without winning a single race due to his consistent build up of points throughout the season. Steve Webster became World Champion nine times after his win at Lydden in 1986. Another twice World Champion was Bruce Ford Dunn who won the trophy in 1980, 1981, 1982 and 1988. Local lads Darren & Sean Dixon won in 1990 Darren won again in 1994, 1995 with Andy Hetherington as passenger this time, they then went on to be World champions on two occasions. Darren, as mentioned earlier also won the Lord of Lydden in 1990, the only competitor to ever do this. Tim and Tristan Reeves took the honour in 2000, 2018, 2019. Tim Reeves retained the current Sidocar Burn Up trophy with passenger Kevin Rousseau.



If you would like to have a more in details of the history of motorcycle racing at Lydden Hill, Ray Dixon's book "Lydden Hill" History of Motorcycle Racing 1947-2000 is recommended. The book is available from Lydden Hill Race Circuit. 01304 830557

(Courtesy of Barry English Event's & Projects Coordinator Lydden Hill Race Circuit. Photos courtesy of Lydden Hill Race Circuit and Martin Morley)

I am your BMMC rep at Lydden Hill, so if you have any queries about the circuit in the heart of the Garden of England then please drop me an email at: [bmmcreplydden@gmail.com](mailto:bmmcreplydden@gmail.com)

If you wish to marshal please contact **Clare Dummott** who is the marshals' coordinator for LHMC events at Lydden. Please email [clare@lyddenhill.co.uk](mailto:clare@lyddenhill.co.uk) with your grade and experience.

## OUR MAN FROM SNETT - Tony Lacey

'Our Man From Snett' - Tony Lacey says 'goodbye' and introduces us to the 'new boy!' I hope you are all coping well under the circumstances. It's been tough for all of us in one form or another. Personally, I've had to cope with losing my mother in the middle of the pandemic, a great friend in March and my sister earlier in the year, so I'll be glad to see the back of 2020.

This year has made me evaluate what is important in my life, and my wife and I are selling our home and living a more relaxed way of life cruising the British waterways living on a narrowboat.

This means, sadly, I am having to leave my position as Snetterton Rep, but I'm pleased to say that I'm leaving the role in the capable hands of CHRIS BARNINGHAM, a very experienced IO, who many of you may already know, but in case you don't I've twisted his arm to tell you a little about himself.

**TL.** Hi Chris, tell me a little about yourself

**CB.** I'm a team leader in the Environment Agency. I've been an Incident Officer for around 7 years now, I started my marshalling career at Snetterton and then shared my time for the 1st few years between Snetterton and Ellough Kart Circuit.

**TL.** How did you get started in motorsport?

**CB.** I've always been interested in motorsport, watching motorbike "scrambles" as a child and then after my family grew up I started spectating at race circuits with my youngest son, this continued until he found other interests (girls), I didn't fancy being a lonely old man standing at the fence on my own, so I took the plunge to be a marshal and have been hooked ever since.

**TL.** Where do you marshal?

**CB.** These days I mainly marshal at Snetterton and Brands Hatch, I have 1 trip to Silverstone each year for the Birkett Relay, but also marshal at sprints for Borough 19 when I can. Every year I attend Formula Student at Silverstone, not



a race event, but I thoroughly enjoy the long weekend, teams come from all over the world to have their car judged and then put it through various dynamic tests.

My only trip overseas was to Croix-en-Ternois in France, the MSA refused to licence the track after that, so it was my 1st and last!

**TL.** What do you enjoy about it?

**CB.** I have made many great friends marshalling and enjoy the camaraderie and banter, and after every meeting I can always find something I could have done better, so I have never stopped learning.

Find Snetterton Marshals on Social Media:

Facebook.com/Snettmarshals Twitter: @SnettMarshals Instagram: snettmarshals

The new dedicated Snetterton Marshals website is now live with lots of info, interviews and much more. [www.snettertonmarshals.co.uk](http://www.snettertonmarshals.co.uk)



## COMPETITION CORNER

For a chance to win this edition's prizes of an FIA 'Volunteer' baseball cap and a BMMC 'Snood'



REARRANGE THE FOLLOWING TO IDENTIFY AN AREA OF TRACK  
AT ONE OF OUR REGIONS CIRCUITS

### **"GOSH IT TOP RACER"**

**To Enter** - Send your answer, with your Name and BMMC membership number by email and using **WINTER 20 QUIZ** as the subject line to:

[se.news@marshals.co.uk](mailto:se.news@marshals.co.uk)

Or enter by post to: BMMC (SE) Newsletter, 10 Rowan Way, Canewdon, Rochford, Essex, SS4 3PD.

If I receive more than one correct entry, then the winner will be drawn at random.

Entry will close at midnight on **Friday 15 January 2021** Editors decision is final!

(Prizes are new and unused)

## The Changing Face of GT Racing by Chris Humphreys

With all the changes, problems, job losses and pandemic that we have experienced in 2020 its quite understandable that motorsport would have to adapt to meet the current climate. For me just seeing that the major UK national, European and World series being able to complete their seasons in such a compressed timeline is a stunning achievement.

Ever since watching GT3 cars trackside in my first season of marshalling at the Brand Hatch GP round of the British GT Championship, I have fallen in love with GT Racing. For nearly 10 years before I started marshalling, I was big follower of Formula, Prototype and Sports Car racing. One massive thing I have loved since I started marshalling is how it has broadened my knowledge and enjoyment of motorsport and also has enlarged the type of racing series and car types that I follow.

Coming back to 2020, there has a lot of change in the GT World. Here are just a few of the big things I have noticed this year.



Firstly GT3: BMW Motorsport have announced a replacement for the M6 GT3. We will see the new M4 GT3 racing in 2022 for its first full season assault.



Bentley have also announced they will end their Works GT3 Team at the end of 2020. Having had the pleasure of meeting all the Bentley factory works drivers a couple of years ago at Silverstone Blancpain Endurance Friday and enjoyed lunch with them, I feel heart broken. They have to be my favourite GT3 race car. I marshalled every UK race day for British GT in 2017. I watched Seb Morris and Richard Parfitt win the championship with 3 wins. That was with Chassis #002 which is currently up for sale (now where is my wallet ?). I wonder where this leaves the customer teams and support going forward. I hope some of the other GT racing manufacturers will sign up the Bentley boys so we can continue to see them doing battle on circuit. I have to say it was amazing while it lasted. I'm surely going to miss the Bentley #BringTheThunder.



GTE / GT Le Mans: When Le Mans 2020 was postponed to its September date it was a shame as Porsche and Corvette both announced they would not be sending over their cars and teams due to an impossible turn around for the next IMSA race. It's a pity we didn't get to see the new C8R Corvette rumble and race at Le Mans but hopefully 2021 will allow this. Later in the season Porsche also announced that they would be withdrawing from IMSA.

Going into 2021 and beyond there are rumours Aston Martin Racing could pull out of GTE-Pro class amid budget cutbacks in its GT program. This would leave us with only 4 GTE Pro cars in IMSA (Corvette vs BMW) and 4 cars in the World Endurance Championship (Ferrari vs Porsche).

IMSA is adding an LMP3 Class to the WeatherTech series for 2021 to help keep healthy grids, but I unfortunately believe 2021 could be the beginning of the end for GTE Pro Classes in both WEC and IMSA. I hope GTE-Am will continue in WEC and ELMS as a Pro-Am class for years to come.

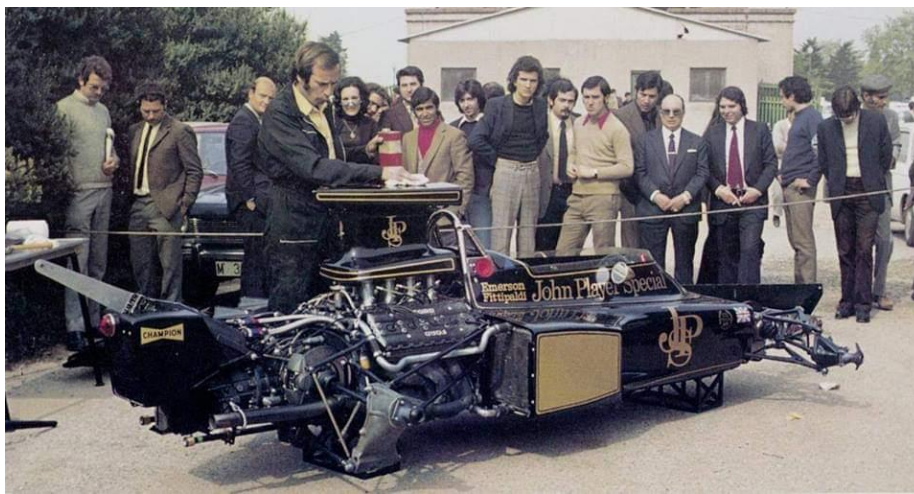
DTM: Technically DTM with its Class 1 regulations is thought of as a touring car series but with powerful turbo engines that output more than GT3 racers and lots of downforce, they have true GT car performance. For 2021 DTM will use GT3 Class cars replacing the current Class 1 cars to hopefully bring more car manufacturers and teams into the series. DTM 2021 with GT3 cars will allow us to watch a new and very different type of GT racing. They are scheduled to have 2 x 55-minute single driver sprint races at each meeting, with a single mandatory pit stop to change tyres.

I have enjoyed watching DTM over the last few years and had the chance to marshal the DTM meeting twice on Brands Hatch GP and once at Zandvoort GP. I can't wait to see how many teams and manufactures sign up for this series.

## Not A Caption Competition

I briefly considered holding another caption competition for the photo below.....

But then I found the answer myself... See page 14 !! (But feel free to send me something if you like...)



## TRACK LIMITS from RACE CONTROL by Tony Smith

I have worked for Brands Hatch for many years and one of my duties is to staff the 'Track Limits' desk in Race Control on a race day.

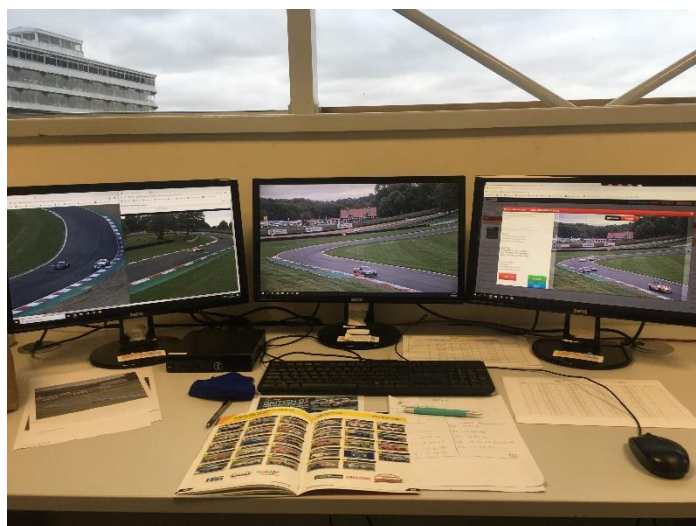
My desk comprises of three monitors and a key board. This enables me to watch the three turns where there are sensors just off the track – Paddock Hill (PH), Druids Exit (D) and Graham Hill (GH). GH probably accounts for 80% of the 'offs' so I set up the centre monitor for this corner. The left monitor will have half the screen on PH with the other half on D. The third monitor is the key one. This is the log of 'offs'. A car will exceed the track limits with one wheel for MSUK events and four wheels for FIA events. 'Off' means beyond the red and white kerbs for MSUK and the white line on the edge of the track for FIA. The system takes a series of photos of the offending car and this appears on my right hand monitor. It shows the car, the time and on which bend. I can print the photos if required.

As I'm designated the event 'Track Limits Judge of Fact' I have to make a decision regarding these 'offending' cars. Were they gaining any advantage, were they pushed off, was it simply a driver error, did they need to avoid a collision, was there a sudden change in track conditions etc.

If I decide the driver did gain an advantage my next step will differ if it is qualifying, a short race or a long race with driver changes.

Qualifying – I would inform the Clerk of the Course immediately so they can decide whether to take away that car's lap time.

Short Race – I would tend to ignore the first lap. We have all seen cars coming into Paddock 4 abreast on the first lap so the chances of someone having nowhere go is extremely high. After that I would note the first time a driver



'exceeds' on my right hand monitor. The second time he does it I will inform the Clerk and he will ask for a Black & White warning flag to be shown. If the driver exceeds for a third time, I will again inform the Clerk who will give the driver a five second time penalty. An additional five second penalty is given for any further offences.

Long Race – The Clerk will inform me how he wishes me to police this race. The norm would be the same as a short race but the driver would be allowed to exceed three times before a penalty is given. Any time given is for the car, irrespective of which driver is behind the wheel.

The system has been installed at Brands Hatch for five years and I was involved with both the setting up and the early monitoring. In the early days I had a stream of drivers coming up to Race Control objecting to their penalty stating they did not go off or they were pushed off. I could write a book on the excuses. Unfortunately they did not realise that pictures were also taken!! In fact in the early days a video was captured by the system. I did not have to show them as a Judge of Fact, but I usually did. They were surprised and often could not remember the incident and left quietly... In recent years the word has got around the paddock so I rarely now have a driver visiting us in Race Control.

There is definitely an improvement in driving standards regarding exceeding track limits, but there is still plenty of activity on my desk on a race day.

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## **WHAT'S ON TRACK ?**

**CHECK THE WEBSITES FOR OUR LOCAL CIRCUITS / EVENTS / INFO**



**BrandsHatch**

[www.brandshatch.co.uk](http://www.brandshatch.co.uk)



**Snetterton**

[www.snetterton.co.uk](http://www.snetterton.co.uk)



[www.lyddenhill.co.uk](http://www.lyddenhill.co.uk)



[www.snettertonmarshals.co.uk](http://www.snettertonmarshals.co.uk)



[www.gomotorsport.net](http://www.gomotorsport.net)



[www.itsmymotorsport.co.uk](http://www.itsmymotorsport.co.uk)



[www.brmc.org.uk](http://www.brmc.org.uk)



[www.motorsportuk.org](http://www.motorsportuk.org)

\*Click on image to visit the website

### **Sporting Trials Training Day by Graham Vince**

Whilst trawling the internet, I found that 750 sporting trials had announced their dates for 2020- 2021 dates.

As I use to marshal these events back in 2011-2015. I contacted the organiser and asked if I could attend their training day. They said the day was for drivers and new teams, but that I would be more than welcome to attend as it would refresh my knowledge of the regulations and new rules for the events.

I was emailed all the relevant information and completed the sign-on form which was returned via email.

On Sunday 6th September 2020, I travelled to a farm (owned by a top national driver) near East Grinstead, West Sussex, for a 9:30 start. Upon my arrival the drivers had parked in a field on the edge of wood on an incline... perfect for new drivers.

There are 3 classes within an event, 1-experts, 2-semi-experts, 3-novices.

The following points were covered during the training day.

- The idea is to clear the hill, regardless of how much time is taken.
- There are 3 brakes on the car. A pedal for front brakes and independent fiddle brakes for the rear wheels.
- Electrical cut off switch should be at the rear of the car on the offside.
- The battery should be bolted down within the box behind the seats.
- A fire extinguisher is fitted within the spare wheel.
- Helmets are not compulsory but advised to use a cycle helmet or a canoeing helmet.
- Before the start of an event, the tyre pressure will be advised and may be altered for the afternoon runs. When it is dry usually 10 PSI and for the wet is 3-4 PSI.
- There are correct methods for the co-driver to lean out, but they must keep part of the body on the seat.
- Blue poles on the right with gate number and yellow poles on the left.
- Drive to the hill and get ready at the start gate. After the marshal gives you the go ahead, drive the hill up and down as the gates are laid out. 12 down to 1. For example, if you are going through gate 9.
- If you get one off your front hub of axle past the line, then you score the 8 at least.
- If the poles are hit by the car or personnel, then you score a 9.
- If you roll back going up a hill after hub goes though gate 9 then you score an 8.



- If you stop you have 3 seconds to continue forward, not backwards and you score the number that you have just gone through.
- The aim is to get 0 on your score card.



At the end of the day, you help the marshal clear up the poles and bring the poles back to the paddock.

The organisers set up a test run for all groups, the novices (4 cars), of which 2 were new to the sport. In normal circumstance an expert would jump in the car to show the driver a correct method to clear the gate. To comply with covid regulations, one of the experts drove his car to show the novices the correct route.

As a marshal, you are more a judge of fact. You are also required to have 'speed' on your marshal registration card.

I thoroughly enjoyed the drivers training day and admit to having learned a great deal!

750 meeting on the 20th September 2020 at Gabriels Wharf, Allington, Kent

The day was dry and 10 PSI in rear tyres.

There were 14 cars running the hills, split into 3 groups, each group had the 3 class within the group.

There were 6 hills being contested and run 3 times. After each run of the hill, the route can be altered physically or the change in tyre pressure, this depends on the results from previous run.

It was good to watch the novices grow in confidence.

A joint 750 and BTRDA UK championship event was held at Tulley's Farm East Grinstead on 1st November 2020. This was only going to be a 750 meeting, but the BTRDA group had their event venue cancelled due to COVID 19 reasons.

The day was overcast and had some heavy rain in previous week, so tyre pressure were set at 3 PSI.

There were around 32 cars split into 8 group mixing of the all the classes and championships.

There were 8 hills run 3 times.

What a difference the top drivers made to the event, they made it look easy, even after altering the hills to try and make them score higher points... but not this did not happen, they were just = too good for the hills!!

## **Not A Caption Competition**

See what I mean.....!!



## **Online Training – Motorsport UK – EV Awareness by Tony Smith**

In the near future we are going to encounter an increase of electric and hybrid cars appearing on our race tracks and at rally events, including the BTCC who have announced they will have hybrids on their grid by 2022. The question we will need to consider is, 'how do we deal with them at an incident'?

Motorsport UK have now produced a module on their Learning Hub section of their website which provides an insight into EV's and the hazards they may present for marshals. I recommend that you have a look at this E Learning module which shows you how to understand and handle them. Click on the 'Learning Hub' icon below to open a document that explains how you can access the module.

Watch this space for information on other marshal training modules coming on stream.



## **LETTER TO THE EDITOR – Neil Stretton**

Covid 19 has brought many challenges to many people, but I must admit it's brought some good things too...quieter roads (so I can put my foot down!) yet paradoxically less use of the car so less money spent on gas! (That's petrol to you and I – Ed) but above all, arguably, some great "new" race tracks on which F1 has taken place. Circuits like Mugello and Portamao have given us back demanding circuits, gravel traps (rather than tarmac run-offs, where drivers can make errors without any penalty!), undulations, "blind" corners and despite a lack of overtaking opportunities having been forecast, quite the opposite has occurred. It was even good to return to Imola.

Is this the beginning of a trend away from "Tilkedromes" (the only one of which I know has attempted to have some interesting corners and changes of elevation is C.O.T.A. in Texas). I fear any optimism on my part might be misplaced however, as a night race in Saudi Arabia doesn't exactly fill me with excitement. "So, it's at night. Wow!" Now, what other historic tracks are there to which F1 could venture?.....Philip Island (Australia)?..... St. Jovite (Canada)?.....Clermont Ferrand (France)?.....Watkins Glen (New York State)?.....

...and what's wrong with Lydden Hill?....hairy circuit; good road and rail links to the Continent for the likes of Ferrari and their sidekicks, based in Cologne....shower facilities....and refreshment facilities of which Michelin Star chefs would be envious!

Returning to the topic of circuits on which overtaking can take place, if you study books or films of motor racing from the 30s, 50s, 60s, and so on, there's never been much in the way of overtaking. So much has always been dictated by the fact that our sport at this level is all about man and machine. The best combination of both will invariably win most of the time...Mercedes in the 30s (admittedly in the hands of a number of drivers) Ferrari...and sometimes Maserati (usually in Fangio's hands) Lotus in the 60s (in Jim Clark's hands). So PLEASE, by all means express a preference for another formula, but don't moan about F1 being boring. Don't moan about the same driver winning all the time (e.g. Schumacher and Hamilton). Isn't that more or less what the likes of Rosemeyer, Nuvolari, Clark, Stewart and so on did. Did anyone complain then? Remember, scientific and engineering advances have led to the best cars driven by the best drivers inevitably winning the most races. "I remember seeing "x" drive back in such and such an era and I reckon I was privileged to witness it". Savour the moment; it'll be over far too soon! Not a word about the lack of overtaking! That's what we'll be saying about Hamilton, in years to come, rather like some of us already say about the Michael Schumacher era.

Finally, if close racing and not a little overtaking, is really what floats your boat, why not volunteer to marshal next year's Ka Endurance Race at Brands. It was held in early November and was an "into the night" race. It was tremendous! Certainly the cars were fast enough, well driven (in the dry at least) and the 8 or so hours passed in no time at all. When your 2021 volunteering diary is being filled, go on! put it down!

Now then, have I succeeded in rattling any cages? I'm sure the Editor would love to hear your opinion on my opinions, so to speak....or do YOU want to take the opportunity to rattle a cage or two?

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## **BMMC (SE) Committee Updates**

*Click on the shield opposite to take you to the BMMC (SE) committee website page.*

### **Membership – Liam Johnston [se.members@marshals.co.uk](mailto:se.members@marshals.co.uk)**

Our regional membership currently sits at around 467, a drop of approx 7% compared with last year and in line with the impact felt by other regions. With a considerable number of outstanding enquiries received by recruitment, we hope to encourage some of these to sign up for the new season.



### **Grading – Andy Bumstead [se.grading@marshals.co.uk](mailto:se.grading@marshals.co.uk)**

#### **Grading officer Christmas best bits 2020**

So, most of us have squeezed in the last meeting or two and hopefully you have all followed the guidance to make sure we as marshals are recognised as being the best at following Covid rules and allowing our sport to continue in the safest way possible.

So what does 2021 hold? Who knows is the answer, but while we wait for calendars to be published and changed and updated, we can all do our bit to prepare for next year and thinking about upgrading. I am sure some of you were hoping to upgrade or for our new marshals who have joined but not set foot at a circuit you are all itching to get going and collect those all important upgrade signatures. First of all thank you all for your patience in the matter in these difficult times but hopefully there is scope for us to return to partial normality next year.

Maintenance of grades for 2021 will be honoured as confirmed by MSUK and further updates on how to retain your grade for 2021 and onwards will be placed in the SE newsletter so please keep on reading your regional newsletter to keep up to date with all things regional and national.

Applying for upgrade assessments

We will provide the SE region with information on the upgrading process for 2021 and whether MSUK will allow these to go ahead when we come to the 2021 season, so it may be busy for those seeking an upgrade so please

remember to book early and liaise with any chief marshal or marshal's secretary. When you want to upgrade you must request with as much notice as possible to the organising club that you need an on "post assessment" so they can plan who to put you with and that there are sufficient examining post chiefs. Please do not be disappointed if they cannot accommodate your request at short notice or are delayed due to restrictions as set by MSUK or any organising club. Please also do not ask on the day as you will be disappointed with the response.

When checking if you have met the requirements for upgrade you need to consider the following:

- You must complete your event attendance (number of days as defined in the PRC) and training module upgrade criteria before you are assessed.
- You must have attended a training day and completed the necessary modules for upgrade within the last two years
- You must have gained your event attendance signatures within the last three years.
- If you have marshalled abroad, these event attendance signatures cannot be used towards your upgrade with Motorsport UK.
- If you have attended an FIA sanctioned event abroad, your event signature can be used towards your grade maintenance requirements only

### **Marshal Upgrade – FAQs**

#### **The Assessment**

All marshals should follow KASE (knowledge, Attitude, Skills & Experience) and you can read more on this on the MSUK website - Assessment Guidelines for Circuit Marshals

#### **E Learning with MSUK**

Our regional training officer will have more on this in our newsletter but please check out the learning that is available. This I can see will be a requirement in the future for you to prove you have completed modules to support any upgrades, so learn how to access the system now so you are prepared !

#### **PRC use**

If you need a new PRC for upgrading only then please contact MSUK licensing department direct and request a new PRC. Only use the PRC for upgrading only and any attendance (Non upgrade) must be recorded on a PRC continuation sheet available in the marshal's resources section on the MSUK website. For our new members who are registered with MSUK you should have received your PRC and registration cards.

On the subject of registration cards, MSUK are validating all 2020 registration cards for the 2021 season so you will not be receiving any new cards during December/January.

As always thank you for your patience this year, stay safe over Christmas and the New Year. Why not think of a nice new pair of overalls or waterproofs that you could get with subsidy and hope to see you at the training days in 2021 with any luck!!

All the best for Christmas

**Andy Bumstead**

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### **Keep in your PRC wallet.**

Upgrade process

- Collect the required amount of signatures for the grade you are completing in your Personal record card (PRC). Only one duty per day to be recorded. All marshals will and must be registered with MSUK in order to upgrade.
- Complete training day or days as defined in the PRC. Experienced grade training days must be 1 year apart. All upgrades must be at least 1 year apart.
- Complete the "On post" assessment following KASE with Examining Post Chief (XPC). Details can be found at <https://www.motorsportuk.org/resource-centre/>
- Complete a marshal registration form (MRF) latest year version and mark at the top "UPGRADE".
- Send original upgrade documents (PRC & MRF) to your regional grading officer (RGO) (BMMC only. Other clubs may have different person nominated). PLEASE NOTE: you must retain copies of documents sent in case of loss in the post.

Your regional grading officer is:

Andy Bumstead, 3 Savoy Road, Dartford, Kent DA1 5AN - 07802 652556 (before 2000hrs please)



### **Recruitment – Rosemary Beck** [se.recruiting@marshals.co.uk](mailto:se.recruiting@marshals.co.uk)

With the shortened 2020 racing season now at an end, perhaps we should take a moment to look back and reflect? Well, maybe not...let's look forward! Having only attended 3 race meetings this year, I am quietly allowing myself the luxury of looking forward to 2021 and hoping, like everyone else, that there will be a more normal racing season along with the return of spectators and allowing Taster Days to resume.

My wish list for next year includes travelling to other circuits, not only in this country, but overseas too. I have never marshalled at Le Mans...will that be a possibility for me next year?

Naturally, we have to see how things pan out with controlling the virus, and what residual social distancing restrictions will need to be observed. However, I can't help but already feel excited for the 2021 season, and it's this excitement for marshalling that Taster Day marshals sense among all of us when they take their first step into our world in orange. It's our passion for the cars, the speed and the noise, along with the laughs and joy at meeting old friends and new. This passion and excitement for marshalling is so (dare I say it?) infectious! Let's make sure we continue to spread that to our new marshals when they are allowed to join us and sincerely hope that Covid-19 stops spreading!

Wishing everyone a safe winter break and looking forward to seeing you all in 2021.

### **Rally – Graham Vince** [southeast@brmc.org.uk](mailto:southeast@brmc.org.uk)

Since our last meeting rally organisers have been busy. Some events have been postponed from February 2021 to October 2021.

The Roger Albert Clarke Rally runs biennial. There has been a big response for the 2021 rally. The event runs for 5 days, covering stages in England, Scotland and Wales The rally is scheduled to take place between Thursday 25th November and Monday 29th November 2021.

There is a planned test event rally in Wales on 12th December 2020, but organisers will be watching covid restrictions closely.

Crew25 Rally championship (under 25years), has been announced for 2021. Seven rounds will form the championship.

Motorsport UK has decided not to charge radio licence holders for 2021, a savings of £5 per radio set.

The BRMC facebook page is up to date and the calendar on BRMC website should be updated soon.

If a marshal requires details of any rally event please log onto the BRMC web page - <https://www.brmc.org.uk/> or use the "its my motorsport" web page: <http://www.itsmymotorsport.co.uk/>

### **Volunteering – Chris Humphreys** (Use Regalia email address below)

With Rallycross and Circuit rally meetings in the South East bridging the shorter winter off season this year it won't be long until the 2021 season starts in March/April time. I am currently working with all the clubs to collate 2021 calendars ready to launch the BMMC volunteering system in early 2021 for the new season. We are aiming to provide an update in January to confirm when this will launch ready for members to apply for race meetings in the new season.

#### **IMPORTANT ADVICE:**

Please **do not** apply using more than one system to volunteer for a meeting.

To visit the BMMC website Volunteering Information page click [here](#)

### **Training – Tony Smith** [se.training@marshals.co.uk](mailto:se.training@marshals.co.uk)

It is proposed that there will be a Motorsport UK Marshals Training Weekend at Brands Hatch on Saturday 20<sup>th</sup> and Sunday 21<sup>st</sup> February 2021. The event will be subject to any government permission, restrictions and advice nearer the time and the training format will be dictated by these. When information becomes available it will be circulated through social media platforms.

Please also see my article on the Motorsport UK online marshal training modules on page 14 of this edition.

**Regalia – Chris Humphreys** [se.regalia@marshals.co.uk](mailto:se.regalia@marshals.co.uk)

Why not plan ahead for the 2021 race season and treat yourself to a new Knitted Hat, Snood or Gloves to keep toasty warm.

Click on image to visit the BMMC Regalia web page

Sponsor subsidy for BMMC marshals overalls for 2020/21 is £95 !! So a standard set and it's postage is refunded !! Check and see if you qualify and order a new set now...



**Website Administrator - Bridget Rivers-Moore** (Email to be allocated)

I am currently finding my way around the website and aim to add new content and ensure information is up to date. If you would like anything added to the site, please let me, or any of the committee, know.

**Media – Matt Dolan** [se.media@marshals.co.uk](mailto:se.media@marshals.co.uk)

*E/mail contact addresses for SE committee members are shown above. Please remember all are volunteers and responses may not be immediate, but we will endeavour to respond as soon as possible.*

### **BMMC / DAS – COUNSELLING SERVICE**

The BMMC has joined with DAS Legal Expenses Insurance Company to provide members with access to a confidential 24 hour counselling service helpline.

**Contact Number** : 0117 934 0105

**BMMC Policy Number** : 100580442CCI

Please click on the image below for full information of the services provided.



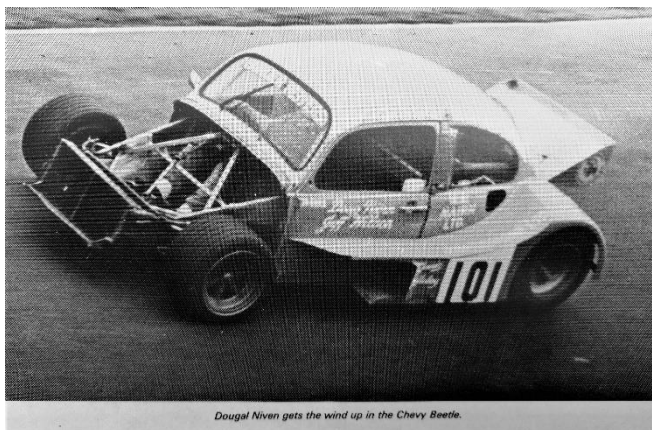
### **THE LAST WORD(s)**

You may never have heard of George Edgar Abecassis (b March 1913 d. December 1991) a British racing driver in the 1930/50's era and co-founder of the HWM formula one team, but to give you a flavour of the man, here are a couple of short anecdotes from a driver with real life experience!

Post WW2 he became a works driver for Aston Martin. During an event at Goodwood he unfortunately crashed his car, but escaped unhurt and made his way back to the pits. The first person he met was racing director, John Wyr, who promptly delivered a bollocking for crashing one of his cars. When he had concluded, George replied, "Bloody hell John, that's a bit strong – when I crashed my Stirling bomber they gave me a f\*\*\*ing Distinguished Flying Cross!"



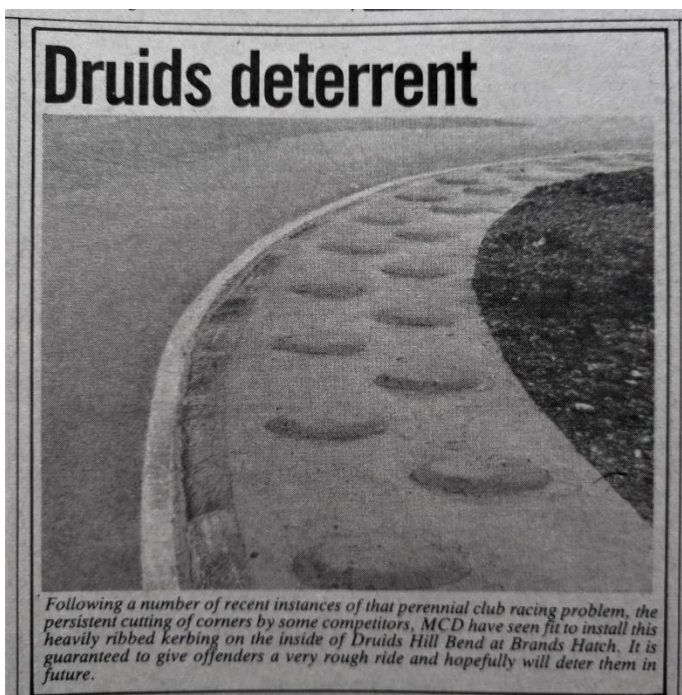
George had also been a wartime POW and resumed his racing career post-war. He was once asked about the risks of racing during the late 40's/early 50's on road circuits still bordered by trees, ditches, walls, barbed wire fences or worse..... His reply defined the man: "Dear boy – you must remember that for the first time in six years no-one was shooting at us..."



In my youth I loved the big engines, big tyres, big wings and big noise of the special saloon class of racing.... A favourite of mine was the Border Rivers Can-Am based VW Beetle that I saw driven in anger by Doug Niven at Ingliston. They looked SO strong..... Now I look back, I'm not so sure...!!

For the 1980 season an aggressive new deterrent was introduced at Brands Hatch... I wonder if it worked ?

Corner cutting – surely a problem of the past... (see Tony Smith's article on page 10)



Johnny Herbert looking not too enamoured earlier this year prior to his first single seater race, in a 1981 F1 Ensign, at Brands Hatch since his career defining crash at the circuit in 1988. It was also the first time that JH had raced a 'ground effect' F1 car.



Any views expressed are those of the author and not, unless otherwise stated, those of the BMMC.