



SPRING 2021

MARSHALS' POST

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



Chairman's Thoughts

"Hello" to 2021 (Yes, I'm aware that's a bit late!) I will intentionally avoid all the previous bad bits and trust that we are mostly now looking forwards to getting back to 'work'! I've started to write this newsletter introduction a few times and each time the situation has changed and I've gone back to the drawing board... But at some point we have to publish, so.... Please be aware that as things are progressing rapidly some info may be a wee bit behind the curve... To check the latest guidance in respect of our return to racing, please click on the link in next article.

Following a discussion at one of our recent SE region committee meetings, I am also delighted to announce that Andy Bumstead has agreed to fulfil the role of Vice-Chair. Just a little bit of added formality to our structure, if at any time I can't be me... If you see what I mean !

Also, please note the item in this issue regarding a couple of well deserved, long service awards that have been presented to regional members.

It's always been an aim of our region to try to introduce marshals to forms of motorsport other than circuit racing. I appreciate many of you already enjoy this variety, but if you haven't considered doing something 'different' this edition includes information on both karting and motorcycle events to tempt you...

'Be Prepared'. You may recall that motto if you ever donned the uniform of the scouts or guides. Although it's been many years since I attended the 10th Perthshire scout group, this advice has, perhaps subconsciously, served me well over the intervening years.

In a marshalling context I can think of a number of areas where this advice can be held true. Taking time to check the organisers final instructions for an event, looking over both our personal equipment and that provided on post prior to the commencement of the day, are obvious starting points.

Now, I'm not generally a motorbike person. I've never owned one, nor have I ever attended or marshalled at a bike race meeting. I am however fortunate to work midweek at Brands where we host regular and very, very popular bike track-days. Every standard of rider venture on track, from novices to hugely experienced 'racers'. Let me say right now I have nothing but respect for their commitment, speed, bravery and skill, be it in the dry or wet!!

As a marshal on these days, I very quickly learned to be prepared... Being accustomed to 4 wheeled events where, in many circumstances, I could anticipate an incident or spin starting. With bikes (and apologies if it seems bleedin' obvious) it took me time to adapt to the instantaneous nature of their incidents and subsequent departure from the riding seat... The call we use is 'Bike Down', followed hopefully by, 'Rider Up'... but that's not always the case. Innocuous looking tumbles have the potential to result in significant injury. We as marshals can never be blasé about any incident we attend, at any event, at any time, so should be prepared for all eventualities...

Lastly, be prepared for change. Hopefully it will be for the better, but as clubs plan for the restart of events, be patient as they set their calendars and ensure you comply with the latest, relevant government and sporting restrictions. So, "dib dib dib" anyway ladies and gents and I look forward very much to catching up with you trackside very soon.

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

COVID 19 INFORMATION UPDATES

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

REGIONAL AWARDS

Each year the SE region committee are set a challenge to consider the presentation of the various awards available to our members. These consist of two 'annual' awards and two 'long-term' awards. To find out more about these individual awards, please click [here](#)

The committee did decide, due to the unique nature of the 2020 season, that no annual trophies would be presented. We also agreed on a revised procedure for award nominations which will be published later in the 2021 season.

It is also my pleasure to announce the presentation of the following long-service awards, along with their citation wording.

John Davallou Trophy

Bryan Degerlund - "Awarded by the Southeast Region Committee for Outstanding Services to Marshalling"

Norrie Bergin Trophy

Neil Stretton - "For Long Standing Contribution to Motorsports in the Southeast Region"

Many congratulations to both.

OUR MAN FROM LYDDEN – Andrew Elliott

The New Pavilion Building Lydden Hill

In January 2020 the proposed £5.5 redevelopment of the site was passed by Dover District Council. A new pavilion building and an increase in non-race events at Lydden Hill. The plans also included a new and improved access road from the A2.



The circuit has existing permission for motor vehicle race events on 52 days of the year and this will stay the same, but plans are in place to improve the sustainability of the venue by allowing a greater range of other, non-race events and activities.

At the end of 2020 archaeological surveys on the proposed route of the new access road from Geddings Lane commenced by the digging up of over 12 random marked areas in fields adjacent to the A2. There was an old Roman Road close by and other possible settlements of an historic nature. The outcome of the report is awaited and any further comments from Dover District Council. All being well work will

hopefully commence on the pavilion at the end of this year.

The new pavilion will replace the existing two storey portacabin style offices. It will comprise of a single, new, mainly two storey building, with a small third storey tower which will incorporate the functional service needs of the circuit. The Ground Floor will incorporate 6 garages able to hold 12 race cars, scrutineering bay, medical centre, shop and marshal facilities, driver registration and administration, toilets and washrooms.

The First Floor will comprise of an external viewing area to the front, hospitality, administration, toilets and bar. The Second Floor will host VIP area and a press room.



The new access road is proposed to run through the site from the existing access from Geddinge Lane. This was constructed when Maclaren owned the circuit in the 1990's. Opening up this access and constructing a new internal three lane road across the existing field and down into the area to the east of the circuit, where cars will then be directed to parking areas.

The new arrangement will greatly improve traffic management for the circuit, especially during major events, where more lanes can be opened up to ensure all visitor traffic can be stacked within the site instead of along the A2, as currently often occurs.



The existing access will be closed. This access point will be opened up as an additional exit for visitor traffic only on major events, with traffic management ensuring the existing 'no left turn' sign at the site exit, preventing traffic travelling down Dumbrell Hill and through Wootton Village, is adhered to. The remainder of the traffic will exit via the new access off Geddinge Lane. In association with the new access road, on major event days, on-grass parking will be available for parking directly to the south of the access road, with visitors then walking on foot to turnstiles. Existing competitor and team parking areas are proposed to be widened in their existing position, within the addition of a new tier, catering for major events such as World Rallycross. (Source: Dover District Council)

Provisional List of Events for 2021 Commencing 24th April

24th April	Classic & Modern Raceday
3rd May	BHP Show and Modified Rods
8th May	BTRDA /RallyX
29/30th May	5 Nations RallyX
4th July	HRDC Historics on the Hill
17th July	B19 Sprint
23/24th Oct	Lord of Lydden
6/7th Nov	5 Nations RallyX Floodlights and Fireworks

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

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 with your grade and experience.

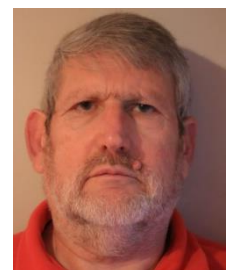
Please note however that we currently have a fully manned team in respect of Car and Motorcycle Track Days.

OUR MAN FROM SNETT – Chris Barningham

The new man from Snetterton.

Well, where to start? Training Day cancelled, Marshals Dinner cancelled, Snetterton Stages Rally cancelled, 1st meeting of the year (CSCC) cancelled, and now the BRSCC meeting on 10th/11th April, cancelled. Let's hope that this year we will be able to continue from April 12th until November with no hiccups.

Delaying the start of last year until June condensed the meetings into 5 months, as each club tried to cram all their meetings in to what was left of the season. As there were not many free weekends last year between the beginning of June and the end of October, I know some marshals struggled more than usual with balancing family life and marshalling. If everything goes to plan this season it should be less hectic.



The first car meetings of the year will now be the HSCC on 17th/18th April, followed by MSVR Club Car Championship on 24th April, May will start off with a BARC clubman's meeting on 8th/9th May followed by Touring cars on 15th/16th May, (with no spectators), *IF* all goes to plan with the Government's roadmap.

As far as I can ascertain due to the pandemic, as you would expect, there have been no improvements to the circuit since last year.

Sadly, I have to report that one of Snetterton's marshals passed away from Covid in January, and is now patrolling the pit lane in the sky, he will be greatly missed by us all.

After having to try and home school two grandchildren all through lockdown, the prospect of being out in the elements all day, seems like heaven. I can't wait for the first meeting, just hoping my overalls haven't shrunk again over the winter!

Chris Barningham

[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

Kart Marshalling – Steve Brooks

I have been circuit marshalling since 1990 mostly at Brands Hatch and Thruxton with the occasional visit to other British circuits and the odd trip abroad.

Now like most circuit marshals, I suspect, I had not really given Kart marshalling a great deal of thought and had not come across many other marshals at circuit meeting who also marshalled karting events. In fact, I had probably met more marshals who combine bike marshalling and car marshalling than had done any kart marshalling (and combined car and bike marshals are a rare enough breed). My only experience of Karts was on the few occasions when they had visited Brands Hatch either for the British Kart GP or as part of the programme of other events. I remember being amazed at the speed that the gearbox karts lapped the Brands Indy circuit - I believe they were lapping faster than formula 3 cars!



Back In late 2102 having moved to Sandhurst in Berkshire for work and discovered that Camberley Kart club was located a few miles away and decided to give kart marshalling a try. So after getting their contact details from the website I sent them an e-mail and was invited to come along to their next race meeting on the fourth Saturday of November.

Now despite the name, Camberley Kart Club is actually located a few miles outside Camberley at Blackbushe airport in Hampshire. The Blackbushe Track is a small but technical circuit of about 600m in length and has seven marshals post including the start line. No proper permanent brick-built buildings are allowed on the site so the huts for signing on, timekeepers, scrutineers and storage are all fashioned from metal containers. The toilets though permanently located on site are also of the mobile variety and catering is provided by a mobile burger van. All of which combines to give a somewhat quaint but basic feel compared to large circuits. I signed on and met up with the chief marshal who showed me around the circuit as we took a set of flags and a fire extinguisher to each post. I was issued with a radio and allocated a post. Now it became clear very quickly that I was the only marshal in probans and indeed the only MSA registered marshal. The other marshals consisting mostly of friends or family of the competitors that had either volunteered or in some cases been volunteered. It was



obvious that the club struggled to get marshals. I enjoyed my day's kart marshalling and decided to return for the next meeting the following month since I could see they were in need of marshals and the circuit season had stopped for the winter anyway. It was at the next meeting that I was informed that the chief marshal was leaving the club and I was asked if I would like to take over the role from the following month. In a moment of weakness I agreed and have been the chief marshal for Camberley kart club ever since. During the past eight years I have managed to recruit some bona fide proban wearing Motorsport UK registered marshals and the standard of marshalling at Camberley Kart club has improved (in my humble opinion) as a result.



So, what can you expect from a day's kart marshalling. I can only comment on marshalling at a small kart club as I don't have experience of larger kart venues. You will for sure be kept busy as there is very little down time in karting. Each session is lined up on a dummy grid while the preceding race is running and as soon as the karts from one session are clear of the track the next session is released onto the circuit. Clear ups are fast as karts can be manhandled back to the track very easily and either driven back or loaded onto a trolley provided by the team and pushed back. There

is a large variety of categories based on age and engine size primarily. This ranges from Bambino class for drivers aged 6-8, through junior categories for drivers aged 8-13 to senior classes for 11-17 year olds and 250 cc gearbox for drivers aged 17+. Each of the categories gets a timed practice and qualifying followed by a minimum of 2 timed heats and a final.

As with circuit racing the meetings are run by a clerk of the course and there are appropriately trained scrutineers and paramedics. Marshals are principally responsible for maintaining appropriate flag signals which are basically as per circuit racing though there are still stationary yellow flags and no double waved yellows (a consequence of the general low manning levels at kart meetings). Some circuits employ the black and yellow flag to neutralise races for some incidents. There is also a green flag with a yellow chevron to signal a false start. In addition to flagging marshals are equipped with radios to report contact, kerbing or mechanical issues so that the appropriate warning flag can be displayed on the start line. If karts spin off then generally the senior drivers they will recover themselves to the track and continue if possible. For bambino and cadet classes the teams will provide adult pushers to recover the karts to the track to enable them to continue. Sometimes marshals may have to assist with this. Marshals on post will also be provided with report pad to enable them to record any relevant details from incidents.

So compared to circuit racing where there is a large number of marshals with specific roles there is a more multi-tasking element to kart marshalling which gives more opportunity to try aspects of marshalling you may not have done before such as flagging and using radios.

So why not give kart marshalling a go, you will certainly be made welcome and you will find it fun and rewarding. As an additional bonus most Kart clubs pay their marshals a small fee which helps with fuel costs and in the case of Camberley Kart club you also get a free burger. There are a number of tracks in the South East area including Buckmore Park and Lydd in Kent and Rye house in Hertfordshire where Lewis Hamilton cut his teeth. Only the events for Camberley Kart club and Shennington Kart club are on the BMMC on line volunteering system as far as I am aware but you can always check out the website of your local circuit and get their contact details. Most Kart clubs run all year round so you can marshal in the winter too.



If you are interested in finding out more just use the marshals@camberleykartclub.com email address
<http://www.camberleykartclub.com/>

Camberley Kart Club has been operating out of our Blackbushe Airport site since Karting was introduced into the UK. Whilst the track is relatively short, it is technically very demanding teaching novices the skills required to go on to race competitively both at club and national level. (F/L - 250 gearbox class - 22.58 sec - Record from 2015 !!) They hold practice and race days throughout the year and are keen to support newcomers, with practice days open to members and non-member owner drivers. Spectators are also very welcome at CKC and they don't charge any entrance fee!

WHAT'S ON TRACK ?

CHECK THE WEBSITES FOR OUR LOCAL CIRCUITS / EVENTS / INFO



BrandsHatch

www.brandshatch.co.uk



Snetterton

www.snetterton.co.uk



www.lyddenhill.co.uk



www.snettertonmarshals.co.uk



www.gomotorsport.net



www.itsmymotorsport.co.uk



www.brmc.org.uk



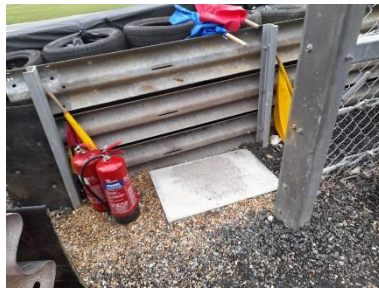
www.motorsportuk.org

*Click on image to visit the website

ABMRC Marshals' Representative – Brands Hatch - Neil Stretton

It is several months since I last reported on developments of relevance to our working environment at Brands Hatch. In all honesty there's little that I can report, as the COVID-19 pandemic has reduced the opportunity for me to discuss potential improvements with the circuit manager, Mike Groves, since he has had at his disposal a much-depleted team of maintenance staff through whom he could implement any improvements.

Having said that, just before the most recent lockdown, I met with Mike at Post 23 (Clearways) to point out to him the issues regarding the poor underfoot conditions for the flag marshals, and for any track marshals that might have to hurriedly walk either "upstream" or "downstream" from the post. Mike took photographs and estimated that corrective work could be completed prior to the start of the 2021 season. The GOOD NEWS!! Is that this work has been completed. I was at Post 23, on 16th March and the walkways from the post, all the way down, past the MSVC, towards Clark Curve, and all in the opposite direction, as far as the snatch vehicle area have now been made very smooth. At the flagging point, there is now a paving stone. I know the gap between the Armco and the debris fencing, "upstream" of the post is narrow, but there is nothing that can be done about that. A friendly chat with photographers to make them aware of your need to get past them, in the event of an incident, might not go amiss.



Additionally, Mike has been made aware of the restricted headroom at the Post 24 hut, as well as below the adjacent "balcony". I have reminded him of the need to replace the foam cladding at both.

In the meantime, although I work, part-time, at Brands, there has been so little mid-week activity of late, that I have had little opportunity to look for other issues to which attention is required. Rest assured, that I will get "back on the case" as soon as things relax a little.

BMMC-SE MARSHALS - VOLUNTEERING SYSTEM GUIDE - Bryan DEGERLUND - SE Volco (Retired)

A guide for users of the BMMC Volunteering System, with relevance for SE-Region members, especially new members.

Initial start

- 1) Register for use of system – user name (eg BMMC membership no.) + password.
- 2) Enter BMMC web-site and select " Volunteering " from top options.
- 3) Enter system.

Event list displayed

- 1) Select " Region " or " Circuit " filters to reduce list of events. Brands Hatch Indy and GP circuits are displayed as separate circuits.
- 2) Events are in chronological order - Two-day events are possibly not shown adjacent.
- 3) Identify event to volunteer for, multi day events will require entries for each day.
- 4) Study event information, check correct event detail.

Volunteering using BMMC system

- 1) On right-hand side, use button to 'Volunteer'
- 2) Screen will change to list of available duties, appropriate to Track or Specialist grades
- 3) Select duty requested. Notice there is no Trainee grade available. Select either Track or a Specialist grade. The system will recognise that you are a trainee.
- 4) It is important to advise the club if you obtain an upgrade so the member's database can be updated.
- 5) Tick the "data protection" box, or your data will not be forwarded.
- 6) Hit the Register button.

Volunteering directly with organising club.

- 1) If you have volunteered to the organising club through their own volunteering process, you must **NOT** also volunteer through the BMMC System. However you may still use the available button to advise BMMC for the record and insurance notification.
- 2) If you need to cancel an event, this can be done on the system with the cancelling button. However you will also need to inform the organising club directly, particularly if close to the event.

Process after submission

- 1) Normally you will not hear anything until close to the event. Some clubs will send confirmation or rejection, particularly for major events, but normally you can assume you have been accepted, although government covid protocols may apply additional restrictions.
- 2) Approximately two/three weeks before the event the club will provide passes/tickets either by post or email (Essential that clubs have your correct email address)
- 3) Event regulations and marshals' notes can usually be found on the organising club's website. It is important that these are read and complied with. This is an individual responsibility.

Additional Notes

Chief marshals and club officials are often volunteers, with their own jobs and personal lives, please treat them with respect. They are often dealing with several events at the same time.

Reporting any non-delivery of passes must not be left until a few days before the event, as this will not allow time for re-issues to be processed. Contact organising clubs directly for issues relating to entry passes, post allocations and other relevant queries.

Grading enquiries should be directed to the regional grading officer - se.grading@marshals.co.uk

Racesafe – Marshals' Association

'Racesafe' is responsible for the co-ordination and operation of the marshals and associated services for the British Superbike Championship and the FIM British Motorcycle GP and World Superbike events. Click on the image opposite for more information.



Be aware that applications to join this group for 2021 are now closed and will reopen in October for 2022.

For those marshals who support motorbike events the links to their revised training presentations are included below.

- 1 - Introduction: <https://vimeo.com/517604377/0a51867fac>
- 2 - Personal Safety: <https://vimeo.com/520328689/232bf67be2>
- 3 - Flags: <https://vimeo.com/520680436/6b9d725678>
- 4 - Incident Handling: <https://vimeo.com/517510847/1dce88cd5e>
- 5 - Medical: <https://vimeo.com/524496197/461cfc84d7>
- 6 - Debrief information: <https://vimeo.com/523523735/681bdb1407>

Unfortunately, no Competition Corner in this edition ! Normal service will hopefully resume in the Summer

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

Grading – Andy Bumstead se.grading@marshals.co.uk

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!!

Andy Bumstead

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

As I write this, the sun is shining and there is definitely a strong sense of optimism in the air as we head into Spring and a way forward, albeit gradual, out of lockdown. Sadly, some early events have already been postponed in all areas of the country, but hopefully there will not be too much disruption to the 2021 racing calendar.

As we eagerly complete our availability forms for the upcoming season, there are many people out there that are patiently waiting for their chance to experience marshalling for the first time. With social distancing in force since March 2020, Motorsport UK's guidelines meant that trainee marshals were not allowed to 'shadow' whilst on post and therefore Taster Days could not take place.

Currently, these guidelines have remained unchanged but I am carefully monitoring what happens as we slowly ease out of lockdown.

In the South-East region, I have a list of around 220 people that have expressed an interest, over the last year, in attending a Taster Day. Not wishing them to think that they had been forgotten, I contacted everyone on the list back in January. With the reassurance that I would email them as soon as we had good news about the re-starting of Taster Days, I encouraged them to visit the Motorsport UK Learning Hub for the "Introduction to Marshalling" module, and also invited them to join the BMMC South East Region Facebook page. The response was extremely encouraging, with a large number still very enthusiastic about marshalling.

The cancellation of February's Annual Training Days was only to be expected, despite valiant efforts to make them happen. Not only were we disappointed to lose our pre-season get together to meet up with old friends, we were, of course, unable to invite along new marshals for their all-important first experience of such a fantastic day. So, our Facebook page has helped many to feel included and informed while we await news on what events will be allowed for new marshals to attend.

As soon as we get some good news from Motorsport UK, the Taster Day programme will resume with much excitement at Brands Hatch and at Snetterton as we welcome many new faces to our world in orange!

I hope that all of you and your families have remained well over this last lockdown, and I look forward to a fun season ahead shared with old friends and new.

Rally – Graham Vince southeast@brmc.org.uk

With rally covering all parts of the UK, it is governed by all the four regional governments and their individual regulations for getting back to competition again. In addition there are the land owners... MOD, Forestry commission etc. (Stop Press – Forestry England announce that motorsport will be allowed on their estate from 30 September 2021)

The organising motor clubs have had to postpone some rallies whilst in this lock down and advised new dates. The clubs can only go so far in planning a rally with all its stages, without spending money. Clubs have to provide a safety plan/spectator plan for each stage and the whole rally, along with publishing the road book for the teams. The quantity of paper that is used for the items above is unbelievable!

There have been quite a few rallies delayed from April until August that have now been cancelled for 2021 as the MOD (Landmarc - the company that runs the land for the MOD) require the training areas to catch up with the training of the troops.

The Nicky Grist Rally (10 July 2021) is being allowed to run on the Brecon Beacons. There will be 8 separate championships within the rally, including the British Rally Championship. Fingers crossed that the Isle of Mull and the Roger Albert Clark Rally will be able to run later this year.

Some more good news - Sporting Trials are expected to resume events from 18 April 2021.

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)

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

With the delay/cancellation of face to face training, I would recommend marshals look at the training modules on the MSUK website. For those that have not used this before the procedure is as follows.

Go to www.motorsportuk.org and Log in

Click on 'Clubs, Competitors, Marshals and Officials

Register if you have not done so before - then login as an 'existing customer'

Click on 'Learning Hub' then 'next'

Scroll down to the bottom and click on 'log in'

Click on 'Volunteers' then 'Marshals'

You can now access the various modules.

The Electric Vehicle Awareness is useful with the impending increase of hybrid/electric vehicles and the other modules are a good source for refresher training.

Recent online refresher training hosted by the North West region of BMMC has been recorded and hopefully these presentations will be available to view soon.

Regalia – Chris Humphreys se.regalia@marshals.co.uk

Click on image to visit the BMMC Regalia web page



Website Administrator - Bridget Rivers-Moore se.website@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)

A UNIQUE RECORD...

Hans Heyer – The widely respected touring car racer, mostly in the 70 and 80's is perhaps less well known for his one attempt at breaking into F1. Heyer, well known for wearing his Tirolerhut, a distinctive hat from the Tyrol.

In the 1977 German F1 GP at Hockenheim, Hans was entered in a Penske chassis by the new newly formed German team ATS . With little experience of single seaters it was no surprise that Hans became one of 6 drivers who failed to qualify for the 24 place grid (but he was quicker than Emerson Fittipaldi)



He was listed as first reserve, meaning he could race if another driver dropped out. As the grid took off on their first lap Hans, strapped into his car and ready to go.. slipped out of the pits without officials noticing (!) and joined the action...

It was only after 9 laps when his gearbox failed that organisers noticed his illegal participation, whereby he was promptly disqualified.

He never attempted another single seater race, but remains the only driver in F1 history to be credited with DNQ (Did not qualify), DNF (Did not finish) and DSQ (disqualified) ALL in the same race !!

Stats !!

Remarkably the 2021 F1 grid will feature the drivers responsible for winning 14 of the last 16 world championships... Only Jenson Button and Nico Rosberg will be absent !

Every now and then we all need a little time to reflect...



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