



SUMMER 2021

# MARSHALS' POST

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



## Chairman's Thoughts

Hello and welcome to the Summer. Yep, it's official our banner above says summer so there is no excuse. With the ever-changing landscape that is covid I'm a bit cautious about the content of this introduction but hopefully we are heading in the right direction and with the return of 'trainees' (perhaps soon a grading name consigned to history...) and 'taster days' it's beginning to feel a little more normal. On that point, taster days are an important tool for our recruitment teams and feedback from some attendees at the recent Brands Hatch Speedfest meeting (the first for a long while...) was highly positive, as can be seen from the following comments: *"I thoroughly enjoyed the day and the contribution from the post crew were invaluable to making the day enjoyable and learning about the different roles / responsibilities. I'd definitely like to volunteer for more events and will join the BMMC"... "Great day! Give me more! Guys were great! Good fun, yes, give me some more! Good instructions and guidance"... "Thank you so much for yesterday, I haven't stopped smiling since getting home. Everyone on post 6 were just absolutely amazing! I can't fault anything! I learnt so much and was so happy to get involved with as much as I could! I really enjoyed flagging too!! Had the best day ever!"*

I must also start though with some thanks. Behind the scenes of any club or event there are volunteers who accept additional responsibilities and without whom things would just grind to a halt. My thanks on this occasion must go to my fellow members of the South East committee who have continued to work ceaselessly over the last year or so on all our behalf's. The frustration when rules/guidance has changed or cancellations have been enforced have been met with resilience and professionalism. I must also particularly pass on both my and your, thanks to Tony Smith our regional training officer, who has decided to step down from this role. The committee is always looking for new members, so watch out for a circulation soon that will explain how you might be able to assist.

In my spring 'thoughts' article I used the expression 'be prepared' in a marshalling context. Recent meetings at Brands Hatch (Masters Historic and Tunerfest) and Snetterton (BARC Citroen C1) each delivered dramatic and sadly tragic incidents, which endorsed my advice. I'm not one for glorifying incidents, but on each of these occasions they will have delivered learning points which perhaps might make you reflect on how you would/could have reacted. Physical protection near marshal posts is positioned for a reason... Use it! If you haven't viewed the Masters incident – use this link: <https://www.youtube.com/watch?v=iak2YoIUYLE>

The Tunerfest incident requires only a couple of images...



We must acknowledge that our sport can be dangerous and if you have been affected by any incident you attend, please speak on the day with your post chief, event chief marshal or access the BMMC/DAS confidential counselling service, details for which are shown below.

I also recently circulated on social media some information about the 2021 BMMC SE region marshalling awards. There are a number of annual and long-term awards available to our members, so please have a look at the article on page 2 of this issue and let's formally give credit where it's due! In the past member nominations have been pretty scarce, so this year we are promoting the process early to give you all time to participate.

It is said cleanliness is next to godliness..... Recently there have been a few instances of marshals attending their posts to find them in an 'untidy' and on one occasion a 'disgusting' state. Bins are available at/near all posts. There is no excuse not to be using them, or alternatively take your rubbish home !! All I will say on this point is, please leave the post and its surroundings in the condition *you* would want to find it.

Finally... we have some excellent **PRIZES** to distribute in our 'Training' Quiz. Turn to **page 9** to check out the details !!

So, slap on the sun cream, put on a sensible hat and enjoy the Summer...

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

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### **COVID 19 - INFORMATION UPDATES**

For the most up to date Motorsport UK marshal guidance please click [here](#)

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### **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.



## **BMMC (SE) MARSHALLING AWARDS - 2020**



### **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”

For our 2021 awards process we want to encourage as many members as we can to reflect on the accomplishments of their colleagues, their contribution to motorsport and if they meet the necessary award criteria, to nominate them for consideration of an award. More information on the various awards available and the nomination process can be found on our webpage. Click [here](#) to visit the SE Region awards page and download a nomination form.

## **OUR MAN FROM LYDDEN – Andrew Elliott**

### **Lydden ‘The Home of Rallycross’ - A Brief History**

Rallycross (RallyX) has been the mainstay of Lydden Hill Circuit for more than 50 years. The first race took place at the circuit in February 1967. Naturally of course the circuit then became ‘The Home of Rallycross’.

Robert Reed, an ITV World of Sport producer, conceived the idea of a motorsport held on a mixed surface, in any weather, that could be shown live on television on a Saturday afternoon. Vic Elford was the first to win in a Porsche 911, leading home Brian Melia in his Lotus Cortina, Roger Clark aboard a Cortina GT and Tony Fall in a Mini Cooper.

British drivers have since featured in winning ways in the following 50 years. John Taylor in a Ford Escort Mk1 won the European Rallycross Championship in 1973, beating Rod Chapman. The most famous must be Will Golop, who won the European Championship in 1992 driving a mighty BiTurbo MG Metro 6R4. Such Group B cars had been banned from rallying and thankfully found a new home in rallycross.



Lydden Hill owner Pat Doran was a multi podium finisher in his Ford RS200 and subsequently won the French Round of the series in 1992.

Group B cars became the mainstay of Lydden Hill throughout the late 80s and into the early 90s. Frank Wurz, father of former F1 driver Alexander, won the first FIA European Championship driving a Lancia Stratos in 1976.

Lydden returned to host a round of the FIA World Rallycross Championship in 2009, after a 12 year absence. Kenneth Hansen won the event in his Citroen C4. The circuit has also hosted rounds of the World RallyX, Euro RX, Titans RX,



and British RallyX. Drivers including Mattias Ekstrom, Johan Kristoffersson, Kevin Hansen, Timmy Hansen, Kevin Eriksson and Petter Solberg have much affection for the circuit.

With the granting of planning permission in January 2020 to build a new VIP hospitality centre, garages and an additional access to the circuit, we could well see the return of World RallyX in the future...

## 5 Nations Trophy Round Up of 2020

After several months delay due to Covid-19, the 2020 5 Nations Trophy got underway with a truncated calendar, resulting in just 3 Rounds taking place, all at Lydden Hill.

Mark Donnelly claimed the Motorsport UK British RallyX Championship at his first attempt, beating 2007 champion Ollie O'Donovan (Ford Fiesta) and reigning champion Julian Godfrey (Ford Fiesta) to the crown. The LD Motorsport Citroen DS3 driver took two wins with O'Donovan victorious in Round 2.



Paige Bellerby came out on top in the Supernational class, winning two of the three rounds in her Lotus Exige ahead of the BMW driven by Slawomir Woloch. Series newcomer Jason Bleasdale (Vauxhall VX220) took victory in Round 2 to finish third and round out the championship podium places.

In the MSUK Junior Rallycross Championship Tom Ovenden came through to claim the title by just one point from the outgoing champion Luke Constantine. Ben Sayer finished third in each round to take that position in the overall point standings.

David Bell reclaimed the BMW Mini RX Championship title he so narrowly missed last season, ahead of charging Dave Ellis and Bradley Turner who both pushed him all the way to the finish.

The Super 1600 class saw Latvian champion Robert Vitols claim the crown with a clean-sweep of wins in his Peugeot 206, ahead of Darren Scott and the reigning champion Craig Lomax in a pair of Citroen C2s.

Steve Cozens took back to back titles in the Retro RallyX Championship in his Citroen AX ahead of Tony Lynch in his Toyota MR2.

In Super Retro Vince Bristow (BMW 328-E36) topped the points ahead of Ray Morgan (Escort) with John Cross (Lancia Stratos) in third place.

Stephen Jones dominated the opening round of the RX150 class and finished runner up to Patrick O'Donovan in the second and third rounds to claim the crown. O'Donovan finished second overall ahead of Brett Harris.

The Swift Sport Rallycross Championship was close run with cousins Tom and James Constantine battling for race and outright honours. Tom came top in the end with two wins to James' one.

(Courtesy of Motorsport UK 2021 British Rallycross Championship 5 Nations Trophy)



## Former BTCC Driver to return to Rallycross

It has been announced that 2013 British Touring Car Championship Driver Andrew Jordan is to make a return to Rallycross this season. Andrew and the family-run Jordan Racing Team (JRT), will return to 5 Nations BRX in a European-spec Ford Fiesta which is currently undergoing an extensive rebuild at JRT's workshops. He will compete in the final three rounds of the championship at Knockhill, Lydden Hill and Spa, plus at Mondello Park subject to a revised date being announced and his current commitments. The arrival of JRT into 5 Nations BRX complements an already impressive array of teams competing in 2021, including Team RX Racing, Albatec Racing and Liam Doran's LD Motorsport outfit amongst others.

If you are planning to marshal at any of the 5 Nations Rallycross Meetings it is mandatory to complete the online MSUK Electric Vehicle (EV) course – Click [here](#) to find out more.

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.

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

## **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

## **THANKS!!**

We sometimes may think that our roles are taken for granted by competitors. The following letter was received from a very grateful 750MC driver and is self explanatory.... Well done to all those involved.

*Hey marshals*

*I was a driver Sunday 13th June in 750 Club Enduro. Had to do the full 2 hrs as my driver partner broke his hand 3 weeks ago.*

*During the race, after an hour + we developed an overheating issue on our gearbox, so we made an unplanned pit stop. My team needed a few minutes so I got out of the car, and feeling quite faint due to the intense heat, laid on the garage floor and poured water over my head, closing my eyes. A few moments later I found myself the subject of concern of at least 3 marshals. Their care and attention to my well being was phenomenal and I just wanted to pause life for a moment to write this email and express my complete gratitude to you as the individuals involved and the wider marshalling community.*

*We finished the race, just. Not a great result for us but a great weekend as ever, enjoying the privilege of racing. I would sincerely like to become a marshal over the next year. I love this sport and the community it fosters. I am currently working out notice on a high pressure job, but when I'm out early in 2022, I'd love to get involved and give something back to the sport that has given me so much since I started racing in 2012.*

*Thank you so very much. Your care helped me back in the seat to finish this race, but your kindness will stay with me forever.*

*Best regards - Chris Webster*

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## **MY FIRST MOTOR RACE MEETING by George Copeland**

While I have a sometimes-elephantine memory for relatively inconsequential items, I am hopeless at trying to remember the exact year in which things happen; June's birthday and wedding date excepted! I remember distinctly being coaxed by James Sloan, a neighbour in our row of miners' homes in Girvan, Ayrshire, to cycle seven miles to a motor race meeting being run on Turnberry, a war-time airfield – and famous golf course even then.

This past weekend June and I treated ourselves to a few days in Turnberry Hotel, now Trump Towers, to visit family and friends we had not seen since March 2019, because of this damned pandemic. In the hotel history files we found the date – 23rd August 1952. It seems even longer when you put at date to it, does it not? I suspect 90-odd % of Marshals Club members were not even born then. James was only a few months older than me, and, without embarrassing him, I was able to introduce him as my oldest friend at our 50th Wedding Anniversary in July 2012. We are still in touch now.

He went off to Australia for a time and by the most amazing coincidence he did a lot of work with a friend of mine from BTR in the UK, (Leyland Rubber in the North) who was transferred out to run BTR Australia. Small world sometimes. James now lives in East Sussex, and we meet occasionally to reminisce. Sadly, our home town of Girvan, once regarded as a jewel of a holiday town in South Ayrshire was, last week, voted the scruffiest High Street in Ayrshire because of all the boarded-up shops caused by COVID-19.

The race meeting? Yes, that was great. Stirling Moss figured prominently, as did Mike Hawthorn, Ken Wharton, Reg Parnell and a few others whose names are not listed. I think Jimmy Stewart was there. The garage owner who looked after our cars when we ran Fords was, as he put it, reserve spanner-man for Jackie's big brother and he remembers Turnberry. As this was the only race that ran there, in the end, it must have been the same event.

The cars all looked like "homers", aluminium sheets battered into a round-nosed shape and bare seating and gear changes inside. There is an excellent example in the Silverstone Experience we visited today. Well worth the visit.

The Daily Express reported 50,000 attended the event. I am not so sure. Population of Turnberry was less than 1,000 and that only with a few visitors in the hotel and a good turnout on the golf courses. Girvan 3,500/4,000.

Trump golf courses are currently banned from holding PGA events, because of something he said. Turnberry was ruled out a few years ago due to poor road access – despite the fact my golfer-son tells me the main course as newly laid out regularly appears in the top three in Golfing World.

This said, Turnberry is much improved from when, as a teenager, I used to earn my pocket money caddying on the golf courses. Maybe a few blips in service, as the hotel struggles to get people back to work from furlough. They employ mainly local staff, all in Turnberry Tartan, but a few foreign staff went back home during the pandemic and, so far some of them have not returned. Now we have decided we can afford it – when there are special offers – we hope to go back again soon.

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### **Kop Hillclimb Festival – September 2021 by Chris Hobson**

Once again, I am pleased to say that Kop HillClimb Festival is “GO”. On September 25/26 2021. We will once again be running what has become one of the favourite motorsport events of the year.



A demonstration event run on closed roads that recreates the atmosphere of when Hillclimbs were pure sport, not profit making enterprises. Kop Hill welcomes vehicles from the very beginning of motoring to present day supercars and bikes. Two, three, four or more wheels all are represented, with a carnival atmosphere to add to the fun. As always, there will be lots to see and do during the event that go way beyond the amazing sights and sounds of classic cars and bikes, or even the food, soapbox or music. It's all about keeping the whole family entertained. As ever, we'll be inviting many different food kitchens and drinks bars to ensure that there will be something for everyone. Having two main food areas, one by the lower grandstand at the bottom of the hill, the other in the paddock by the entertainment stage, has always worked well so that's probably what we'll do again. On stage a whole succession of top bands playing from ten till we close. Lots of traders, tempting you with vintage clothing, antiques, memorabilia, art – and of course just about everything you can think of that's motoring related – it's a real village of delights. It really is a weekend for all the family.

If you would like to join our band of marshals at the event please email me – Chris Hobson [hobson.c@btinternet.com](mailto:hobson.c@btinternet.com) so I can add you to the team. Talk to anyone who has already marshalled the event – they will tell you it is one not to be missed

Oh, and all proceeds go to charity – the event is totally run by volunteers and last year we were awarded the Queens Award for Voluntary Service after raising over £750,000 in the ten years the event has been running. – You will see our regular marshals proudly sporting their QAVS badge!

Please have a look at our website [www.kophillclimb.org.uk/](http://www.kophillclimb.org.uk/) for full details and pictures of your fellow marshals having a great time.

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### **Introduction to Rescue Units by Andy Bumstead**

For those of you who are new to marshalling 'welcome'. This article aims to provide some information about one of the services that marshals can get involved with once you have several years of training and experience under your belts out on the bank. So, who are Rescue personnel and what does a rescue unit do at a race circuit?

A Rescue unit is designed to transport a crew of 3 fully licensed marshals (minimum for circuit racing and 2 for rally or sprints) safely to an incident and within 90 seconds of being “scrambled”. For Rally crews this can be a 15-30 min drive into the stage. We can also carry up to 2 trainees depending on licensed crew (2 trained to 1 trainee ratio). The crew is led by the crew chief who will be in charge of the incident once they arrive on scene. Depending on circuits/type of racing, we may also carry a Medic/Doctor or these vital personnel will arrive separately in a medical

car once they have put their bacon rolls or afternoon teas down!!! There are no penalties for Rescue units going 2 wheels off circuit as the picture below can show!! Can anyone guess the corner or circuit or who was driving?



So how do you become an active Rescue crew member? Each person who is on the unit has completed many years of active service as a marshal and achieved many differing grades from experienced marshal to post chief or beyond. All the crew, just like marshals, have differing day jobs so each person will be trained in operating the unit and equipment we carry. Each crew member will complete 2 years of training with at least 10 days each year to learn the role with a final assessment at the end of the 2 years in both practical skills and theoretical medical/extrication knowledge. We do

encourage both male and females to join us as each person will bring their own unique skill set to the crew.

Over the course of their training, each crew member learns how to stabilise a vehicle in many different scenarios, or to use mechanical /hydraulic cutting equipment as used by fire services up and down the country to safely remove parts of the car to allow the safe extrication of the driver/passenger. Along with these skills, crew also learn how to set up and pass to medics a range of medical equipment to support casualty stabilisation should the need arise. You will also need to maintain a PRC which is signed only by the crew chief or clerk to confirm your skills competence.



A typical day for a rescue unit is similar to that of any other marshals. We will sign on and then complete a crew sheet for the day which is supplied to the clerk of the meeting. We then conduct a range of checks on all the equipment on the unit. We are checking for time expired medical equipment and also that all the mechanical equipment, whether hydraulically or battery powered, is fully functional. Check sheets are completed as we examine each item. We may also attend briefings at the medical centre and meet up with the on duty medics.

Now.... there are some perks to our role of course, as we don't generally sweep the track and we tend to keep dry and warm when it rains, but we have to be able to switch on within a short space of time and be focused at any scene that marshals have called us to. We also will help out to dress oil - If you need our help all you have to do is ask!! You may also need to have a good, or dry, sense of humour as it can get tiring sitting around waiting for The Call and be able to get on with the other crew members. We do drink tea, coffee and have cake competition breaks up the monotony!!

Some crew will travel to other circuits and we also can get in some practice with the kit during down time or before the racing starts. We all take it in turns to be the "stooges" for the skills we are practicing, as the below photo shows. Here the crew are setting up an immobilisation device called a vac mat.



So if you feel you have what it takes to be a crew member and are graded at experienced marshal ,or above and can commit to 10 days per year including away circuits and 2 training days per year, then speak to most rescue crew chiefs and ask to attend a trial day or 2 to see if it is for you. Thanks go to the crew in the picture for not being camera shy!!

Andy Bumstead - Crew Chief 750 MC



## Brands Hatch – Circuit Representative

I recently circulated information on facebook regarding a system of reporting 'issues' encountered with circuit infrastructure or equipment. Member Neil Stretton continues to perform a liaison role as our marshals circuit rep at Brands Hatch and is our point of contact with circuit management.

If you have any comments please send them to me ([se.chair@marshals.co.uk](mailto:se.chair@marshals.co.uk)) and I will then forward to Neil. We would request these are not gripes/whinges but achievable and realistic repairs/improvements. Ultimately the circuit will decide if any reports are feasible/cost effective in line with their works schedule /staffing levels etc.

Some examples of recent reports (and any actions) are shown below:

1. Some of the refuse bins at marshals' posts need emptying. – *To be addressed by circuit maintenance*
2. The foam protection on the uprights at Posts 16 and 17 appear to have slid down and in poor repair – *These have been examined/measured for new foam protection padding*
3. Light boxes – length of cable - *This has been previously discussed. Response from MSV indicates the contractor (Italian company) dictate the standard length of cabling. As part of an upgrade to the new light boxes on the GP loop these are soon to be adapted to include a 'green light' button. Some software issues are known and being addressed, following a recent system update.*
4. Holes in floor (assembly area hut) – *New floor now installed*
5. Hole in ground at new access gate beside post 2 – *This channel is either for drainage or cabling. Issue is obvious to users and at this time any persons using the gate should be aware until any solution is decided.*
6. BH Pitwall – Areas of the original central wooden batons have crumbled leaving exposed nails (track side of debris fencing) – *This was meant to be addressed when pitwall was recently painted, although may still be outstanding work*
7. Some issues with condition of Fire truck 1 reported - *Condition of fire equipment – recently examined and MSV report these are serviceable. Gearbox – unfortunately not too much can be done at present to rectify. Lighting defects to be investigated by engineering. Cleanliness, ppe and fuel levels it is the responsibility of users to highlight issues or replace as necessary. Don't leave at end of day without reporting any required kit/fuel etc*

## PRIZE QUIZ

With grateful thanks to both Tony Smith (questions) and Steve Webb (prizes) here is your chance to win some amazing Proviz Reflect 360 jackets/Gilets (worth @£70) or a pair of sports headphones



There are 3 x Gilets (sizes XS x 1, Large x 2) and one jacket (size XS) on offer – If the size doesn't suit you, then perhaps win it for family/friend !! and one pair of Jabra corded sports headphones

To have a chance of winning, simply answer the following 'training' questions. The persons with the most correct answers will win. In the event of a 'draw' (no penalty shoot out this time...) winners will be selected at random from

those providing most correct answers. Email me your answers using 'BMMC Summer Quiz' as the subject line to: [se.chair@marshals.co.uk](mailto:se.chair@marshals.co.uk) Please also include your choice of prize/size from info above. Good Luck !!

Entries must be with me by midnight on **Tuesday 31 August 2021** Editors decision is final !!

## **QUESTIONS**

- 1) Fire needs three elements – Heat and Fuel. What is the third
- 2) If a Powder extinguisher is discharged continuously how long will it last
- 3) What does the letter E with a circle around it mean on a racing car
- 4) What racing numbers are not allowed on a car
- 5) What sign on a car tells you the car is running on Methanol
- 6) What is the main colour is a Code 60 Flag
- 7) When is a stationary blue flag used under FIA regulations
- 8) On a Post who generally has their back to the oncoming traffic
- 9) In the UK at an incident what is the signal for: 'I need a doctor'
- 10) There are two kinds of electricity AC and DC. Which would you expect to find on an electric car (EV)
- 11) At an incident why should you, where it is safe to do so, approach from the front of the car
- 12) At a race meeting who reports to the MSUK
- 13) How often do you need to attend a MSUK accredited training day
- 14) What sign on a racing car tells you the driver is disabled
- 15) Which cars are prohibited from having a 'live snatch'
- 16) What colour label does a 'dry powder' extinguisher have in the UK
- 17) Describe one action by a driver that would constitute a race 'false start'
- 18) What must always accompany a diagonal Black & White flag
- 19) For UK race motorsport who approves all new regulations
- 20) What is the difference between MSUK & FIA 'Track Limits' rules

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## **Let There be Lights (?)**

The use (or lack of use) of lights to supplement flag signals is a long-standing issue and the case can be argued passionately. In the following 3 articles we gain views from the perspective of a marshal (Neil Stretton), driver (Jake Hill) and a clerk (Andy Stevens). You can make up your own mind, but if you have another view please share it with us...

### **Neil Stretton (Post Chief)**

#### **CIRCUIT LIGHTS**

ACCOUNTABILITY – Post Chiefs    RESPONSIBILITIES – Track Marshals

Post Chiefs are accountable for the actions of the marshalling team that is on the post. They are accountable for implementing the rules and procedures that that involve marshals and that the club authorises for the particular event. This includes the deployment of the lights in a professional and reliable manner.

Track Marshals are responsible for implementing the procedures for which the organising club has appointed Post Chiefs to implement. This includes being competent at deploying the lights on their post.

Procedures regarding Track Lights - Simple as A, B, C.

**A**      Select/Brief Track Marshals (purpose and importance of the lights buttons etc)

1.      Inform the marshals that you are delegating the operation of the lights to them. They may choose to each operate the lights for 1 or 2 sessions in rotation.
2.      10 minutes prior to the start of 1st session: Describe the function on the lights (back-up to the flags; easily seen by the drivers, etc)
3.      No need to watch approaching cars; just COPY what the flag marshals do\*1. \*2 Do not attempt to anticipate the actions of the flag marshal. JUST COPY HIM!

4. Tell the marshal(s) that the most commonly button to forget to operate is the GREEN, immediately prior to a session.
5. The RED and SC lights are controlled by Race Control and the Track Marshal need not attempt to operate these. Following an SC period, Race Control will operate the GREEN light.
6. Keep a constant touch on the BLUE button (frequently required in short bursts at short notice!)
7. Suggest turning the lights console through 180 degrees (facilitates resting a right thumb over the blue button; left thumb near the single yellow button).
8. In the event of an incident taking place at his post, after copying the yellow flag marshal with a yellow light, they can go to assist his Track Marshal colleague(s) with the incident. Either the Post Chief can turn off the yellow light, or Race Control will deploy the Safety Car and SC lights.
9. Let the marshals practise for a few seconds to see and feel how the buttons operate (press down firmly; lights only operate AFTER the button is released!)
  - \*1 At Post 23, for Indy Car Circuit events, copy what the flag marshals at Post 22 do, as the lights that are controlled by Post 22 are facing McLaren's and Surtees corners. Do not copy what the flag marshals do at Post 22.
  - \*2 At Post 5, a YELLOW light should be used to warn drivers that there is a YELLOW flag at Post 6, i.e. incident, around the corner. (The lights are not the determining factor should a driver overtake, immediately past the light; only a YELLOW flag be the defining point.) I have not yet seen the point at which the lights have been installed on the GP loop, but the same principle may apply at Hawthorns, Westfield and Stirlings.  
[ In reality, this briefing and training usually takes much less than 10 minutes; it's so easy! I have even had Taster Day Marshals have sessions using the lights]

#### **B Observe and Train (ongoing throughout event)**

1. Observe, closely, for one session. The track marshal will be astonished at how easy it was.
2. Post Chief continues to observe throughout the day (as he should for all members of his post!)
3. Give regular, constructive feedback (avoiding patronisation, of course)

#### **C Feedback**

1. In addition to the feedback throughout the day, it is also important to provide that in respect of the use of the lights in the PRC.
2. Ask for feedback from the track marshals, and discuss any items arising.

As a footnote, Post Chiefs can ask for feedback from the clerks in Race Control. "How did we do with the lights, today?"

### **BRANDS HATCH LIGHTS.....A RACE DRIVER'S PERSPECTIVE**

NS: Thanks, Jake, for agreeing to offer BMMC (SE) members your views on how you regard the new lights at Brands Hatch.

JH: No Problem at all, glad to have a say on something so important for everyone involved.

NS: As you may know, since their introduction on the Indy Circuit at Paddock Hill Bend (P2 & 3), Druids Hairpin(P5), Surtees (P9), Clearways (P23) and Brabham Straight (P24), they have offered far brighter lights than with the previous system. They also incorporate a "Double-Waved Yellows" and "Change of Surface" configuration.

Marshals, I'm sure, would very much benefit from your views.

NS: Let me start by asking you how much more visible than the previously installed lights are the new lights to drivers?

JH: They are so much brighter and more efficient, especially in the wet/ dull lighting we get in the UK so its a massive help!

NS: ....and what about there only being at the 6 places I have mentioned, rather than more frequently? Isn't that a problem for drivers?

JH: No sometimes less is more, they are in key area's and thats all we need as drivers.

NS: So when, for example, you see a light flashing towards you, how do you know if it's directed at YOU??!! How do you respond to it?

JH: Very good question, of course it depends and who and what other cars are around you, but anything other than a blue or black flag you normally assume its for everyone.

NS: ....and I guess the same applies to a green light...that doesn't necessarily follow at a marshals' post that immediately follows a yellow FLAG...

JH: Indeed, just look for the cause of a yellow in this case, once we have passed the problem there doesn't always have to be a green in a race situation.

NS:...and what about the blue light? After all, surely it's only directed at a section of track, whilst a flag marshal can direct his blue flag to a specific driver.....

JH: well yes and no, to be honest when racing round it makes no difference if a marshal or a light in this case is shown for a driver, he or she should know the pack is coming through or if in qualifying a car is on a flying lap.

NS: It looks to many of us that the change of surface light can be mistaken for a red light. Have you found that to be the case? If so, how do you handle that?

JH: Yes a couple of times the light especially can look red in this case especially in low light.

NS: I have noticed, at some race meetings, that not all Marshals' Posts that have lights at their disposal have been using them. This must lead to a degree of confusion on a driver's part.

JH: It can do, but its our job on our first lap to spot where the marshals are or the light so we know for the races.

NS: Not an ideal situation...

JH: No of course, it does help having the lights for sure.

NS: So if I interpret your answer correctly, if a specific club, e.g. B.A.R.C., decides that the lights will not be used that one thing....but if another club, e.g. M.S.V. has an expectation that all the lights will be used, then it's vital that they are used at ALL points that have them.

JH: Yes i would agree for sure.

NS: Thanks, Jake, for your response to my questions. It's my hope that our discussion will help all of us to improve our understanding and use of the Brands Hatch light and also of lights at the growing number of circuits that use them.

JH: Thank you Neil and to all the Marshalls for everything you guys do!

### **Race "day" as a Clerk..... by Andy Stevens**

I've been fortunate to have been involved with motorsport most of my life. My father raced Karts before I was born, so it has always been in my blood. My first "officiating" was as a St John's cadet when I was in my early teens and have progressed as a marshal and most other officials (except Doctor!). My clerking career started in the 1990's, firstly in rallycross and then followed by speed and race.

Race days have been quite different since the start of the pandemic, with extra understandable considerations. However, it has meant I have missed two major parts of the events: the briefings for both competitors and marshals. I hope these come back soon! They allow you as a clerk to build a rapport with the people you interact with, but also discuss specific requirements and give direct instructions. I also like to have a marshals' briefing on the second day of events as it gives both of us an opportunity to debrief the day before and clarify why things happened. For marshals briefings I only expect two things; 1, banter (I'd be extremely disappointed if I don't get some light-hearted insults), and 2, questions, even if it is the usual ones about disabled drivers and funny fuels.

Dependant on the role, the clerk's day can get busy early on, and indeed for most events starts several days before. Officially the clerk's responsibilities commence from the opening of entries for an event and close when all judicial activity has been concluded. However, mostly it starts on the day, getting to know the team you will be working with. Most venues there will be familiar faces, but sometimes not. It is also important to introduce yourself to the Stewards of the event, and brief them as to the day's activities, including anything unusual. The stewards have oversight of the meeting, and can, in limited circumstances stop the meeting. However, their function rarely comes to that. They are part of the judicial chain within an event, as any decision that a clerk makes can be appealed to them. They are empowered to confirm, change and withdraw any decision made by the clerk. During the day I personally like to keep them fully informed of what is happening, including reasons for safety cars, red flags and especially any more serious events. Another early consideration is to talk to the representatives of the categories you'll be running. Mostly this will be a specific named co-ordinator, who is the formal link between competitors and organisers. In many cases the co-ordinator will be in race control whilst their cars are on track. But it is important to check whether there are any specific rules you need to enforce during the race. Pit stop races are most likely to, such as pit stop times, speed, fuelling regs, and in some cases whether additional time is added as a result of safety car intervention.

Different clubs run race control in subtly different ways, but some things are standard. There will always be one clerk designated as Senior, who will have the overall responsibility for the running of the event. For international and higher graded meetings there may also be an event director, or directors for specific parts of the meeting. At MSVR meeting most categories will have a clerk designated throughout the event, and for some championships throughout the year. This clerk will be always in race control when the category is on track and will deal with any judicial or other issues after the session.

This is when there is the most interaction between the clerk and the marshals, although the marshals may never personally hear or see the clerk. The information curve is via the radio controllers. This is why it is so important that the messages are clear and concise. In simple terms, the message needs to convey all the relevant information using as few words as possible. And in simple situations wait until it is over. For example it is frustrating to hear, "car xx has spun.....and stopped.....he is trying to restart.....yes.....errr no.....errrr yes.....he is restarting.....yes.....and...he....has.....left". So much better to wait and give the simple message "car xx has spun and continued".

For me it is important to keep the airwaves as free as possible, especially when it is a big incident. If you request a race stop, or safety car, it is best if everyone can hold sending any further messages until the clerk has decided, and communicated, what is going to happen. Safety is always our first and foremost concern. So, if there is an obvious severely dangerous situation, especially if medical attention is urgently needed, then normally a stop would be called. However, cars in dangerous positions or less serious collisions then a safety car might be the appropriate response. Other consideration might be the amount of time left on the session, and whether a practice, qualifying or race. Some clubs do not use safety cars in anything but races, others in all sessions. In a race, we would look to see if the magic 75% mark has passed. In that situation we don't have to restart (we can in agreement with the stewards). That 75% may be less relevant in an endurance event. The 18 hours of Le Mans doesn't have the same ring to it. Another consideration might be where the flags posts are, and whether the competitors are showing sufficient respect to the flags.

At this point can I request everybody to use the light boxes if you have them on the posts. They can be significantly clearer for the drivers to see. Whilst race control will always operate the reds and safety car lights, everything else is down to the post. If all you can manage is the yellows, then please, please do. Venues like Brands where there is lots of dark trees can make flags harder to see than the lights. A good example is post 4, which is over to drivers' rights on the exit of one of the biggest corners in world motorsport and is under a tree. Officially, the rags on sticks are still the primary signalling method, but supplementing with lights, to my mind, is especially important.

Another consideration is whether the marshals on post can do anything to clear the incident. My preference is always to see an attempt made. (And anyone at the Masters event will know the severity of penalty I levy if any

driver does not respect the flags and puts the marshals in any danger!). It is reassuring when you can see marshals springing into action.

And finally, do count to ten before requesting a stop, except in those, priority and most serious of situations. It is very frustrating to stop a session based on a call, and then to watch the car calmly drive away without any outside assistance.

Not all incidents reported verbally need to be followed up by written reports. But any collision or flag infringement should always be followed up in writing. During COVID times this has been modified somewhat, but we should not forget that good practice. Again, wasting the airwave time with a conversation as to whether a report is needed should not be needed. As well as asking if you can bring in a flag. You are empowered to make that decision, unless of course race control has requested otherwise. (That empowerment extends to giving clear opinion as to whether you can live with the position of a car for racing to continue. The clerk may not agree, but a confident message will often comfort us as to leave the car there).

A good written report is worth it's weight in gold. It is a fully independent piece of evidence as to what happened. And worth more to my mind than the CCTV coverage. Whilst most cars and circuits have pretty good coverage, the report is a great starting point. The best reports are those with all the boxes correctly completed, and clear description of what happened (before, during and after the incident), backed up with a clear diagram, showing the progression of the vehicles throughout the incident. Whilst an incorrect report should not prevent action being taken, you should always try for as factually complete as possible. When I investigate, I view the report as one key piece of primary evidence, but I will always view any in car footage and listen to the testimony of the competitors involved, before reaching a conclusion. The clerk has powers from no action, through verbal written warnings, time penalties, grid penalties, and up to disqualification from the race or event. Disqualification from event places 6 points on their licence, 12 points in a rolling 12 month period is a suspension. The clerk can always refer certain offences to the Stewards for consideration of higher penalty, and good clear evidence from the post report can help in deciding the severity of the penalty. Most of the biggest penalties I have given is where I believe marshals have been placed at risk.

At the end of the race day, there are debriefs to do, always with the stewards, but sometimes catching up with other officials, such as scrutineers, about issues they may have dealt with during the day. I always like to have a catch up with marshals and officials, particularly over a beer when the badge is removed. What I would also ask, is that if you have any queries about things that happened, come and find us in race control (or the Kentagon or the campsite). We would all normally be able to chat (unless we are tied up with judicial work from earlier). We should normally be able to explain why things happened. And please, consider doing that before taking to social media.

For me a good day at Brands means I'm home before 9pm, a bad day, if I just make home by midnight!

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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)

With the start of taster days we are beginning to see some movement in the membership numbers. The region has attracted an additional 3 potential members in the last couple of weeks, 2 of which have come from Taster Days at the American Speedfest and I am expecting at least 2 more who have stated that they have applied.

Our regional membership currently stands at 428.

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

Finally, some good news about Taster Days – they are re-starting in July following Motorsport UK guidelines. It was 20 months ago at the end of 2019 that our last Taster Days took place at Brands Hatch and Snetterton, so we are hoping to offer a good number of dates, including Saturdays, to the many eager people that have been patiently waiting to get involved.

The response and uptake has been good so far, and the first 3 dates at Brands Hatch are already fully booked.

There will be no morning tour of the circuit at Brands Hatch – the Taster Day Marshals will meet their Post Chiefs after a short welcome briefing then go straight to post, or in the pitlane, for a full day as a team member.

In the last few months I have 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. As a result, they have already been included in our community and given the chance to complete some online training as a foundation to their Taster Day experience.

In the past when I have received feedback after their day with us, one of the biggest impressions that they comment on is the friendliness of the marshals they have met. So, please continue to give a warm welcome to all those who have waited a long time to step into our world!

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

### **Grading officer’s musings**

Welcome to the latest offering from your regional grading officer. As most of us are now out and about, many more of you are requesting upgrades. In the first instance please note that numbers of XPC may be reduced still so not all assessments can be held. Please book your slot and be patient. Chief marshals and marshal coordinators are working behind the scenes to get these completed as soon as possible. Please do remember your social distancing and hand sanitisation when out completing your duties.

Whilst on the subject of grading, can you all read the cut out and keep section below which you should keep in your PRC to guide you through the upgrade process. Please note all original documents must be sent to your RGO with copies retained by the marshal. More info below, so please read this important piece. So far this year 2 marshals have not followed the process which has slowed their upgrade process.

For those of you, who have upgraded through any other club other than BMMC, please do tell us of your new grade. It is a simple process and requires an email to be sent to your regional grading officer with a copy of your MSUK registration card depicting your new grade. We can then update our system. If you don’t tell us please don’t moan at chief marshals or marshal coordinators if they have your grade incorrect. Please check your details on the BMMC website by logging in and inform us of any changes.

### **UPGRADING**

For those wishing to upgrade you can still have your PRC signed for your assessment as confirmed by MSUK (please check MSUK website for full details). If the XPC is not happy to put pen to paper then he must send the marshal who seeks the upgrade, an email confirming the outcome of the assessment and this must be included with the PRC when sent for upgrading to the RGO. No other documents are required such as registration card or modules completed, only the PRC, MRF and email of assessment. If you are unsure please do contact your regional grading officer for clarity.

All attendance signatures only and no upgrade required must be continued to be recorded by the marshal on a PRC continuation sheet. Please respect these guidelines.

For those of you who are upgrading the process normally takes around 4-7 weeks to process and follows these steps:

- Week 1-2; PRC and MRF presented to RGO (Regional Grading Officer) and ratified by regional committee.
- Week 2-4; NGO (National Grading Officer) ratifies regional decision and presents PRC and MRF to MSUK. NGO will issue grade badge and confirm successful application.
- Week 4-7; MSUK then ratify both Regional and national grading officer and issue new registration card and return PRC or issue new one if damaged or unusable. The MSUK approval panel meet monthly and it will depend if your application was received before their meeting date. MSUK will send out an approvals list to all clubs to check of any issues with those submitting upgrades.

If you think your upgrade is taking longer than expected, please contact your RGO for support and they can check the progress for you.

### **Congratulations**

The following marshals have got in early with their assessments and have been put forward for upgrading:

Keith Wright   Track  
Mark Manley   Track  
Stuart Reid    Specialist  
Craig Pelling   Specialist  
Georgina O'Hara Smith Experienced Specialist  
Jason Smith    Track  
David Freundlich Specialist

I am available most race days where you can call if you have an urgent enquiry. On the cut out and keep is also postal address details for you to send your completed upgrades.

### **LATEST NEWS**

Some of you may have heard that a change to the current grading scheme is currently undergoing consultation by MSUK. Whilst this is still in the early stages and information is being prepared to be circulated. For those joining us for the first time, a brief history lesson on the grading scheme.

BMMC was the club that introduced the grading scheme back in the days (BMRMC) and the then RAC MSA adopted our scheme as their own for the use of all clubs. More details will follow and you will either love it or hate it (one for you marmite lovers!!). Personally I am not a fan of the proposed changes (just putting it out there)!

Please keep checking your inbox, spam and MSUK website for more press releases.

As part of the new era for MSUK and all clubs, I have been privileged to be invited to work with the National chair and the NGO and Midlands RGO to work on the new process for upgrading for the BMMC. As the SE RGO for the last 14+ years I think I must know a bit or 2 about the grading scheme by now!! Further details will follow once confirmed and ratified by national council. For me this is a chance to carve out a workable process that is fit for all but simple to use.

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

#### **Upgrade process**

- Collect the required number 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, Savoy Road, Dartford, Kent DA1 5AN  
07802 652556 before 2000hrs please  
[andybumstead72@gmail.com](mailto:andybumstead72@gmail.com)

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

Rallies are and have been taking place on MOD land, but with NO spectators due to the training of troops. As they cannot send troops abroad for training they are all being trained within the UK.



Hopefully, forestry commission rallies will still be allowed from October.

The Isle of Man. is going to start motorsport for 2021 with a rally that will combine 2 separate rallies in early October 2021. A meeting was recently held regarding future rallying in the forestry of Wales. There has been progress between the Welsh government, Motorsport UK and Natural Resources. The 3 units will continue to work together to provide a long-time future for the sport in forestry estates.

I can report some strange goings on whilst marshalling at a rally on the Brecon Beacons last weekend.....

1. It was odd that we had no rain or wind.... just sunshine !
2. There was a good field of cars. 159 in total. It took 3 hours to complete our stage.
3. It also took 45 seconds for the dust to settle once a car passed our junction.
4. Whilst doing the radio check we were informed that there would be troops close to the rally stage firing their weapons!!
5. Whilst looking from my junction into the distance you could see small trees appear and then they were gone. Then some troops arrived at our location.... (excellent camouflage ?)
6. On another stage a radio call was received stating that a car was at the bottom of the river but the crew were safely out of their car. The problem was that the crew were having trouble getting back up the steep banks... eventually rope and strops arrived to recover the crew from the river bank.

For 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 – Post Currently Vacant**

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

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

For those of us who are disappointingly missing our second Le Mans 24hrs race due to covid, I have a question... We all know the names of the corners... Agreed ?.... Tetre Rouge, Arnage, Indianapolis, Porsche Curves etc...

But, who knows the location of the circuit challenges known as

1. *Virage de l'Arche* or 2. *Virage de la Florandiere* ?

I'll put you out of your misery with the answers at the end of these articles...



Things you maybe didn't know....

The Japanese team Kojima Engineering entered cars for the 1976 and 1977 Japanese Grands Prix. The former race was Japan's first world championship GP, held at the Fuji circuit and best remembered as the dramatic (and wet) decider of the Hunt vs Lauda world championship title fight.

Definitely not a back-marker, the car qualified 10th in hands of Masahiro Hasemi and is credited with the fastest lap of the '76 race...

Unfortunately, Hasemi's fastest lap record is not without an asterisk. It was later claimed that he had Gran Turismo'ed his time by cutting a turn and the record was given to Jacques Laffite in his Ligier (A driver with whom the Kojima driver shared his qualifying time to a hundredth of a second !!) This challenge was never accepted into the official Formula One record books, so according to those, Hasemi is still the sole F1 competitor to have set a fastest lap in the one and only F1 race he entered.



Several years ago, I spent a few hours meandering through the excellent British Motor Museum nr Gaydon, Warwickshire. Amongst the exhibits I spotted the Allard shown opposite..... The badge caught my eye a few moments later. Sadly, I should have paid a little more attention to the information displayed with the car to see if it provided a clue to it's former owner... Unless you know more ?

There is fast, then there is Tuatara 'fast'....

Never heard of the world's fastest production car ? Still thought it was a Bugatti ? British racer Oliver Webb has driven the 5.9 litre twin turbo V8 powered road legal SSC supercar on a public road (!) to an average of 316.11mph over two runs, including a one-way top speed of 331.15mph (with more to come apparently...) You too can have one for around \$1.3million



Compare the above with the news that there are to be three new BRM V16 'continuation' cars built to mark the 70<sup>th</sup> anniversary of the British Racing Motors team. A car Fangio described as a 'monster' and Stirling Moss said was 'terrifying' first made it's test appearance in late 1949. Moss also had vivid memories of testing the V16 – *'The brakes were ok and acceleration incredible. Everything else I hated. Particularly the steering and driving position. Handling?... I don't remember it having any' !*

**Le Mans Corners** – Answer - The First and Second chicanes !!

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