

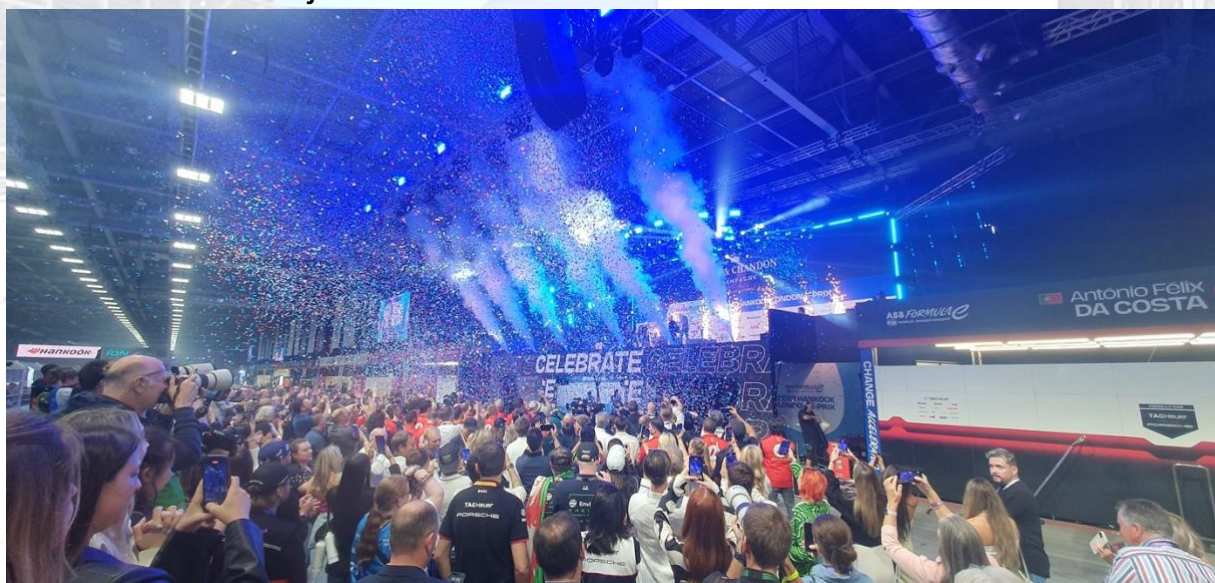


The Marshal's Post



The Editor's Post

With a blink of an eye and a last scorching hoorah, an action-packed summer is over. We've seen the biggest international series visit the UK and they've put on spectacular shows. Undoubtedly, a number of you from the SE marshal community made the trip up to Silverstone for the British Grand Prix the coverage of which I shall leave to my colleagues in the Midlands. My attention, however, is focused on the South East's crown jewel the London EPrix and there will be more on that later!



Despite the heat of the summer, especially the last few weeks where we have been chargrilled on post, it has also been unexpectedly wet with almost every single big event affected by inclement weather alongside roasting heat, it has almost seemed like a rain inducing lodestone has travelled to each venue bringing with him the most inexplicable poor weather. (I'm looking at you Nick Harber!) It has though, served as a good lesson in making sure we are prepared for all possibilities when we head to post, on more than one occasion this year I and many more experienced marshals have been caught out by weather or circumstance. With the season heading into its last months this is a good time to reflect on this, what did you wish you have? Is it worth getting this? Are my waterproofs actually waterproof? Maybe

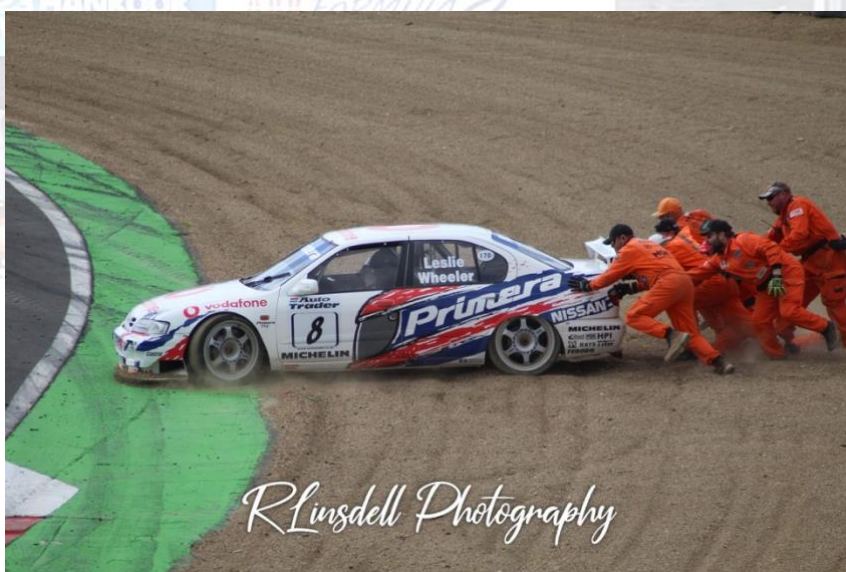
now is the time to start picking up some of those items ready for the cold damp end to this year and the usually chilly start to next season. You will have marshals recommending you have this, and you should get that, it's always good to draw on their experience but what you have in your kit should be built on what you have found you've used or needed when you've been trackside.



On the 1st and 2nd of July Brands Hatch hosted the Super Touring Festival, a chance to celebrate the 1990's super touring era and all things Touring car related. It was a huge success, something I believe everyone who attended will agree on! Strangely, many Super Tourers have found a new home in New Zealand and are raced in a series there specifically for them. I say strangely because, in period, there wasn't a domestic series for super

touring spec cars, however they are now seemingly cheaper to run than a modern TCR car despite them being eye wateringly expensive to run when new! With the chance to bring some of these iconic cars back to their old stomping ground and reunite them with their original drivers it proved an enticing lure, and a good number of cars, teams and drivers made the long trip to complete a good-sized grid of eclectic mid 90s tintops!

Seeing Paul Radisich driving his Touring Car World Cup Mondeo was especially wonderful for me because it brought back memories of my first ever visit to a racetrack, standing as an enthralled teenager by the Old Hairpin at Donnington Park! Anthony Reid was also reunited with his 1999 Nissan Primera and was thoroughly enjoying himself! It also attracted



current Touring car drivers with Jake Hill taking both wins in Laurent Aiello's Nissan Primera. The event felt like a true festival with 90s Brit Pop over the speakers glorious sunshine and an enthusiastic crowd. I got the chance to chat with some of the teams who had made the trip from Antipodean shores they seemed very keen on making this the first of a hopefully long and successful run of Super touring festivals. I for one hope so too!

There's only a handful of events still to run this year but as always, Stay safe and I'll see you track side!

Si Lloyd

Chairman's Scriblings Autumn 2023

Welcome one and all to this almost Autumn edition of your newsletter. If you are reading this for the first time as a new member, we welcome you to the club and the SE region. The season is reaching that crescendo and every point matters across many different championships and all of you are out there still supporting the diverse range of Motorsport activities the Southeast has to offer.

In July we ran our first EV training webinar and we had around 35 people attending. For those who attended they all received certificates of attendance and for those that took the online test received their results. This is a new initiative we are trying and if you want any other training sessions held by webinar in the SE do let us know so we can make these happen. Feedback from the session was positive and we hope to run this again in 2024 in July for those heading to F1 or to Formula E. We also saw how it can go wrong with the WRXE incident at Lydden hill with a team's whole outfit decimated by fire. These are the extremes when dealing with EV type vehicles and we hope the team are able to rebuild and be on the Grid before the end of the season.

The southeast committee have taken a summer break for August, but we are all still working behind the scenes for you our membership and continue to have dialogue via emails on any issues in the SE. Do continue to raise any concerns to any of the SE committee and also myself please, so I can ensure any issues are followed up on a timely basis. Just a reminder that, all the SE committee and National council officers are all volunteers and give up our time freely to support you all no matter what region you are. Please could I ask that you give us the courtesy we deserve to complete our roles and sometimes things don't always go the way you think it should. Please do not let any frustrations be shown to any member or stakeholder when at a circuit. We as a committee are dedicated to making our sport safer and enjoyable to all and will try to resolve all issues where we can and when working with Stakeholders.

As I mentioned earlier, we have such a diverse range in the southeast from circuit racing we know to ASEMCA Targa rallies in Kent or sprints at North weald in Essex, or even supporting the London to Brighton run. Do try and give a go to another discipline or try a new role such as rescue units or fire trucks. There may be some criteria to join rescue or the fire trucks as these are specialised areas but if you are interested do speak to crew chiefs or send me your details and what you want to try and I will see where I can help.

We will shortly be sending out the date for our regional AGM which this year we hope to hold in Hailwoods at Brands Hatch again and online as a hybrid for those members not able to make it. The date is to be confirmed but do support this where you can and if you have any questions you wish to submit for the AGM details of how this can be done will be shared.

Our taster days are doing well, all down to the hard work of Mark, Simon, Liam and Nick. All of you as members also have a massive role to play as we always seek feedback after the events and the Taster day marshals praise very highly the marshals they have worked with on the day and due to this feedback this year we

have nearly got a 50% conversion from taster day to membership and returning. This is really good and thanks to you all for supporting such an important part of ensuring marshals for the future.

Don't forget we have the EGM on the 5th of Sept 2023. This is to discuss and to confirm why we have had to update and change rules and governance of the club which should make the club run smoother and better. When I joined the as chair of the SE and then as director of the club, I did not understand a lot of the rules, but we have hopefully simplified these now. Please attend where you can as this is your club and if you do not speak up, we cannot resolve issues after the event.

Thank you to you all for your continued support of the region and wider community, as without your support there would be no racing for us to enjoy. Continue to enjoy the rest of the season and please do get in touch at se.chair@marshals.co.uk if you have anything to share.

Safe racing

Andy Bumstead



Tasting Times

You never forget your first times, so they say, I'm sure we all do. The weight of expectation, the excitement, the anxiousness, nervous butterflies in the stomach? I am of course talking about the moment you don the orange for the first time and walk into the circuit, past the paying public as they wait for the gates to open, and into areas previously off limits or accessible only during curated opportunities on big race days. You flash your marshal ticket and for the first time you are a true part of a race meeting not just an enthusiastic observer.

We've all been there, as a wide eyed, keen as mustard rookie ready to muck in and get involved in the sport that has captivated us. Some of us that are further from our first days can remember a time when you were given a broom and stuck on a post to get on with it, we've come a long way and now we have a dedicated team that are building the taster day experience into something that doesn't just give

newcomers a safe and enjoyable first look but gives them the bug so that they are enticed back to become a long lasting member of our community.

I am going to mention Mark Manley by name because he does deserve a great deal of credit for what he's doing to recruit new marshals and bring new colleagues into our ranks, however, it's you, yes you that's reading this article, actually making the whole thing work! Mark does a stellar job of getting the people to the track giving them a guided tour and access to all the behind-the-scenes areas and giving them a solid briefing so they stay safe and have a good time. This only goes up to a point, from there he assigns each taster day marshal a post and entrusts them to a group of marshals led by a quality post chief and the rest of the day lies in your hands. It reflects just how well you have looked after and included them that we are seeing such a high number of returnees. If you are reading this and have helped a taster day marshal this year or before you deserve to feel rather chuffed with yourselves. We have spoken to some of our taster day marshals and I am going to take this article as a chance to share some of the things that have been said about their first experiences of being a marshal.

Thank you again for a fantastic day.. I cannot wait to come back and see you all!
Lucy

I've been a bit of a petrol head since I was little (pinup Lamborghini Countach in my bedroom!)

My 12 year old son loves cars even more and we love attending car events together so signed up for marshalling. It would be something I could enjoy, getting close to the action and meeting like-minded people.

The process of registration and organising the taster day was faultless by Mark and he provided some very useful information prior to attending. On the day we were all made to feel very welcome and everything explained. The marshals on the post 3 I was with were lovely and happy to share experiences and tips about marshalling. I'm hoping to get some complimentary merch that I can give to my son!

Nathan

Thanks for a fabulous day
Dorian

Cheers for a great day, had a blast on the pitlane with Tom and Simon. Would love to come back again sometime!

Ryan

When asked who made your day memorable, William replied...

Would it be ok to say everyone at brands? Never met a more welcoming and lovely group of people. I have joined a number of clubs and there is always that one



person who you don't get on with, but I just haven't found that. It's a small thing but it's what really makes the club!

Thanks, Mark, for a great day. Good introduction to marshalling. John and I both enjoyed.

Jo

Thanks for a great day. Euan and I really enjoyed it.

Mark

I have been on and around tracks for over 30 years, initially racing and test days and more recently regular track days. I thought it was time to give something back, so after I took early retirement I booked onto a taster day.....

In terms of what made my taster day I have to say it was Mark M. His positive attitude, enthusiasm and helpful approach makes him a perfect ambassador for marshalling generally, and specificity for the BMMC. He made a new experience much easier to settle into and to ensure people enjoyed the day. My take away was to join the BMMC immediately, and get my first few days of marshalling booked ASAP. What has surprised me so far is the high number of Marshall's who are joining international events, despite the high travel and other costs.

Nigel

Thanks for a great day, can't wait to come back again soon hopefully. I think I'll sleep well tonight!

Daisy

As you can see there are a lot of people who are having a great first experience and wanting to come back and do more. So let's keep making their experience a good one, if you have a taster day marshal on post with you make them feel welcome, help them out and include them as you all have been, remember their experience is heavily influenced by you and we want everyone to enjoy being a marshal and become a part of the orange family.



Grading officer updates Aug-Sept 2023

The new pathway is well and truly underway since the end of June 23. Please ensure you have taken the time to read how the new scheme works

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/06/20161944/2023-06-08-Marshals-Pathway-Interactice-2.pdf>

and there are small changes which may restrict upgrades if submitted. Here are a few pointers.

- To upgrade from Registered to Grade 1 on or off track there must be at least one year before upgrading and 15 signatures in differing disciplines depending if you are on or off track.
- To upgrade from Incident or flag grade 2 to post chief there has to be at least 3 years since last upgrade and 25 days.

Each upgrade requires also specific modules to be completed which will be covered at the 2024 training days and must be recorded in your PRC or continuation sheets.

PRC or not to PRC that is the question

MSUK have advised that if you are upgrading your current old-style PRC can be used plus any supporting PRC continuation sheets following the new rules for the pathway. New PRC booklets will be issued upon receipt of any upgrade sent in by regional grading or national grading officers.

Upgrades this Month.

Well done to the following marshals who have completed their upgrades.

Scarlet Carpenter	Grade 1 on track
Keith Wright	Grade 2 incident on track
Stuart Barclay	Grade 1 off track
Emily Mansfield	Grade 1 on track
Lee Robinson	Grade 1 on track
Stephen Tickner	Grade 1 on track
Adrian Waters	Grade 2 Flag on track
Mark Manley	Grade 2 incident on track
Mark Wiffen	Grade 1 on track
Vivienne Wright	Grade 1 on track
Stuart Wise	Grade 1 on track

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 and complete the upgrade assessment form <https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/06/08095335/2023-06-08-Marshal-Assessment-Review-Sheet-1.pdf> 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. Also do check which region you belong to and send to your regional grading officer.

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.

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.
- Ensure you have completed the required time period between upgrades.
- 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)/assessor grade. 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

andybumstead72@gmail.com

se.grading@marshals.co.uk



EV training

July 2023

At the start of July, BMMC Southeast invited members to attend an evening session on EV and Hybrid Vehicles, and how to deal with them when marshalling.

The event was led by Andy Bumstead, SE Chair, who took attendees through the do's and don'ts of dealing with these types of vehicles, using material that is used with Rescue and Recovery teams, and also supported by the motor industry, along with some firsthand experience and anecdotes. Aimed primarily at those marshalling at the Grand Prix that weekend, but also those marshalling Touring Cars, Formula E, and other series, the session was a mix of information sharing and knowledge testing through questions and quizzes. Those coming away from the session, came away with a wealth of knowledge, with one attendee mentioning that it had been one of the most important and the clearest presentation regarding motorsport that they had witnessed in 50 years of marshalling - high praise indeed!

The session was recorded, so if you want to watch through, click on the link below and enter the pass code **j^kXiE5**

[Click here to access the recording](#)

We are planning to run this training around the same time next year, so keep an eye out. Also, a calendar of training activities is in the making which will be shared later in the season.



The London EPrix

Once again July was rounded out by the South East's biggest event the London FormulaE EPrix, this year the London ExCel played host to the season finale with both driver and teams championships up for grabs. As was to be expected it was a rambunctious affair with some cracking racing and quite astounding incidents, not to mention more of that biblical rain! (Nick still looking at you)

FormulaE has been dividing opinion since it's first inception and continues to do so throughout the marshalling world, which I personally think is something of a shame, the venue is utterly unique and creates a phenomenal atmosphere, I have found the FormulaE paddock to be very welcoming and the on track action is unbelievable! This year was no exception, despite the last minute communication issues. For those of you that haven't attended the campsite is based on the field of a local school and has facilities available which are as good and, in some cases, better than most. Each day starts with a hot breakfast served in a comfortable canteen before a short hop on the DLR to the ExCel centre and the worlds only FIA graded circuit which is partially indoors!

The semi indoors nature of the circuit means that the pit lane, paddock and start finish straight are all in one of the ExCel's cavernous halls with the other devoted to the buzzing fan village and the main music stage. This arrangement creates a self-contained show event where fans can pick up their latest merchandise to show off which team or driver they are supporting grab a bite to eat and watch top live music performances when the track is in-between sessions. Now one of the complaints I regularly hear is that "There's too much standing around and not enough track action" I will agree that a good support series would be a very welcome addition, however the large downtime with only one required on post means that there is plenty of opportunity for everyone to get away from post and explore the fan zone and visit the pit lane. The teams, unlike formula one are very small close knit affairs and are infinitely more approachable as are the organisers and most of the key series staff, I have yet to have a poor experience with any of the teams and they are all very happy to chat when they are not working. Bruno Correia is a perfect example, the driver of FE's safety car and the understudy driver of the F1 medical car, is usually

happy to chat and have a laugh with us. As for the drivers they are all extremely aware of how important fan engagement is and that goes for our inclusion too, obviously a race weekend for them is very busy with all sorts of team and sponsor commitments but a quick chat, a hand shake or fist bump are always appreciated and seldom avoided.

When the on track action starts it is frantic, bruising and seriously action packed. The noise of the cars indoors is like something out of Star Wars, think X-wing or Tie fighter, quiet is something they are not! Coupled with the screaming whoosh of the cars is the tyre squeal and the quite phenomenal sound of a kerb strike which clangs through the halls and is guaranteed to make you jump the first time you hear it! As the drivers get their eye in during practice, walls are scraped, run offs explored and grip sought out the sessions flash past as do the illuminated halo's of each car. With practice complete and at least one car in need of extensive repairs attention turns to qualifying having changed from the unloved reverse championship running order that usually created a heavily mixed up grid that did not favour those trying to build a championship FE moved to a duel style head to head to complete the top of the grid. The lone car versus lone car has become a thrilling spectacle on its own with each one often heading down to the wire and the drivers separated by mere tenths to progress to the next stage. Run by run the grid was completed until the final head to head decided who would start on pole at what had the potential to be a very difficult circuit on which to pass.

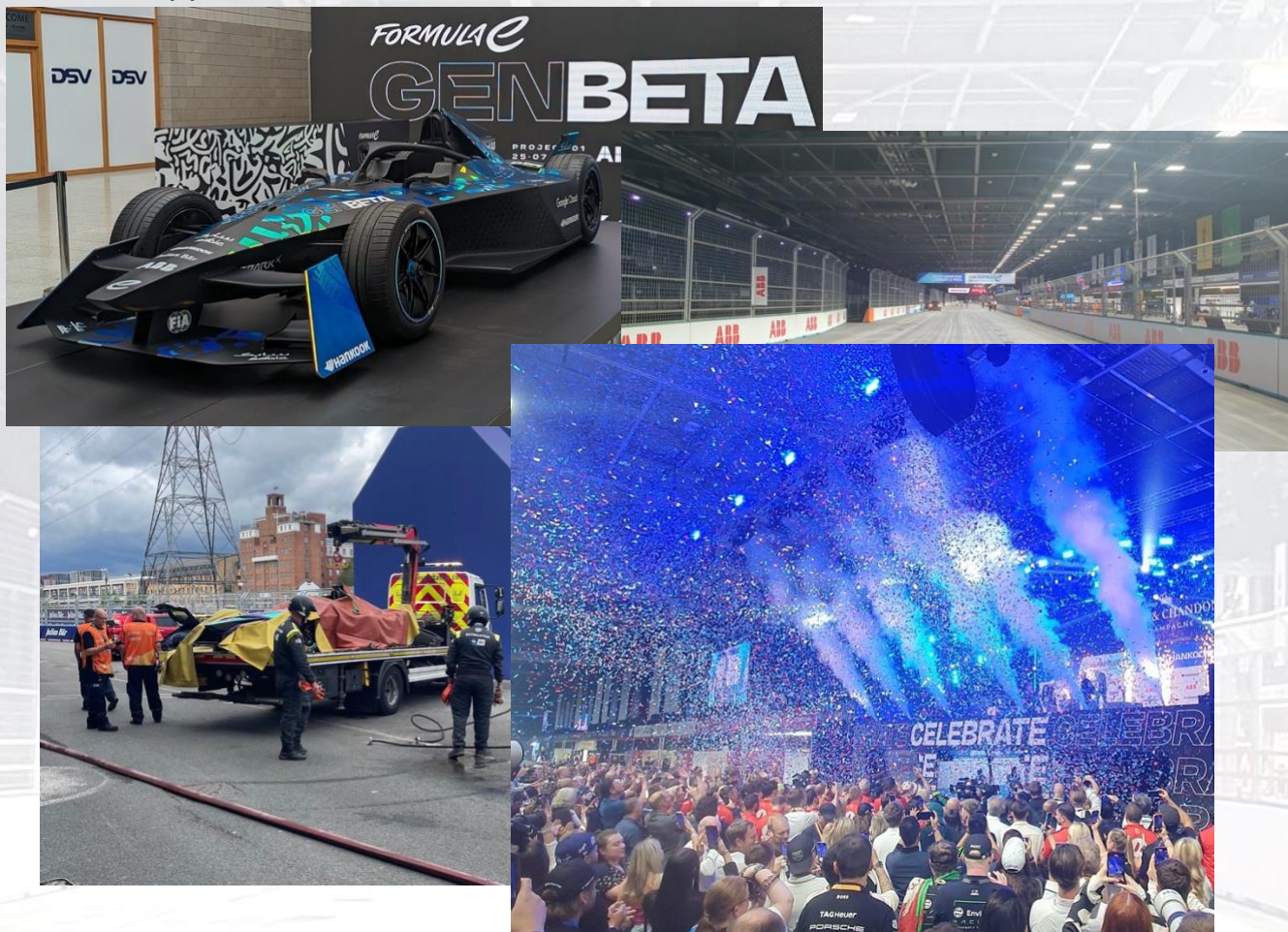


Now the grid is set there is a break as everything is prepared for the race the fanfare and atmosphere inside the building is fantastic with the hubbub of the spectators filling the grandstands, the video screens prompting how far away the race start is, the music blaring out of the huge speakers fills the hall with energy and excitement as the grid assembles. Each race is preceded by a live music performance on the grid which serves to stir up the hype even further, finally the FE theme tune hammers out of the speakers and its go time. The start lights blink out and the race is underway. Then where do you look? There is action up and down the grid the race is a brutal affair with clashes, bumps and nudges from the front of the grid to the back, each one seemingly measured to be just within the rules. It's frenetic and only stops when the safety car is called, the race is stopped or the chequered flag is waved. When the dust settles, and I don't mean figuratively, we have a race winner and more importantly a



new FormulaE World Champion, the first Brit to do so. What a great day! Afterwards, as has become traditional, it's a night out in London, the capital and its plentiful eateries and entertainment on our doorstep it would be rude not to! When you finally return to camp you realise, we get to do it all again tomorrow!!!

The London EPrix is a unique event not just in the UK but in the world I suggest you brush away any preconceptions you may have and at least give it a go, it doesn't disappoint!



ABMRC Brands Hatch Update

The ABMRC role for Brands Hatch provides a focal point of contact for all marshals with any areas of concern they may have with regards to circuit infrastructure that hinders or limits safe operation of race days or indeed provides an opportunity for an improvement to the infrastructure.

Our collective objective is to identify opportunities which can improve the working environment of marshals, opportunities which are reasonably within the scope of MSV to undertake.

This role provides an opportunity to meet with MSV Circuit Manager (Brands Hatch) on a regular basis to inspect the circuit to agree opportunities to improve the circuit infrastructure and provides an insight into the development of the circuit.

Thereby providing a mechanism to discuss, evaluate, monitor and review opportunities through this structured process.



Opportunity Summary 2022/2023

In terms of opportunity progress as we have move through this current season, we have collectively identified 20 opportunities, below is a summary of progress.

60% of opportunities have been completed

10% of opportunities are currently in progress

10% of opportunities are currently being monitored

20% of opportunities are under review and evaluation

Prior to the 2023 season, the communication system was identified in 2022 was an improvement opportunity. The communication system underwent the following improvements: a longer aerial was installed on the GP loop to further improve consistency of communication equipment, longer antennas were fitted to the GP loop radios. Establishment of an annual service routine for all headsets and radios and guidance notes provided. The improved performance of the communication system continues to be monitored during 2023.

In August of this year myself and Liam Johnson completed a circuit walkaround with MSV Circuit Manager Mike Lally and MSUK Dan Carter. This walkaround gave an opportunity to understand the key focus areas for both MSV and MSUK. Providing an insight into the development of the circuit, topics considered were;

1. Review ergonomic improvements to the marshal facilities
2. Review protection of Marshals
3. Review location of Light Boxes
4. Review post location and layout of post
5. Provide an insight into future circuit development

There are a number of opportunities that have been identified through this walk around and these will require further review and will be monitored through the ABMRC process.

As stakeholders in the Brands Hatch circuit, this provides a mechanism to communicate other stakeholders at Brands Hatch.

We will keep you updated as we move through the season. I do make myself known on post, always happy to discuss and take away any opportunities you wish to raise and bring to the attention of MSV.

Email; jason03012010@gmail.com

Upcoming Events



24th September
Go Japan

7th 8th October
British Touring Car
Championship

21st 22nd October
Formula Ford Festival

28th October
MSVR Car Club

29th October
EnduroKa Indy 500

4th 5th November
British Truck Racing

23rd 24th September
Pre'66 Sports and GT cars

7th 8th October
GT Cup Championship

14th 15th October
BRSCC Club Championships

22nd October
Modified Live



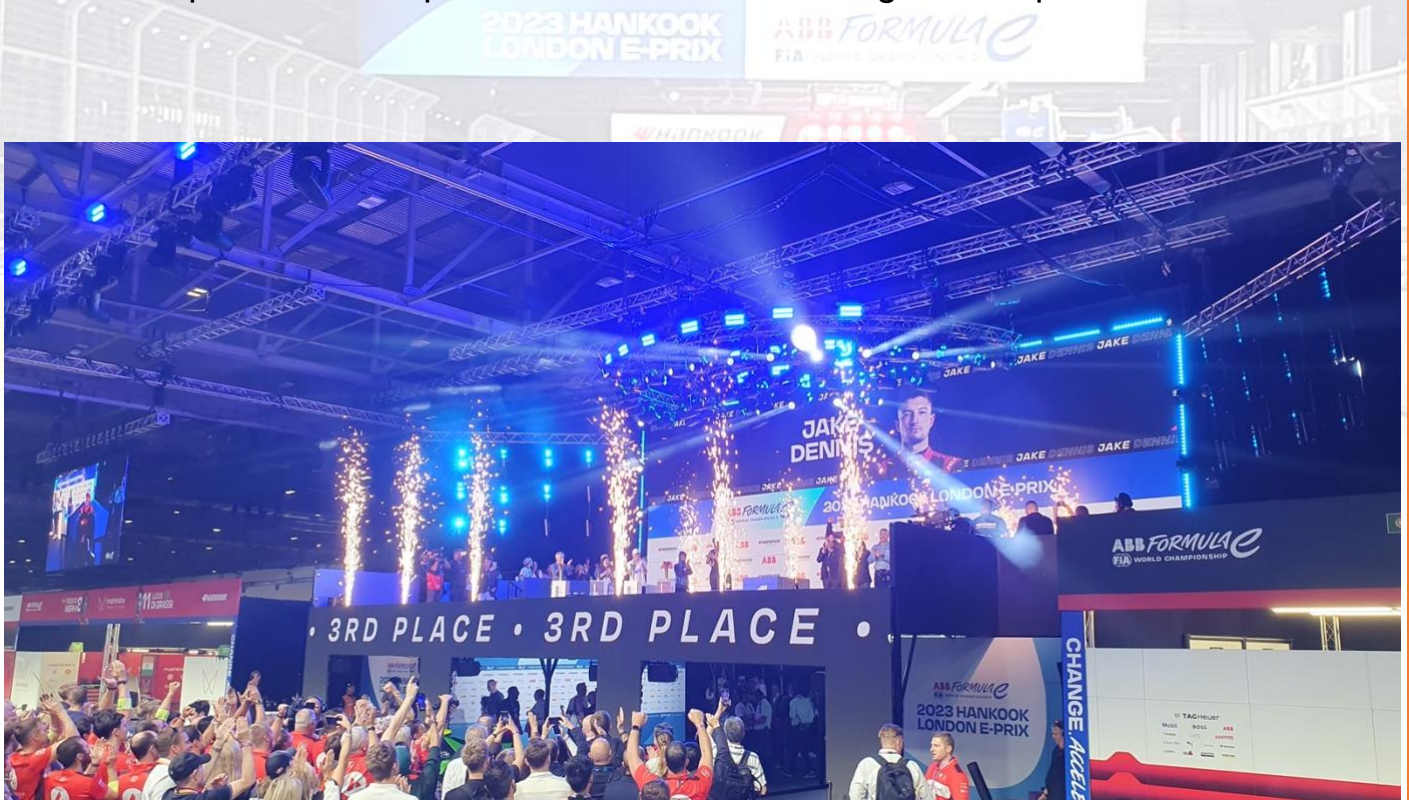
28th October
Kent Outlaws Oval racing

4th 5th November
Rallycross Championships

18th November
Kent Outlaws Oval Racing

Final Thoughts

As I sign off on this edition of our newsletter, I thought it might be a good time to leave the last word to the subject of Race with Respect. It's a simple enough idea, everyone in the motorsport community, whether you're a marshal, driver, team member or official should at all times conduct themselves with courtesy and respect. This is not limited to the circuits and extends to social media too. It can be easy to do something or say something in the heat of the moment and nearly always this is understood, so long as when the dust settles you go back and apologise or make amends. I dare say we have all done it, shouted at someone when dealing with an incident, seen or maybe been on the receiving end of a drivers outburst. It can happen, the adrenaline is flowing and the mouth moves before the brain engages, you're making an impassioned plea which feels like its falling on deaf ears, whatever the circumstance, when all is said, done and calmed down, it's not on and we should all be ready to go back and say "You know what I was out of line there" It doesn't need to be much because 99% of the time a simple sorry is enough because generally we all know the deal. All of us in the community are here because we have a passion for our sport it's what brings us all together and if we just do our best to be courteous, polite, and respectful of each other we all get to reap the benefit.



I'll sign off with this picture from the FormulaE London EPrix, Jake Dennis takes third place which was enough for him to seal the FIA FormulaE World Championship Congratulations Jake!!