

BMMC MAGAZINE

South Midlands Region
September 2016



b	BRITISH
r	RALLY
m	MARSHALS
c	CLUB



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Welcome to the Newsletter for the South Midlands Region

We are at that time of year again when things are gradually coming to an end, leaves are changing colour ready to fall off, plenty of wild berries in the hedge row to pick (providing you know which to pick) foggy/misty mornings as somebody once said "tis the season of mists and mellow fruitfulness".

As with nature, the motor sport season for circuits is gradually working to a climax, the championships are getting to an exciting stage and most of them are still wide open. Three more rounds of the BTCC left, not many more for F1 either (at the time of writing Rosberg is only 8 points in front of Hamilton). It could still be wide open.

It will also soon be time to start renewing your memberships, you will have had by now your renewal form from the MSA and soon you will be asked to renew you club membership please do both of these promptly so you are not overlooked for next year.

I reported last time that David Brice will, at the AGM in October stand down from his position as Taster Day Organiser, we have however been able to enlist the help of Peter Worth who has offered to take over from Dave. Many thanks to him for doing so and many thanks to Dave for his hard work in that position. Dave however will not be leaving the committee but will stay on as an ordinary member.

We have a change of venue for the AGM this year it will be held together with the Annual Dinner at the Fox and Hounds, Whittlebury. The date for this event is Saturday October 22nd.

Please let Lesley or myself know if you will be there as we have to give final numbers 3 days before.

There are fuller details of this event further in the newsletter.

The regional training weekend will again be held at Rockingham on 21st/22nd January, so please get your names to Elaine Brice as soon as possible it promises to be a great weekend. It will be similar to last year in that we are planning to hold a mini race meeting in the afternoon of both days. The number of favourable comments that we received last year it would appear we have a good formula and are getting a good reputation for the quality of our training days. Further details can be found in the newsletter.

Those of you who regularly marshal at Kart Meetings will no doubt know that for a great many years Pete Cox has been writing articles and passing on vital information about Karting in this region. Unfortunately, his article this month will be his last, my thanks go to him for all the years he has spent doing this and keeping you all informed of matters relating to Karting, his input will be missed.

However why don't you take on the job, if you regularly marshal Karts you will know what is happening throughout the year. It is not a committee position so there would be no committee meetings for you to attend, just an article every two months. Come on give it a try and keep the high profile Karting has in this region.

If I don't see you before I will see you at either the Dinner or the Training Weekend, why not make it both.

Keep safe

Paul Harris
Chairman South Mids Region
British Motorsport Marshals' Club

British Motorsports Marshals' Club
South Midlands Region
49th Annual General Meeting

Will take place on

Saturday 22nd October 2016
At the Fox and Hounds, Whittlebury
7:30pm

Followed by a 2 course dinner, £15 payable on the night

Grand Raffle

Guest Speaker: To be Announced

Please contact Lesley Harris on

01525 382341 or 07790639594

Or email sm.secretary@marshals.co.uk

No later than 20th October 2015

Please advise if a vegetarian meal is required

British Motorsports Marshals' Club South Midlands Region

The 49th Annual General Meeting of the South Midlands Region of the British Motor Racing Marshals Club Ltd (*known as the British Motorsport Marshals Club*) will be held at, **The Fox and Hounds, Whittlebury, on Saturday 22nd October 2016 at 7:30pm followed by the Regional Annual Dinner**

AGENDA

- 1. Apologies for Absence.**
- 2. Minutes of the 2015 AGM.**
- 3. Chairman's Report.**
- 4. Secretary's Report.**
- 5. Treasurer's Report.**
- 6. Election of Committee Members.**

In accordance with the Club Rules, the following Committee Members stand down by rotation and offers themselves for re-election:

Paul Harris, Lesley Harris, Chris Hatch, Karen Connolly.

Members who have been co-opted on Committee:

Glynn Ellis, Sarah Hatch, Peter Worth.

Written nominations to join the Committee, duly proposed and seconded shall be in the hands of the Regional Secretary as soon as possible, together with written confirmation from the nominee that he or she is willing to serve.

7. Members Propositions.

Members' propositions should be seconded and lodged with the Regional Secretary no later than October 10th 2016.

Signed: Lesley Harris

Issued: 21st September 2016

British Motorsports Marshals Club – South Midlands Region

A: Committee Nomination Form for 2016/2017

Nominee: _

I am prepared to serve on the Committee if elected.

Signed: _____ Membership Number: SM_

Proposed: _____ Membership Number: SM_

Signed: _____

Seconded: _____ Membership Number: SM_

Signed: _____

.....

B. Members Proposition Form for 2016/2017

Please give a brief outline of your proposition that you wish to be discussed at the AGM

Proposed: _____ Membership Number: SM_

Signed: _____

Seconded: _____ Membership Number: SM_

Signed: _____

TRAINING DAYS 2017

I hope you are all having an enjoyable season of motorsport and keeping safe. As we head towards the end of the season we are well underway with our plans for the 2017 training days. They will once again be at Rockingham, many thanks to them for their continued support, and they will be on 21st and 22nd of January 2017.

As last year we will run two days of the same content giving you the option to attend Saturday or Sunday as it suits you. It will also take the same form as last year in that it will be theory in the morning and practical in the form of a mini race series in the afternoon, which I have to say was quite exciting, and we want to make them even better this year with more content. Many thanks as well to Prize Motorsport who are also supporting us again this year.

We have tried to take on board your comments following last year and the theory modules will be: Report writing; Flags; Fire; 1st on Scene (including some first aid); Incident and Communications plus three separate sessions for the Specialists. If there is a module that you need for an upgrade, please contact me directly and I will see how we can help if it isn't included above.

The modules will work on a round robin basis, with small groups moving around the different modules throughout the morning and lasting 35 to 40 minutes. There will also be a coffee break mid-morning and a lunch break prior to the practical. Hopefully by having smaller groups this will enable everyone to get involved and share their experiences. I would add at this point that the sessions will take a more interactive approach rather than using power point, which will only be used if needed to illustrate a point, but be assured everything you need to cover in the module will be covered. You will be able to drive to the fire training ground to save time and there will be clearer instructions to guide you to the training rooms.

So, if you want a training day that is a bit different then please come along and join us by completing the volunteering form (available on our website and attached to the newsletter) and returning it to me, please get them in early so that I can get an idea of numbers, these are your days, provided at no cost to you and we need good numbers to make it even better than last year!

Once you have volunteered your training has begun!

As with any meeting please let me know if you are no longer able to attend, we may have someone waiting to take your place. You will be sent Final Instructions, preferably by email, prior to the event. There will be no food outlets open at Rockingham (sorry but there aren't enough of us to justify the cost) so you need to be self-sufficient, as for a race day, bringing your normal kit for the practical sessions. There will however be free hot drinks and biscuits during the morning.

It was good last year, let's make it even better this year and we can't do that without you!

If you are an MSA instructor and would like to be involved with the training day and are prepared to abandon your power point, (but not its content) and train in a more inter active way please contact me, there will also be an opportunity for all instructors to assist in the afternoon practical session when all your marshalling experience will be brought into use.

So, if you are up for something a bit different please get in touch! If you instructed last year and are willing to help again please let me know, you will be very welcome.

If you are not an instructor but feel you have enough experience and the ability to help with training others, we will also need a few people to assist on the day and any budding actors out there, get in touch as we will need people for role play.

I can be contacted at elaine.brice@btinternet.com or 35 Waterfall Way, Barwell, Leicester LE9 8EH

I hope to see you all at the training days.

Happy and safe racing to you all

Elaine Brice
SMids Training Officer
British Motorsports Marshals' Club

YOUR TRAINING DAY NEEDS YOU!



ROCKINGHAM MOTOR SPEEDWAY BMMC TRAINING DAYS 21st or 22nd JANUARY 2016

VOLUNTEERING FORM

Please complete all sections and either email sm.training@marshals.co.uk or post to: Elaine Brice, 35 Waterfall Way, Barwell, Leicester LE9 8EH.

Please tick which day you would like to attend:

Saturday 21st

Sunday 22nd

Name: _____ Telephone: _____

Address: _____

Email: _____

Next of kin and contact number: _____

Current grade: _____

Upgrading to: _____

Do you aspire to any other role in motorsport? _____

If so we will endeavour to give you some insight into that role during the day.

Please bring your normal marshalling gear and supplies of food and cold drinks, hot drinks and biscuits will be supplied.

If you find you can no longer attend, please let me know as someone may be waiting for your place.

Karting

SHENINGTON:

For some reason the article I sent for the July edition was not published so I am resubmitting it again with a few updates.

As well as our usual Club meeting in May we hosted a round of the British Superlites championship at Shenington on 21/22 May. It was a weekend of very exciting racing. Best lap times in the high 49's on the gearbox circuit. Two classes – the 600's use a 2-stroke Rotax and the 900's use a Honda Fireblade 4-stroke. Very well done to all concerned and we look forward to seeing you again next year. This is a photo of some of the action – certainly different to our usual karts!



The last weekend of June saw the annual visit of the Pedals Cars for another round in their British championship. We certainly attract a variety of events at Shenington!!

July saw our annual Superprix meeting with the annual visit of the Historic Kart Club. Thanks to Whelen Europe for sponsoring this event for us this year – their name is reflected in the title of this year's event – Whelen Europe Superprix. This exciting weekend was televised by Motors TV. There were over 100 historic kart entries and over 270 club entries – a very busy weekend! The usual Saturday evening pig roast, bar and disco was enjoyed by many due to the lovely weather.

Our August meeting was our usual club meeting and all went well.

September sees the return of Super One to Shenington as well as our usual Club meeting so once again a busy month.

For many years now I have submitted an article for this magazine but have decided to now call it a day – hopefully someone else out there will take up the challenge and submit the articles – it can be from any of the kart circuits / clubs in our region. Kaz Connolly (details at the end of the magazine) will give you the details on submission dates etc. I will still be actively involved in Shenington – as Vice-Chairman, Track Manager, Chief Marshal and Starter so am not disappearing (yet!) from the world of karting just gradually cutting back on some aspects.

Please do continue to contact me if you have any queries on marshalling at Shenington – my details are at the foot of this article.

Shenington:

Meetings for the remainder of the year:

15 / 16 October 2016 (includes 210 Challenge)

29 / 30 October 2016

19 / 20 November 2016

17 / 18 December 2016*

(*this is an extra meeting for 2016 which will replace our Jan 2017 meeting)

Please contact me on the details below re marshalling at Shenington. If you do volunteer via the BMMC Marshalling website please also contact me as soon as possible as sometimes I cannot accommodate all requests (though I am always grateful for volunteers, it is just that we have a strict limit on numbers)

For Whilton Mill, Rissington, Kimbolton:

Refer to Club website for details of meetings and contact details for marshalling

Pete Cox
01295 257674 / 07770 866006 / peter.coxkart@hotmail.com

Hill Climbs

Speed Meetings

In a previous article I referred to Speed meetings (Sprints and Hill Climbs), apart from the demonstration meeting each year at Kop Hill we do not have other Speed meetings in our region but that should not stop you travelling to a meeting elsewhere and giving it a try.

Jan Banford wrote an article for the Midland Region newsletter relating to Loton Park Hill Climb and with her permission I have reproduced it below.

Marshalling at Speed Hill Climbs

Speed hill climbing is exactly what it says - driving a car (or motorbike) from the bottom of a hill to the top, against the clock. It's fast, dangerous and fun, and we get very close to the action! There is an enormous range of cars - from the ordinary to the extraordinary, from the basic to the highly specialised.

I started marshalling about 18 years ago, and have seen some spectacular driving at venues across the country - from Doune in Scotland, to Gurston in Wiltshire, Harewood in Yorkshire to the Isle of Man, although Loton Park just outside Shrewsbury is my favourite. It is a deer park, which adds an extra dimension, and is the 2nd longest hill climb in the country - 1,475 yards.

Hagley & District Light Car Club has run hill climbs at Loton Park since 1970. It's a very inclusive club, we know we are dependent on each other for a good day of motor sport, often ending the day together at the onsite bar, enjoying a drink whilst reviewing the day's action.

Cars come up to the start line in batches, depending on their cc. The car is set into the correct position by the start line marshals and as it accelerates away, a strut on the front of the vehicle splits a timing beam. After a few twists and turns, another timing beam records the time as the car travels over the finish line. On average we have around 130 cars a day, each car having 2 practice runs and 2 timed runs, split by a lunch break (provided by the club for marshals), so the start marshals are manhandling more than 500 cars a day - quite tiring!

In hill climbing, marshals carry just one flag - red. It is used to control the hill in case of an incident and when used in conjunction with the faithful whistle is a quick and effective way to alert an oncoming driver of an incident ahead and marshals at posts lower down the hill. It is the Post Chief's responsibility to ensure a red flag is waved when needed, which is then followed up with a radio call to the course controller, who will alert anyone else - perhaps a Clerk, Rescue or Recovery unit.

As with many forms of motor sport, hill climbing marshals can be thin on the ground, so we are actively encouraging people to try marshalling with us for a day. If you enjoy motor sport, why not get as close to the action as possible! For further information, please email chiefmarshal@hdlcc.com

Dave Reed
Regional & National Membership Secretary
British Motorsport Marshals' Club

POCONO AUGUST 2016 JUSTIN WILSON REMEMBERED

Last year's visit to Pocono in Pennsylvania was not a pleasant experience, as we saw Justin Wilson killed on track, in something of a freak incident. Debris from Sage Karim's car which had crashed into the wall several cars in front of Justin bounced along the track to hit Justin head on.

This year there were all sorts of remembrances for poor Justin. Union Flags were at half-mast all along the pit road for the whole weekend and he was mentioned frequently in commentary. All drivers and many other personnel, including controversial commentator, Robin Miller, were sporting Union Flag stockings to mark the anniversary.

Justin was very popular with everyone in Indy Car racing, and it showed at Pocono this year. We understand Justin's wife has remained in the States, not to upset their two daughters' education, and that she has become close to Suzy Wheldon, widow of another British driver to sadly die racing Indy Cars.

So, a bit of a sombre note this year at Pocono but it was good to see the level of appreciation for one of the good guys, sadly missed.

Shame the race was rained off on Sunday, which did not help crowd size, already expected to be not very large. The rain was widely forecast to happen on Sunday afternoon, from 14.00 hrs to 20.00 hrs, with the race scheduled for 15.00 hrs start. Many people did not feel it was worth the bother, it seems.

Shame, too, for the organisers at Pocono who have put a lot of effort – and cash – into trying to invigorate Indy Car racing in the North East of America. They have just signed up for another two years, which is very brave of them, considering the poor return so far. Yet, drivers are keen to race there.

Worse still for the family at Pocono, this was their third rain out this year, with all three major races delayed for 24 hours, two NASCAR Sprint Cup races and this Indy race. Up until now, the record of rain outs has not been too bad, given that the circuit lies within the Pocono mountains where just as at Spa, it can rain anytime. I am sure their luck will improve.

We planned for this and booked our flights from New York to Florida until the Tuesday. There were not too many less for the race on Monday, which turned out to be one of the best Indy Car races this year.

Undoubted star of practice and qualifying was recently returned Russian driver, Mikhail Aleshin, fastest in all practice sessions and easily on pole position. He led the race from the start, and for 87 of the 200 laps, followed closely by Ryan Hunter-Reay who started last, after a crash in practice. Hunter-Reay made up seven positions in the first two-thirds of the opening lap – until Sato threw himself at the wall exiting Turn Three, the last corner in Pocono's tri-oval set up.

It would have to be Sato wouldn't it? Why is he still racing? Dario Franchitti once said that Sato had hit every car except the Safety Car – give him time Dario! Was it not also Sato who put Dario in the fence, an incident that led to Dario's retirement? Sato races for A. J. Foyt's team, whose main sponsor was headline sponsor for this race. A.J. may have calmed down in his senior years but I wonder how he greeted Sato's return to the pits? I simply cannot understand why this chap Sato is still allowed to race.

Aside from this, it was a great race. Aleshin and Hunter-Reay led most laps but there were many changes of position further down the field – and Will Power was gradually making ground on everyone. Skilful pit stops and clever strategy eventually led to his victory. Well deserved, in my view, and a very interesting Indy Car race, much more interesting than the follow-my-leader style of current F1 races.

Why Indy Car racing is not more popular in the USA I simply do not understand. OK, it has to compete with 43 starters in NASCAR Sprint Cup racing, but that can be a bit boring at times, too.

We have been going to Pocono International Raceway for some 34 years now, following an introduction to the owner family by Keith Douglas, one of our founder members. I have watched IMSA racing there, plus some brilliant NASCAR weekends and more recently the return of Indy Cars. The whole track can be seen from most spectating positions and the circuit just gets better every year – including the longest line of men’s urinals in the world!! No long queues there to use “the facilities” that is so common at most European circuits – Le Mans especially.

If you get the opportunity to attend, do take it – and it is much, much cheaper than the costs to attend a F1 GP.

George Copeland

Footnote: He did it again; Sato into the wall at the Texas re-run! But another great race and a fine tribute to Justin Wilson from eventual winner Graham Rahal.

Folks,

Below is evidence of the CQ received from the Mini7 Club last weekend at Oulton.



The money was raised following the competition ran by the Mini7 Club - Race a Mini.

Rob Howard kindly allowed his spare car to be raffled for a one off drive at Brands (incl ARDS if required by the winner).

The £400 was the surplus after the expenses of the competition had been taken.

I think there will be a similar competition next Summer.

Photographer was Stephen Colbran and the competition was run by the Mini7 Club.

Regards

Steve Woolfe
National Secretary
British Motorsports Marshals' Club

BMMC South Mids Regalia Sales Order Form

For British Rally Marshals Club Regalia—please contact

Derek Murphy- Mobile:07768202236- [Email: regalia@bmmc.org.uk](mailto:regalia@bmmc.org.uk)

For all other Club regalia— please see our latest on-line Catalogue www.marshals.co.uk

Or send an A5 size SAE to – Eric Rider, 41 Norwood Drive, Timperley, WA157LD

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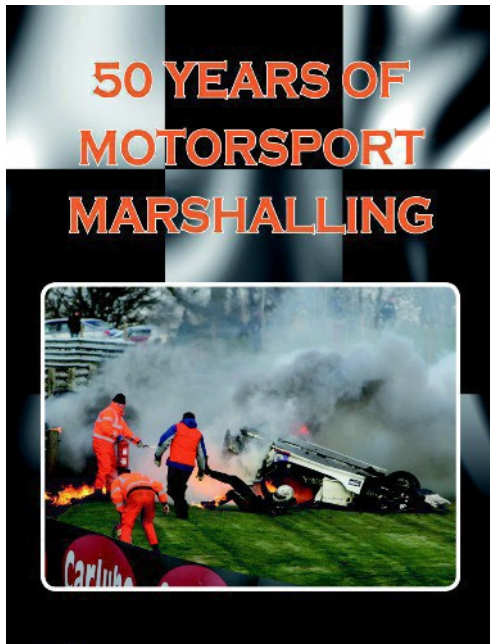
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50 YEARS OF MOTORSPORT MARSHALLING



George Copeland



By George Copeland

This book is an attempt to record the history of motorsport marshalling in the UK and the British Motorsport Marshals' Club (BMMC) in particular. The history is not well documented and it took two years of fairly intensive "digging" to extract enough information to form a reasonably accurate record.

Since 1957 the Marshals' Club has been at the heart of every major marshalling initiative. It's training has been widely copied around the world with Marshals' Club training and grading notes slated into many different languages including three different Chinese dialects. Most importantly, the Club is a collection of quite disparate characters. They come from all walks of life and give their time freely to the sport, in return for the enjoyment they get from doing so, their enthusiasm for the sport and the camaraderie that exists in marshalling ranks. They are a talented bunch and despite the voluntary nature of their duties they are generally considered to be among the best in the world for the professionalism they bring to motorsport safety.

All profits from the sale of this book will go to the Marshals' Club funds.

SPECIAL DISCOUNT PRICE FOR BRITISH MOTORSPORT MARSHALS' CLUB

The book contains 288 pages including a 16 page colour plate section. It is hard-backed, full colour and measures 234 x 156 mm.

The Book is now Free of Charge Plus £2.80 for Postage

HOWTOORDER

Please quote your BMMC membership number to receive the discount.

- 1) By phone: 0161 904 9724
- 2) Complete the order form overleaf and send to: Eric Ridley
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SOUTH MIDLANDS REGION

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