

# BMMC MAGAZINE

South Midlands Region  
July 2017



b	BRITISH
r	RALLY
m	MARSHALS
c	CLUB



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# The Chairman's Chatter....

Paul Harris - South Midlands Chairman ....



## **Welcome to the Newsletter for the South Midlands Region**

I hope that those of you, who marshalled the GP at Silverstone recently for the first time, enjoyed the experience and will volunteer again next year. It is a meeting that you have to do at least once to say that you have done it. After all, it is the biggest race meeting that is held in the UK. To those of you for whom it was not the first time, I hope you got the same amount of enjoyment out of it as you did the first time.

The region is holding a bar-b-que to celebrate the Club's 60<sup>th</sup> Anniversary, at the Silverstone Recreation Club on Saturday 19<sup>th</sup> August, to which you are all invited. It is free to all members provided you show your BMMC membership card; any guests that you are welcome to bring will be charged.

As you will see in another part of the newsletter the Region's 50<sup>th</sup> Anniversary AGM and Dinner is to be held at Fox and Hounds at Whittlebury on Saturday 29<sup>th</sup> October. Please do make every effort to attend. Further details will follow.

### **Daytona Karting**

Daytona have kindly put a package together to offer BMMC Members. They are offering the deal on their arrive and drive sessions and also on their open races, this would allow BMMC members to drive pretty much any day of the year from as little as £11 at Daytona Manchester, The indoor circuit and less than £20 at all their outdoor venues (50% discount at the venues in Manchester, Tamworth, Milton Keynes and Sandown Park).

Each member must take their membership card, and quote their membership on arrival, this will be strictly enforced, everything is in place at their end and they are keen to get the offer up and running, you will be notified when this offer is operational.

Well that is all for this time, Keep safe.

*Paul Harris*

Chairman South Mids Region

British Motorsport Marshals' Club

**British Motorsports Marshals Club  
South Midlands Region**

**50<sup>th</sup> Annual General Meeting And Anniversary Dinner**

Will take place on  
Saturday 28th October 2017  
At the Fox and Hounds, Whittlebury 7pm

Guest Speaker Grand Raffle

Please contact Lesley Harris on 01525 382341 or 07790639594

Or email [sm.secretary@marshals.co.uk](mailto:sm.secretary@marshals.co.uk)

No later than 23rd October, 2017

Please advise if a vegetarian meal is required

## For BMMC Members only



YOUR CHANCE TO WIN THE CRASH HELMET AS WORN BY 2016 BRITISH GT WINNER DEREK JOHNSON AS SIGNED BY HIMSELF AND CO DRIVER JOHNNY ADAM ON THE BMMC STAND AT THE AUTOSPORT SHOW 2017

Derek has kindly offered this fantastic memento of his and Johnny's fantastic 2016 season in British GT to raise funds for BMMC.

As well as the helmet, Derek's team TF Sport is offering the winner a day to remember as a guest of the team with a behind the scenes hospitality day at the British GT finale on the weekend of September 23rd/24th at Donington.

We have decided to auction this wonderful prize and encourage you to bid generously.

The bidding will commence when you receive this notification of the auction and will end on **August 31st 2017**.

You may submit an initial bid in pounds sterling and a maximum bid either by

email to [nat.secretary@marshals.co.uk](mailto:nat.secretary@marshals.co.uk)

*or*

by post to Steve Woolfe, 86 Scholes Lane, Prestwich, Manchester, M25 0AU Please

quote your BMMC membership number.

The winner will be contacted within 3 days of the closing date and will be required to make payment to BMMC Ltd by a BACS transfer.



SEC GLASGOW | 4-6 AUG 2017

## IGNITION FESTIVAL GATHERS THE GREATEST COLLECTION OF FORMULA ONE CARS EVER TO BE SEEN IN SCOTLAND

INCREDIBLE COLLECTION OF FORMULA ONE CARS TO BE DRIVEN ON THE STREETS OF GLASGOW THIS AUGUST THANKS TO SCOTLAND'S BIGGEST FESTIVAL OF MOTORING #IGNITIONGLASGOW



**IGNITION Festival of Motoring** is delighted to reveal the greatest-ever collection of Formula 1 cars to grace Scottish shores. Cars previously driven by the crème de le crème of Formula One including **Jenson Button**, **Michael Schumacher**, **Ayrton Senna**, **Jim Clark** and **Stirling Moss** will appear at IGNITION Festival this summer.

**The full line-up of cars to feature at IGNITION Glasgow in alphabetical order are:** BAR Honda (Jenson Button), Benetton B193b (Michael Schumacher), Camel Lotus Type 101 (Nelson Piquet), Ferrari Dino (Mike Hawthorn), Lotus 21 (Jim Clark), Lotus 25 (Jim Clark), Lotus 72E (Ronnie Peterson), Maserati 250F (Stirling Moss), McLaren M23 (James Hunt), Toleman TG184 (Ayrton Senna) – with more still to be confirmed!

**In what will be the biggest showing of F1 cars in the same place in Scotland ever, fans can get up-close with some of the most prestigious cars from F1's past.**

**Jenson Button's BAR 006** competed in the 2004 Formula 1 season. From the onset of the season, the car proved to be very competitive with Jenson Button scoring ten podiums and challenging for victory on many occasions, most notably in Italy. Button drove this car in 15 races in total, taking 8 podiums and fans can get up-close with the legendary car at #Ignitionglasgow this August.

Driven by **Michael Schumacher** and Ricardo Patrese during the 1993 F1 season, the **Benetton B193b** will also be paraded at the SEC Glasgow. Powered by the latest Cosworth HBA engine, **Michael Schumacher** was able to consistently challenge the McLarens and on occasion challenged the seemingly unbeatable Williams FW15C. Its last competitive outing saw it take 2<sup>nd</sup> place with Schumacher behind the wheel at the 1993 British GP at Silverstone.

**Driven by Ayrton Senna** the Toleman TG184 was first raced at the French Grand Prix in 1984. The car's potential was evident early on with a 2<sup>nd</sup> place in only its second Grand Prix scored by then rookie driver Ayrton Senna in the rain affected Monaco Grand Prix. Underlying his future as a World Champion, more podiums came for Senna during the 1984 season with 3<sup>rd</sup> placings at both the British Grand Prix and the season ending Portuguese Grand Prix where Senna also placed 3<sup>rd</sup> in qualifying, the highest for the car.

**Jim Clark's Lotus 21 (1961)** was designed by Colin Chapman. Used by the works Lotus team and the privateer Rob Walker Racing Team in 1961, the 21 was the first works Lotus to win a Formula One Grand Prix, in the hands of Innes Ireland at the 1961 United States Grand Prix. Sadly, at the Italian GP, Ferrari driver Wolfgang von Trips was launched off the rear wheel of this very car. He passed away, as did 14 spectators. The car was only ever raced by Jim Clark and because of these tragic events is the most original unrestored Lotus 21 in existence.

**Stirling Moss' Maserati 250F** is another rarely-seen addition to this year's festival line-up. In total, the 250F competed in 46 Formula 1 championship races with 277 entries, leading to eight wins. Success was not limited to World Championship events with 250F drivers winning many non-championship races around the world. **Stirling Moss** later said that the 250F was the best front-engined F1 car he drove.

The ultimate event for car-lovers, families, thrill seekers and petrol heads, **IGNITION** Festival of Motoring will take over the streets of Glasgow's Scottish Event Campus over 4-6 August 2017.

The event, Scotland's biggest automotive showcase, will give fans the chance to experience the sights, sounds and smells of everything from rally and Formula 1 to drift racing, classic cars and motorbikes, all featuring on a specially constructed street circuit.

**Cat Stanford, IGNITION Festival Director, said:** "We're absolutely delighted to bring this news to fans today. In a first for Scotland, we're truly thrilled to add the biggest-ever showing of F1 cars to the already brilliant IGNITION line-up"

The distinctive F1 collection will be joined in the paddock by a vast array of stunning machinery including rally, hot rods, motorbikes and supercars.

Tickets for **IGNITION** 2017 are available from the festival website with prices to suit every pocket. Single tickets start at just £27.50 (pre-booked) for full day entry to the show and only £15 for a late entry single ticket from 2pm. A single ticket plus morning or afternoon grandstand seat costs £40, while a family day ticket for two adults and up to three children costs just £70.

THE IGNITE Club ticket at £129 is the ultimate VIP experience offering exclusive access to the IGNITE Club Paddock and grandstand, both conveniently located trackside and close to the private IGNITE club bar where lunch and driver Q&A's are included.

A full breakdown of ticket types, prices and event news can be found at <http://www.ignitionfestival.co.uk/tickets>

**ENDS**

## **Editor's notes:**

**Brand Events UK:** IGNITION Festival of Motoring is organised and operated by Brand Events. Since its formation in 1999, Brand Events has launched some of the UK's most popular consumer events including The London Classic Car Show, Top Gear Live, the CarFest festivals for BBC Children in Need and the recently launched Fast and Furious Live. Brand Events is widely regarded as the most successful innovator in consumer events and exhibitions with a number of industry accolades in recognition.

## **FULL F1 CAR DETAILS**

**BAR Honda 006 (2004) – Jenson Button:** The BAR 006 competed in the 2004 Formula One season, with this car being driven by Jenson Button. From the onset of the season, the car proved to be very competitive with Jenson Button scoring ten podiums and challenging for victory on many occasions, most notably in Italy. Button drove this car in 15 races in total, taking 8 podiums. BAR managed second in the Constructors' Championship after a close fight with Renault throughout the year and Button, who many tipped as driver of the year, scored third in the Drivers' Championship behind the Ferrari duo of Rubens Barrichello and Michael Schumacher who scored his seventh World Championship.

**Benetton B193b (1993) – Michael Schumacher:** Driven by Michael Schumacher and Ricardo Patrese during the 1993 F1 season, this Benetton B193b was designed by Ross Brawn and Rory Byrne. Powered by the latest Cosworth HBA engine, Michael Schumacher was able to consistently challenge the McLarens and on occasion challenged the seemingly unbeatable Williams FW15C. Its last competitive outing saw it take 2<sup>nd</sup> place with Schumacher behind the wheel at the 1993 British GP at Silverstone.

**Camel Lotus type 101 (1989) – Nelson Piquet:** This was the third type 101 produced of only four for the 1989 season and was driven by three-time world champion Nelson Piquet and Japanese driver Satoru Nakajima. Its best result was 4th in the Australian GP of that year with Lotus finishing 6<sup>th</sup> in the Constructors' Championship.

**Toleman TG184 (1984) – Ayrton Senna:** The Toleman TG184 was first raced at the French Grand Prix in 1984. The car's potential was evident early on with a 2<sup>nd</sup> place in only its second Grand Prix scored by then rookie driver Ayrton Senna in the rain affected Monaco Grand Prix. Underlying his future as a World Champion, more podiums came for Senna during the 1984 season with 3<sup>rd</sup> placings at both the British Grand Prix and the season ending Portuguese Grand Prix where Senna also placed 3<sup>rd</sup> in qualifying, the highest for the car.

**Ferrari Dino 246 (1958) – Mike Hawthorn:** British driver Mike Hawthorn drove this Dino to his only World Championship title in 1958, securing 3 wins and 18 podiums over the course of that year. The car's V6 engine was designed by Vittorio Jano of Alfa Romeo fame with input from Enzo's son Alfredo 'Dino' Ferrari. When Dino sadly passed away aged 24, Enzo decreed all V6 engined Ferraris would thereafter be called Dino to honour his son.

**Maserati 250F (1954) – Stirling Moss:** The 250F first raced in the 1954 Argentine Grand Prix where Juan Manuel Fangio won the first of his two victories before he left for the new Mercedes-Benz team. Fangio won the 1954 Drivers' World Championship, with points gained with both Maserati and Mercedes-Benz; Stirling Moss raced his own privately owned 250F for the full 1954 season. In 1956 Stirling Moss won the Monaco and Italian Grands Prix, both in a works car. In 1957 Juan Manuel Fangio drove to four more championship victories, including his legendary final win at German Grand Prix at the Nürburgring (Aug. 4, 1957), where he overcame a 48-second deficit in 22 laps, passing the race leader, Mike Hawthorn, on the final lap to take the win. In doing so he broke the lap record at the Nürburgring, 10 times. In total, the 250F competed in 46 Formula One championship races with 277 entries, leading to eight wins. Success was not limited to World Championship events with 250F drivers winning many non-championship races around the world. Stirling Moss later said that the 250F was the best front-engined F1 car he drove.

**Lotus 21 (1961) – Jim Clark:** The Lotus 21 was designed by Colin Chapman. Used by the works Lotus team and the privateer Rob Walker Racing Team in 1961, the 21 was the first works Lotus to win a Formula One Grand Prix, in the hands of Innes Ireland at the 1961 United States Grand Prix. Sadly, at the Italian GP, Ferrari driver Wolfgang von Trips was launched off the rear wheel of this very car. He passed away, as did 14 spectators. The car was only ever raced by Jim Clark and because of these tragic events is the most original unrestored Lotus 21 in existence.

**Lotus 72E (1973) – Ronnie Peterson:** The 72 was one of the most remarkable and successful designs in F1 history. Taking the stressed engine layout technique from the Lotus 49 and adding advanced aerodynamics produced a car that was years ahead of its rivals. The car caused a sensation amongst the media and fans, with many people clamouring to see the remarkable car in action. The car was introduced partway into the 1970 season, and saw Lotus win the Constructors' Championship that year, and again in 1972. Swede Ronnie Peterson joined Lotus in 1973



and fell in love with the 72. In his first season with Lotus, Peterson won four races and helped Lotus keep the constructors' championship once again. Jacky Ickx joined Peterson in 1974, where the 72 was meant to be replaced by the Lotus 76, intended to be a lighter and leaner version of the 72. The car's technology proved to be too ambitious and the project flopped, so Lotus turned to the venerable 72 for the 1974 season. A further update to the car, increasing the front and rear track kept the car competitive. Peterson won another three races and challenged for the championship in a very closely contested season, ably supported by Ickx who turned in solid performances and scored several podiums. The now aging 72 did remarkably well for a four-year-old design, finishing fourth in the constructors' championship.

**McLaren M23 – James Hunt:** The McLaren M23 was introduced for the 1973 season, and scored pole position with Denny Hulme on its very first outing. Hulme and Peter Revson took three wins between them that season, while rookie Jody Scheckter nearly added a fourth. Scheckter was responsible for one of the biggest accidents Formula One has ever seen, at the 1973 British Grand Prix, when he spun his M23 in front of the pack. Emerson Fittipaldi joined McLaren from Lotus in 1974. His knowledge of the Lotus 72 helped McLaren develop the M23 and that season Fittipaldi gave McLaren its first drivers' and constructors' world championships, beating Ferrari, Tyrrell and Lotus. Further development in 1975 – including a 6-speed gearbox, a novelty for the time – helped Fittipaldi to second in the drivers' championship and McLaren to third in the constructors' championship. At the end of 1975 Fittipaldi left the team and was replaced by James Hunt. Hunt and Jochen Mass relied on the M23 in the early part of the 1977 season, and even though the car was now four years old it was still competitive. The M23 was never the most technically advanced F1 car, but sound preparation and continual development helped it win 16 Grands Prix, two drivers' and one constructors' world championships in its lifetime. The M23 was also modified for use in Formula 5000 racing. Australian driver John McCormack drove a Leyland powered M23 to win the 1977 Australian Drivers' Championship. McCormack also put his M23 on pole for the 1978 Australian Grand Prix.

**Lotus 25 – Jim Clark:** The Lotus 25 was a racing car designed by Colin Chapman for the 1962 Formula One season. It was a revolutionary design, the first fully stressed monocoque chassis to appear in Formula One. In the hands of Jim Clark it took 14 World Championship Grand Prix wins and propelled him to his 1963 World Championship title. Its last World Championship win was at the 1965 French Grand Prix.

#### **IGNITION Press Office**

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# East Riding of Yorkshire Council

## BRIDLINGTON

# Weekend of Motoring

### Saturday 9 & Sunday 10 September 2017

Tour Britannia are organising 3 separate motor orientated events over the weekend on Saturday 9 September and Sunday 10 September on behalf of East Riding of Yorkshire Council, some of which interlock, all based in the Bridlington area.

### Sportsman's Dinner – Saturday 9 September 2017

Dinner in The Spa, Bridlington with the Original Stig, Perry McCarthy as guest speaker. Dress informal. The evening kicks off with a welcome drink courtesy of one of our sponsors at 7.30pm. Guests will be encouraged to take their seats for Dinner at 8.00pm. Tickets £30.00 per head, or £300.00 for a table of 10. Guaranteed to be light hearted with lots of banter. Space is limited so do book early to be sure of a place.

### Sewerby Hall Car Show and Bridlington Parade – 11.30 am to 3.30pm on Sunday 10 September 2017

We want people with classic cars, super cars, quirky cars, motor bikes, racing & rally cars in fact anything novel and of interest, to display their cars. We are receptive to One Make Clubs and the like. There is no entry fee but people need to book their car in, to be sent their reserved ticket (all passengers enter free as well).

There will also be a vehicle Parade through Bridlington on the Sunday morning. People displaying their cars at the Sewerby Show have the option to meet earlier from 10.00 am at the Park & Ride on the South side of Bridlington. There they will be lined up with similar vehicles so they can Parade through the town to take their places at the Sewerby Hall Show on the North side. It is not a problem if some would prefer to take go straight to the Show.

The Sunday Challenge cars will finish at the Show and have their own display area.

There will also be a prime location at the Show reserved for businesses to display their wares, on a commercial basis.

### Sunday Challenge – Sunday 10 September 2017

This is an 85 mile drive down the coast and across the wolds incorporated into an Economy Run. It starts at the Hilderthorpe Road Coach Park in Bridlington adjacent to Tesco's Filling Station in the morning and finishes at Sewerby Hall during the early afternoon.

No qualifications are necessary other than a driving licence and a mate or two to help you find your way round the easy to follow route. Our objective is to get you round the route easily and safely, with no trick navigation. No special rally skills are necessary. You can even use a sat-nav if you wish. Entry fee of £20.00 per car. Must have a crew of 2 (or more).

A simple description – a fun event, open to all.

**North Humberside Motor Club have been asked to marshal the Sunday Challenge event.**

**More details [www.tourbritannia.com](http://www.tourbritannia.com)**

# POKER CARDS Rally

10TH - 11TH NOVEMBER 2017



Photo courtesy of Mark Corlett

**Entry Fee**  
 £330.00  
 excl. travel  
 or £620.00  
 incl. travel\*  
 Entries Open  
 1 August 2017

## COMPETITORS

- 17 special stages over 1 ½ days starting Friday evening (8 stages) and finishing Saturday (9 stages)\*\*
- Over 100 special stage miles
- Centralised service
- Compact route

## OFFICIALS

Exclusive deals for those who wish to take part in the event as marshals, timekeepers and radio operators are available from our official travel partner Isle of Man Event Services Limited.

Contact the team today on [info@iomevents.com](mailto:info@iomevents.com) or call +44 (0)1624 664460

Competitors and officials are welcomed to visit: [www.manxautosport.org](http://www.manxautosport.org) to keep up to date.  
 Email: [info@manxautosport.org](mailto:info@manxautosport.org)



\*Travel package includes a van/car plus 2 adults and a trailer up to 10.5m in length.

Travel & Accommodation to be booked through our travel partner: Isle of Man Event Services on +44 1624 664460 or [info@iomevents.com](mailto:info@iomevents.com)

\*\*Route subject to final approval from MSA and DoI

# BMMC South Mids Regalia Sales Order Form

For British Rally Marshals Club Regalia—please contact  
Derek Murphy- Mobile:07768202236 - Email: [regalia@bmc.org.uk](mailto:regalia@bmc.org.uk)

For all other Club Regalia - please see our latest online catalogue- [www.marshals.co.uk](http://www.marshals.co.uk)

Or send an A5 size SAE to - Eric Ridler, 41 Norwood Drive, Timperley, WA157LD

Item	Price		Grade	Qty	Total Cost
Grading Badge (Please provide proof of grade)	1.50				
Grading Badge (Please provide proof of grade)	1.50				
Union Badge	1.50				
Sew-on Cloth Badge	2.00				
Lapel Badge	2.00				
Interior Sticker	2.00				
Exterior Sticker	2.00				
Long Interior Sticker	2.00				
Heroes Cloth Badge	2.00				
Heroes Lapel Badge	2.00				
Heroes Sticker	2.00				
Heroes Keyring	2.00				
50 Years of Motorsport Marshalling	Free				
					<b>Total</b>

Name:

Membership No:

Address:

Postcode:

Telephone No:

Mobile:

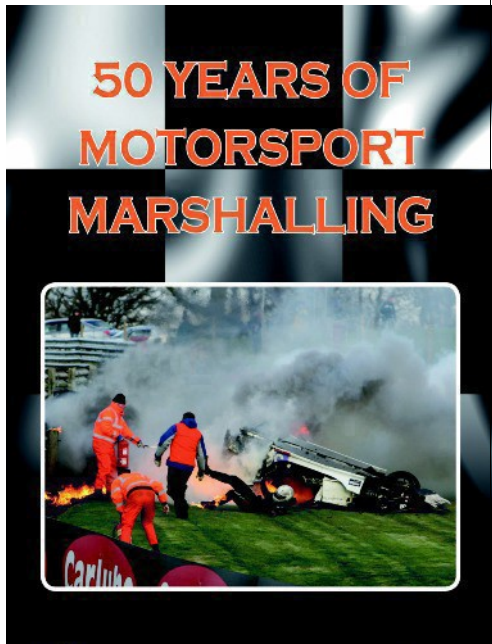
Email:

Cheques should be made payable to - BMMC Limited

Please send this order form with payment to:- Adrian Cashmore, 9 Church Street,

Weedon, Northants, NN7 4PL – Email: [smregalia@marshals.co.uk](mailto:smregalia@marshals.co.uk)

# 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  
41 Norwood Drive  
Timperley Cheshire  
WA157LD

# 50 YEARS OF MARSHALLING ORDER FORM

<b>Full Name</b>			
<b>Address</b>			
<b>Postcode</b>		<b>BMMC Number</b>	
<b>Daytime Tel.No.</b>			
<b>Email</b>			
<b>No. of Copies</b>		<b>Total amount =</b>	<b>£</b>
<b>I enclose my cheque, crossed and made payable to - BMMC Ltd.</b>			

<b>Please debit my Visa / MasterCard / Maestro / Delta card</b>															
<b>with the total amount of £</b>															
<small>*Please note we do not accept Visa Electron</small>															
<b>CardNumber:</b>															
<b>Valid from:</b>				M	M	Y	Y	<b>Expiry date:</b>				M	M	Y	Y
<b>Issue number:</b>												<b>Security CVC number:</b>			
<b>Cardholder's name (as shown on card)</b>															
<b>Cardholder's address if different from above:</b>															

## SOUTH MIDLANDS REGION

<b>Chair &amp; Sporting Trials Contact</b>	<b>Secretary</b>	<b>Treasurer</b>
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<b>Taster Day Organiser</b>	<b>Website Administrator</b>	<b>Karting Advisor</b>
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## NATIONAL DIRECTORS

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