

2-522 British Motorsport Marshals Club



GET CLOSER TO THE ACTION SAFELY



BMMC MAGAZINE

South Midlands Region
May 2020



GET CLOSER
TO THE ACTION
SAFELY

www.marshals.org.uk



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Editorial Disclaimer

The opinions expressed in this Newsletter are those of individual contributors and are not necessarily those of the BMMC, the Region or the Editor. The Editor reserves the right to edit contributions for length or clarity.

The Chairman's Chatter....

Chris Whitlock - South Midlands Chairman....



Welcome to the Newsletter for the South Midlands Region

Luckily our March Noggin and Natter was early enough to beat the COVID-19 lockdown. Simon Aaron gave an entertaining talk about his experiences as a Motor Sport journalist. Prior to the meeting Simon told me his April "Lunch With" interview with Hugh Chamberlain was three hours long! Sadly because of COVID 19 restrictions we have had to suspend the Noggin & Natter evenings, but they will return when we are allowed to do so. The White Horse is shut at the moment but is still in business doing take away meals. For the 75th VE Day celebrations they a sumptuous Cream Tea box with Pork Pie and Cheese and Ham Sandwiches and the proverbial Scone Cream and Jam.

Maintaining Communications

During May I managed to put time aside to try and telephone all the members in the region. Unfortunately, some people were out, and some telephone numbers were incorrect. I was primarily contacting via landline as my BT account gives me unlimited calls but nearly all the more recent members have only provided mobile numbers; happily, I have a number of minutes to spare as I rarely make calls on my mobile. I encountered a number of answerphone systems and left messages or where I got no reply, I resorted to sending an email. However, despite these issues I believe I managed to communicate with everyone. If I missed you out please give me a call on 01327 857011.

Generally speaking, everyone is alive and well and hankering to get back marshalling ASAP. Some have been victims to the dreaded Coronavirus but happily seem to have recovered or are well on the way to recovery. There were a few interesting experiences the most amusing befell a marshal who returned from holiday at the start of the lock down to a house empty of food. Not only were they supposed to isolate for 14 days they were also in the "Vulnerable" category. Luckily family were able to provide some immediate provisions; albeit stretching the travel allowance for family emergencies! Somehow, they managed to get on an emergency food parcel distribution list and on the following Monday a parcel arrived containing pears and potatoes! That's all! A challenge to you all, find a recipe for those ingredients. Luckily our intrepid hero managed to get on a supermarket home delivery list and is now providing a local grocery service for all their neighbours. As a final twist to the tale a food box gets delivered every Monday and our hero cannot get it stopped, and he says he is not the only one.

Surprisingly one of our members is working in Belgium, but using her UK mobile. She reported that the restrictions there were no worse than those in the UK. We have two Spanish students among our members. Both had returned home to Spain and had been in a severe lockdown until week commencing 4th May when they were allowed out each day for a short period. One I spoke to has secured a place at Southampton University so will probably move to SW or SE region next year. I also managed to renew contact with John Miller a member who is based in Queensland, Australia. Finally, SM8394 Helen Bendall-Jones is a qualified Mental Health Champion and has offered her services to anyone in the region who would prefer to speak to a fellow marshal rather than the anonymous counselling service provided by the Club. If you wish to talk to her let me know and I will pass on your number in the strictest confidence.

PLEASE DO NOT UNSUBSCRIBE FROM MAILCHIMP

Chris

**Chris Whitlock
South Midlands Chairman
British Motorsport Marshals' Club**

NOSTALGIA

The loss of Sport during COVID-19 seems to have generated a spate of articles and TV shows reminiscing about how things used to be so why should we be different?

It might surprise some of you to learn that my first marshalling experiences were in rallying rather than circuit racing. I used to belong to the Land Registry (Tunbridge Wells) Motor Club. I planned and organised twelve car rallies for the club, usually we would be lucky to get ten entries. Despite this the club had over 100 members, was a member of the Association of South Eastern Motor Clubs and registered with the MSA! Its popularity was down to a number of discounts arranged with local motor trade outlets. The first and last, real rally Sue and I marshalled was the Rally of Kent organised if I remember correctly by Sevenoaks and District Motor Club. We duly reported to a garage somewhere near Canterbury at 7.30pm and were given map references for two check points we were asked to man. The first was a passage control on a narrow country road near Ashford and we were told to stay there until the last car was due at a particular time. We were then to proceed to another control down on Romney Marshes where we were to give the competitors navigation instructions in a sealed envelope. So off we set and found our first location and set up the control. The first car was late, or were we in the wrong place? No cars began to arrive and we got quite busy for a while, then we were waiting for the last car. It arrived on time and while Sue retrieved the "Control" board I checked what time we should open the next control. We should have already been there! Someone had made a mistake! We were about 15 miles from where we should be and that was as the crow flies! The half way control was en-route so we reported there and they had realised the mistake but asked us to go to the control with our envelopes as the substitutes they sent there did not have enough instructions for all the cars. When we had done that we could go home, no thank you or invite to join them for the celebrations at the finish! It was now full dark and a challenge to race to the control through the narrow marsh lanes that had a tendency to have long straights ending in a 90 degree bend at a junction with dykes. The mists were rising when we handed over the envelopes to our replacements at the control. We got home to Tunbridge Wells at 1am.

Despite that we organised many 12 car events that were essentially navigational trials as we could only set an average speed of 5 mph to comply with the waiver of permit rules. We used plot and bash, tulip diagrams, and on more than one occasion a thing called a motor maze. That consisted of a print of a trace of all roads in an area of an OS map with the finish marked but no north point and no start. Competitors did not know where on the maze they were and as all lines were the same width they did not know which were main roads or which were white roads. Planning a 12 car event used to take a month. We would spend an evening pouring over OS maps planning a route, then we would drive the route in daylight identifying passage controls (usually road signs/place names) and then we would drive the route in darkness a couple of times to make sure the road book worked and that we had identified what we thought were hazards (slurry on the road where cows regularly crossed for milking, or a ford). I used to really enjoy those night time drives in my Hillman Imp and it allowed us to set a target time to be used as a tie break if there was a draw.

Next time I'll tell you more about my adventures in the Land Registry (TW) Motor Club.

Chris

Chris Whitlock
South Midlands Chairman
British Motorsport Marshals' Club

Lesley Harris

At the beginning of March, Lesley Harris was admitted into hospital with suspected gastroenteritis and dehydration. She underwent surgery to remove part of her small intestine.

During the many scans and tests she underwent, it was discovered that she has terminal pancreatic cancer, she has spoken to her oncologist and she will start to undergo palliative Chemo therapy at the beginning of May.

At the time of writing she is feeling "not too bad" just hoping that the lockdown will end soon.

Keep safe

Paul

Paul Harris

In view of the very sad news above, I gave Lesley a leave of absence from her secretarial duties for the club so she and Paul could spend what time they could together.

That left me with another and very important post to fill on the committee!"

Chris

Chris Whitlock
SMids Chairman
British Motorsport Marshals' Club

Situations Vacant

BMMC South Midlands Region has the following positions vacant on its committee:

Secretary – currently covered by an interim appointment see below. Usual secretarial duties, providing support to the Chair, producing minutes of meetings, filing minutes in central repository, organising committee meetings and AGM.

Recruitment Officer – currently covered by Glynn Ellis responsible for liaising with Silverstone (SMT) on recruitment initiatives, identifying other recruitment opportunities, liaising with National Recruitment Officer, maintaining recruitment equipment, recruiting volunteers to man recruitment stand.

Taster Day Organiser – currently covered by Chris Whitlock – responsible for liaising with Silverstone (SMT) on jointly run Taster Days, inviting potential members to attend taster days, arranging for team to deliver taster days, maintaining taster day documentation.

Happily, I can report that we have recently co-opted Simon Spooner onto the committee as Membership Secretary and he has also agreed to act as interim Secretary until a permanent replacement for Lesley can be found. Simon used to be a South West region member but he marshals frequently at Silverstone and learnt we could do with some help. He will be responsible for communicating with members, assisting the chairman and helping new members get started, If you have any questions he will be your first port of call. His introduction to the region is included in this newsletter.

When I did my call round the members this past month there were some tentative offers of help.

What brought Simon on board was learning that our future committee meetings will be virtual and so will not be so difficult to attend. If you are really interested in helping then please get in touch.

Chris

**Chris Whitlock
SMids Chairman
British Motorsport Marshals' Club**

Introduction from Simon Spooner



Hello and thank you to Chris and the South Midlands team for accepting me onto the committee, I am really looking forward to supporting our members get the most from marshalling in the region.

I came across motorsport in 1992, when Mansellmania came to its height and through a friend in 1995 started volunteering on a breakdown recovery unit at Thruxton until the end of 2000. Despite a huge passion for all things motorsport since, my working career was the front and centre of my life for the next 15 or so years, and whilst I did enjoy visiting Silverstone, Daytona, Spa, Nurburgring and Abu Dhabi to name a few, these were from the other side of the motorsport fence as a sporadic spectator.

Developing a successful career as a senior manager in the retail and hospitality world absorbed much weekend working and whilst there were a few irregular times that the oranges were donned at Castle Combe and Donnington, relocating to the Cotswolds in 2015 and a new career in education were priorities driven by a deep desire to be able to commit regularly and get back on the bank.

Mainly with flags in hand, I have gained further experience to transit through various parts of the grading scheme and this period of time provided me with useful solace, whilst supporting my mum through a life ending illness. The friendships gained and the distraction of all the exploits of being trackside, has always provided me with a fantastic opportunity to use this activity as my mental health work-out, and I am indebted to my orange buddies and the sport for this personal support.

Being in orange at LeMans and the British Grand Prix for the first time last year are highpoints of my marshalling career, but I have to be honest, it's those freezing cold or soaking wet days at my home locations of Silverstone and Castle Combe, no matter what is on the timetable that gives me the greatest reward. Whether it's showing a trainee the ropes,



exchanging healthy banter with the I/O or Post Chief, getting through a solo stint on the flags in an endurance race or being first on the scene to an incident, these are a few of the reasons that will keep bringing me back week after week. I just love being involved, wherever and however my skills can be of service.

So, with that in mind, I hope to see or hear from many of you over the coming months. Don't hesitate to drop me a line with any thoughts, suggestions or queries.

Stay Safe

Simon

Simon Spooner
British Motorsport Marshals' Club

BMMC Volunteering System

For this month I have not compiled my usual spreadsheet listing the motorsport events in our region for the next two months, as all events up to 30th June are either cancelled or postponed with very few announcements regarding the revised schedule from 1st July onwards.

The Silverstone events that have already been cancelled or confirmed as still scheduled include:

Formula Student 23rd – 26th July – cancelled for 2020.

WEC 4th – 6th September – cancelled for 2020.

BTCC 26th & 27th September – now scheduled for the National Circuit.

British GT - originally planned for 6th & 7th June, now rescheduled for 7th & 8th November.

Also, Silverstone have confirmed that they have agreed to hold two GP's in 2020 in July behind closed doors (no spectators), subject to agreement with the government.

The rescheduled season could give us all a headache later in the year if all the organisers try to cram in all the postponed events into a three or four month window at the end of the year. So, my guidance now is to enjoy your rest whilst you can, as you could well be busy marshalling later in the year, but do stay safe and healthy.

Do also keep an eye on our volunteering web page for updates on rescheduled meetings, as I will do my best to update this web page as soon as dates confirmed by the venue and event organiser are available.

Do please continue to use our volunteering web page to either volunteer or just tick the box 'volunteered with organising club' your use of our system helps enormously when it comes to purchasing insurance cover etc.

Whichever way you choose to volunteer for any motorsport event please ensure you volunteer with one organisation only as this will ensure the event Chief Marshal has an accurate list of marshals volunteered.

Also particularly for our newer members, when our volunteering web page shows the event registration closed, you can still volunteer for the event by emailing the Chief Marshal or organising club direct, although if possible please allow a minimum of two weeks for the CM to arrange access to the venue, post out tickets etc. It is a very rare occurrence if you are rejected from attending an event you have volunteered for.

Finally, if you spot any errors in the events I have listed or you know of an event that I have missed do drop me an email and I will do my best to sort it.

Glynn

Glynn Ellis
SMids Volunteering Co-ordinator and Recruitment Organiser
British Motorsport Marshals' Club

Marshal Recruitment

The events still scheduled or rearranged for 2020 where South Midlands region propose to hold recruitment stands include,

Silverstone Classic 31st July, 1st & 2nd August

Kop Hill Climb 19th & 20th September

Silverstone BTCC 26th & 27th September.

Silverstone British GT 7th & 8th November.

Silverstone Motorsport Days Live 20th & 21st November.

To ensure these recruitment events achieve the maximum take up we need help from you, our members, be it BMMC or SMT working together to add to the orange family. Recruitment stand members can be of any grade or experience as there will be an experienced BMMC member in attendance to help with any unusual questions. So, if you have a day or half day free at any one of the dates above just drop me an email and I will arrange your attendance.

As you are probably already aware these events are still very much in abeyance and should the event proceed the venue gates may be locked for spectators, in which case recruitment will be abandoned.

Enjoy your marshalling and stay safe.

Glynn

**Glynn Ellis
SMids Volunteering Co-ordinator and Recruitment Organiser
British Motorsport Marshals' Club**

Grading Matters

Due to the current unprecedented situation, a number of you may be concerned about being able to attend suitable training and/or sufficient events this year to maintain the Marshal grades you currently hold. Motorsport UK have stated that they "... would like to reassure the Marshal community that their current Marshal grades will not be affected, should they not be able to meet their grade maintenance requirements in 2020." There will be updates on the criteria for 2020 released, and as soon as this information is available it will be passed on.

Any grading applications should be sent electronically (scanned copies of PRC and Motorsport UK application forms) to your Regional grading Officer for processing until further notice. Please do not send items in the post at this time.

Fairly obviously, Motorsport UK are currently in the same situation as the rest of the country. As such, any upgrades or new members applications that have been sent to them recently will only be processed once things get back to normal and they return to Motorsport UK House. Please bear with them as they work through the backlog. All new members have been added to the BMMC database and should now have access to the volunteering system.

As ever, Stay Safe!!

Rob

**Rob Mugurian
NW Regional Grading Officer
National Grading Officer
British Motorsport Marshals' Club**



"I NEVER DRIVE JUST TO TAKE PART"

Mike Newton

aAston Martin Masters Endurance Legends Driver
& Le Mans 24 Hours Winner

In this Easter Special:

We talk to Mike about his time with Masters and in motorsport

LE MANS 24 HOURS CLASS WINNER



Mike Newton with Thomas Erdos, Andy Wallace and the team winning at 24 Hour Le Mans

Q. The car that you race in the Aston Martin Masters Endurance Legends is the AER-engined MG-Lola EX257 that you campaigned with Thomas Erdos in the Le Mans Series. Have you kept it ever since?

With Ray Mallock Ltd, I have been engaged in racing the various MG-Lolas since I took part in the very first Le Mans-Bugatti race in 2003 which acted as some sort of a trial for the Le Mans Series that had its inaugural season in 2004. After the EX257 came the EX264, and in 2008 that got an aero upgrade to become the EX265. In 2009, we switched to the Lola-Mazda B08/86. That changed to a Honda-engined Lola-HPD B08/80 Coupé in 2010, followed by Honda's own chassis, the HPD ARX-01d in 2011.

With the Lola-HPD, it was the second time we won the LMP2 class, the first time was in 2007. I did virtually every LMS race, with the exception of Interlagos, until the 2011 season. I only quit the series because its nature changed, it became more of a pro feeder series and less tailored to a Pro-Am pairing. I still have four cars – the EX257, the 2005 EX264, the Lola-HPD Coupé, and the HPD. Around 2005, engines began to be leased engines, so the later cars haven't got engines in them – they are just rolling chassis. So, to put it bluntly, I'm racing the EX257 because it's the only car with an engine!

When the Masters opportunity came up, I took it with both hands. The car is an absolute delight to drive, even though you can't get the weight down to the actual 675 kg weight limit of the time. The later LMP2s are less nimble, a bit more cumbersome, so this is more fun!"

"IT WOULD HAVE TO BE SOMETHING COMPLETELY OPPOSITE LIKE A MINI"



In the Assembly Area at Monza, May 2019, for the AMMEL Support Races at the ELMS 4 Hours of Monza

Q. Are you racing for fun now or are you still in it to win it?

I never drive just to take part! In Masters, I have been able to win the class every time out, except for the odd DNF, and now the challenge for this year is to win the LMP2 class outright. Yes, that means beating the ORECA's! It's a trade-off – I'm lighter but they have 30% more downforce...

Q. You started in motorsport as a marshal. How important is the work of these volunteers?

I've always been a huge advocate of their work. Without them, the rest of us wouldn't be here. I'm one of the vice-presidents of the British Motorsport Marshals Club and we've always carried the club's badge on the car as a sign of support.

Q. Are you interested in racing in any other Masters series?

I've done all my racing in the carbonfibre age. With Tiga Cars, we supply parts for Group C cars, so I know what the older cars are like. So if anything, it would be completely the opposite – something like a Mini. You're not going to have an accident with that at 180mph!

"WE NEVER REALLY ENVISAGED THAT WE COULD WIN IT..."

Q. Your best day in motor racing?

That must be the first Le Mans win in 2005 with the Judd-engined EX264, sharing with Tommy Erdos and Warren Hughes. We never really envisaged that we could win it, so that was pretty damn special. We knew we were competitive but the Le Mans 24 Hours is different story – a 40% to 50% finishing record is considered to be good! So anything could have happened. But then to go on and win it in my second full year in prototypes...

Q. Your worst day?

I'm trying to forget those! One that springs to mind is a 2011 qualifying accident at Spa when Pedro Lamy in the Peugeot took me out in the 'piff-paff'. Afterwards, I wasn't fit to race, and the car had a cracked tub so that wasn't fit to race either.

Q. Best car you ever drove?

Historically, we've achieved our best results in the EX265, and it was great to drive. The Coupé was faster but I didn't like the enclosed cockpit so much.

Q. Worst car you ever drove?

I never really got on with the HPD, it ended up falling between a gap. It was too heavy, and it couldn't be made to work with the Dunlops.

THE ULTIMATE CIRCUIT IS LE MANS

"THE GREAT THING ABOUT MASTERS IS THAT EVERYONE IS VERY PERSONABLE..."

Q. The rival you fear and respect the most?

There has been some very healthy competitiveness between me and Keith Frieser. It depends on the circuit who comes out on top! Even though we race in different LMP2 class groups, we always end up racing each other, like at the Nürburgring where we split the LMP2 class wins. He's a great guy and a gentleman, and drives hard but fair.

Q. Your best mate in the paddock?

Keith has become a good friend but the great thing about Masters is that everyone is very personable. It's nice to be racing in an environment that is sensible and friendly. All of them are great people.

Q. Your favourite circuit?

Spa is definitely right up there. I'm a big fan of Silverstone, and I like the Nürburgring as well. But the ultimate circuit is Le Mans...

Q. Why doesn't Masters go to...

It has to be the classic circuits for this series. These cars need that type of circuit. So for this year I'm glad to see Monza back on the schedule, or else Imola is another circuit I love.



Mike Newton at the Oldtimer Grand Prix, Nurburgring 2019

THE MASTERS TOUR SPECIAL FEATURES

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BMMC South Mids Region Missing your Racing?

As we currently sit in lockdown and wait for confirmation from Motorsport UK to confirm if or when the season will be starting, what are you doing during the hiatus?

One of my first tasks was to have a spring clean and go through the many storage boxes of the racing paraphernalia I have collected over the years. Whilst picking through one box I came across masses of photos which date back to the early 1970's, including the 1975 British Grand Prix at Silverstone (the first GP I attended), motorcycle meetings from Mallory Park (Transatlantic Trophy, Race of the Year & Post TT events) and international and club events.

One set were of a BRSCC meeting at Mallory Park from the late eighties or early nineties (not sure of the exact year hopefully you can help me with the date). They feature classic F3, Porsches and the Star of Mallory formula fords.

It is interesting to see a healthy crowd of spectators and marshals. Plus, a reminder of the circuit when the famous oak tree was part of the circuit.

As a reminder of what we are missing and what Mallory looked like with the Oak tree here are a few pictures of the action that took place.



Start of Porsche Race



Formula Ford at the Esses



Porches existing Gerrards



Formula Ford at The Oak Tree

Adrian

Adrian Cashmore
SMids Treasurer/Regalia
British Motorsport Marshals' Club

Postcard from "Oz"



John Miller on the right wearing the WURTH cap

In this country (Australia and the state of Queensland) we are starting to move very slowly out of level 4 lockdown, but I have to say it has been a challenge. In Australia we have been very lucky as the decision to go hard and fast saved a lot of lives, but costs will be grave as Australia has not experienced a recession since 1994. In addition, I can see the way we work and play will for ever more change. At present we are going to see 10% unemployment, a lot business activity will not come back, and the realisation this country is too dependent on trade with very little in reserve to cover off critical situations. As for my employment I am lucky that I am a civil servant with third largest municipal authority in the world.

I myself have been tested and have presented a negative result, that was due to coming back sick from the Australian Grand Prix, so my work (Brisbane City Council) requested I get one. I have been working from home for over 5 weeks, that presents challenges as Queensland Police have been very active to enforce travel restrictions, but that is easing up where I can do a round trip of 50k (30 miles) this weekend, but no news on when restrictions to sport will end. Another problem is that poor car (I own a 425 bhp muscle car) won't get a real run to blow out the cobwebs.

I have been lucky this year, as I got 3 meetings under my belt (2 International) before the shutdown occurred, the AGP was particularly weird on Friday, as all dressed up, in position and waited. By 12 noon we all drowning our sorrows at nearby pub next to the gate 10 entrance. A lot of disappointed people.

In relation to the sport down this way, I believe we may see a start in late July but firstly that will need State and Federal Government approval. As I sit on two panels for Motorsport Australia, we have a Skype Meeting to discuss that issue. On the International spectrum it appears F1 will be ready to go in August. Last year I was selected as part of MA International Training Team to train Vietnamese marshals for their GP which is now tentatively scheduled for late November. I was contacted yesterday by MA about my availability and I have indicated I would go.

Other than Cabin Fever, two teenagers fighting about bandwidth, and a ratbag Schnauzer, who loves to bark, I'm OK. The weather out here is still Summer and would you believe it's only 5 weeks to winter.

John

John Miller

Regalia Update

As we enter the month of April, and we all prep ourselves for the forthcoming season ahead, you may find that you require new badges for overalls or a new hat to protect you from the sun and the rain.

In which case please contact me and I will do my best to supply you with these items. Please bear in mind some items are only available from Eric Ridler, our National Regalia Officer.

For all rally marshals you will be aware the club has introduced a new BRMC logo. There are cloth badges available which look rather splendid. The club has also introduced a new line in our stock, umbrella's. Currently I have limited stock should you wish to buy one.

For anyone who wishes to purchase anything, I will also be attending a number of meetings at Silverstone. If you let me know beforehand what you would like, I will bring the items with me to the meeting.

Here is a list of the meetings I am currently planning to attend. I will update this list throughout the season.

October 17 th & 18 th	HSCC
October 24 th	750MC (Birkett Relay)
October 31 st / November 1 st	HSCC (Walter Hayes)

Stay Safe

Adrian
Adrian Cashmore
South Midlands Treasurer and Regalia Officer
British Motorsport Marshals' Club

Newsletter Deadlines

All members of the Region are invited to contribute articles to the Newsletter.

Newsletters are published in the following months:

January
March
May July
September
November

If you have any articles that you would like to see published can you please email the Newsletter Editor by the 20th of each publishing month at: sm.news@marshals.co.uk

Regional Committee Meetings

Would you like to attend our Regional Committee Meeting to see how the Committee works for you?

Meetings are held 6 times a year on a Monday at The George, Tiffield, NN12 8AD, 19.45 for 20.00.

Dates for 2020 are:

Committee Meeting	13 th July
Committee Meeting	14 th September
AGM	24 th October
Committee Meeting	9 th November

BMMC South Mids Regalia Sales Order Form

For British Rally Marshals Club regalia please contact:
Derek Murphy - Mobile: 07768 202236 - Email: regalia@brmc.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: Adrian Cashmore, 9 Church Street, Weedon, Northants, NN74PL

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				
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Heroes Lapel Badge	2.00				
Heroes Sticker	2.00				
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50 Years of Motorsport Marshalling	Free				
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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 sm.regalia@marshals.co.uk

SOUTH MIDLANDS REGION

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