



BMMC MAGAZINE
South Midlands Region
January 2021



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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

Well, we start the New Year exactly where we left off in 2020 with the England in a full lockdown and no immediate prospectus of any motor sport taking place. But do not despair vaccines are being delivered and there is light at the end of the tunnel; it might just be a bit longer tunnel than we expected! Matt Hancock's prediction that everyone who wants to be vaccinated will receive the vaccine by the Autumn is not the message we want to hear, but we will soldier on. In all likelihood, if we are able to start motor sport we will be faced with the same restrictions on numbers and bans on new marshals and trainees to begin with, but those should be relaxed as the situation improves. To help in that we must all do our bit to comply with whatever restrictions are put in place. Please STAY AT HOME, STAY SAFE and obey the latest guidance:

<https://www.motorsportuk.org/covid-19/>.

Despite the unwelcome news above, motor sport has not disappeared. Organising clubs have been sorting calendars and making provisional bookings with circuits and circulating marshal volunteering forms. Training events have been planned and cancelled or postponed due to the restrictions, but Motorsport UK have opened their learning hub to all registered marshals and potential marshals <https://www.motorsportuk.org/introducing-the-motorsport-uk-learning-hub/>. To access training material all you have to do is register as a member of Motorsport UK. The training material exists to refresh skills and does not qualify as a signature on your PRC.

The sky at Silverstone Circuit has been lit throughout December by searchlights and laser lights with the clouds being under lit by the multiple colours. A fantastic lightshow visible for miles around, even better I understand if you paid your entry and actually entered the LAPLAND EXPERIENCE. Unfortunately, I had to forgo my booking, my NHS Track & Trace advised me to isolate for six days as I had been in close proximity to someone who was COVID positive. Still, I plan to go to the '21 Experience which promises to be even bigger and better!

On Tuesday 12th January we held a virtual Noggin & Natter with Stuart Pringle Managing Director at Silverstone. This was a first for South Midlands and BMMC as a whole and in some respects was an experiment. It was the first Noggin & Natter held outside the White Horse PH and guests had to supply their own Noggin (drink). Also, another first it was open to any marshal, not just confined to BMMC South Midlands or BMMC members. Happily, it seems to have gone off rather well. We had 75 requests to attend, a couple dropped out because work intervened but attendance was high and 53 were still with us at the end after two hours. While we are stuck in lockdown we will try and run some more if we can find some willing guests. However, when we get a new normal, we will try and revert to face to face Noggin & Natters at the White Horse PH and use virtual meetings if we have a very high-profile guest so that other regions/marshals can enjoy the occasion.

Keep Well & Safe

Chris
Chris Whitlock
SMids Chair
British Motorsport Marshals' Club

MARSHALS WANTED

I have received a request for BMMC South Midlands Region to provide a small team of marshals for Supercar Fest "The Runway" at Sywell Aerodrome on 30th May 2021. Check out the website supercarfest.co.uk

If you are interested please drop me a line at sm.chair@marshals.co.uk

MORE NOSTALGIA – DTMs AT THE NURBURGRING 1991

In 1991 Sue and I chose our summer holiday at Badischer Hof Wine Hotel in the Nahe Vally to fall between two race meetings the first being the Historic Festival at Zandvoort and the second being a DTM weekend at the Nurburgring. We left Zandvoort on Monday morning and drove 370 miles to Badischer Hof and spent four glorious days and nights walking in the Hunsruck forests, supping wine and eating fantastic food before heading north to the Hotel Zur Heide at Welcherath just south of the 'Ring. Once we had booked in we headed for the circuit.

Being a DTM meeting it was organised by ADAC Nord Rhein and I had written to their Chief Marshal and obtained invites to the meeting and passes had been sent. Friday was test day, but we had only volunteered to marshal on Saturday and Sunday. The purpose of the visit on Friday was to find out where and at what time we should report in the morning. The Chief Marshal, Hubert Runggaldier, was very welcoming and said we could go on post straight away, there was a taxi waiting! There, outside Race Control was an Audi 100 Ring Taxi complete with four rally seats and full roll cage! We strapped in and were given a very swift ride on internal roads to the Dunlop Hairpin. This was to be our base for the weekend.

We were introduced to Wolfgang the Post Chief, who spoke very little English and Ulrike who was his deputy (and chief cook, bottle washer, and fluent English speaker). On Saturday Ulrike cooked lunch for all the crew, gammon steaks and fried eggs! We protested that we were not properly dressed for marshalling, our overalls were still in our bags at the hotel! No matter we were told you can do a bit of flagging. We were put with Peter on the flag point at the exit of the hairpin. Peter was a character, a securities adviser with a bank and spoke pretty good English. His hero was Johnny Cecotto who he cheered on at every lap (not biased at all!). The other marshals were amused by this and cheered on Hans Stuck to wind him up, Sue and I joined in the fun.

As usual all marshals were expected to flag and do incident duties. The inside of the hairpin was the High Post with a Greenhouse like marshals hut easily 5m square. The hut had power and communications, and the power was used for a filter coffee machine and hotplate! The outside of the hairpin was served by three sub posts for incident marshals but they only had sentry boxes for shelter; but even those had phones and power supplies. Their phones were connected to a field telephone exchange in the High Post, which would then relay any reports to Race Control. There were two flag positions, both on the inside (right of track), one on the approach to the hairpin the other at the exit. Both were effectively vehicle gaps and the flag marshals should really flag from within the Armco overlap, but inevitably the flaggers drifted outside its protection as it was easier to wave the enormous flags with nothing in front of you.

The blue flag at the exit had to be very vigilant as the kerbing on the outside was high and steeply raked. If a car put a back wheel up that kerb the car would point straight at the blue flag! This happened frequently in the Renault Clio and Ford Fiesta support races, but not in the DTMs. Support races also included rounds for German F3, GM Euro Series. The Motorcraft Fiestas had some very unusual rules; each car had two drivers one male, the other female, their combined age must not exceed 50, the races were 20 laps long and each driver had to do 10 laps. When the female driver was in the car a yellow ball was fixed to the roof aerial??? This provided some very interesting, but costly racing; there wasn't a straight panel left at the end.

Saturday we worked the exit of the corner and on Sunday we were invited to work with Alfreid who also spoke English and turned out to be the Chief Prosecutor from Aachen! I think Alfreid wanted to practice his English, but he failed to clear this with Wolfgang who was upset at not being asked; a short but noisy row which was embarrassing as we were the cause! Alfreid was a moaner; he didn't want to be there; he could still be in bed with his wife (too much information); the racing was boring; it was going to rain – heard it all before! But then the DTMs came out and roared around the circuit, and he had a grin from ear to ear. This is why you are here I said and he just laughed.

We only had two incidents to deal with all weekend; Hans Stuck pulled off with no water in his Audi and had to be put on a flat bed, seized engine; and Hubert Haupt's Audi arrived smoking heavily. Hubert jumped out, grabbed a dry powder extinguisher and emptied it up the car's exhaust; there was no fire and no oil. But was there? In a gap in traffic one of our marshals checked the track; no oil! But the previous post had oil flags out, marshals on track and laying dust. They had also called for reinforcements! They duly arrived in a van and began throwing dust and brushing the circuit. They had been waiting for something like this all day, they wanted their bit of glory! The German "dust" is sand, great for puddles but not much use on streaks, it just blows away. Our marshals wanted to join the fun and ran out with bags of sand and brooms. Our Post Chief is shouting there is nothing to dust come back, the other Post Chief is yelling at his men and the reinforcements to keep dusting, no yellow flags out at the previous post and cars still racing – CHAOS!

All in it was a great weekend. Premier German touring cars, good racing, made new friends who we hoped to marshal with again and to cap it all we got paid, about £34 each.

Chris
Chris Whitlock
SMids Chair
British Motorsport Marshals' Club

Secretary Scriblings

Thank you to all who attended the Virtual Noggin and Natter on January 12th with Stuart Pringle from Silverstone Circuits Limited, which was held on the internet using Zoom software, and don't forget to send us any feedback if you have not already done so. The process and the technology both worked as planned, and we were treated to an open and honest appraisal of how the Silverstone team had coped with 2020 and the plans for 2021 and beyond. A summary of the event is elsewhere in this Newsletter.

The South Midlands committee meets monthly, at present on the internet using Zoom software, and all members are welcome to join us. We did not have a meeting in December but here is a flavour of the topics that the committee covered in January:

- How to deliver training to our members in the present circumstances. The practical training session has been cancelled but planning continues for the "classroom" sessions to be delivered virtually.
- Planning to contact potential new marshal recruits and give them links to MSUK on-line training which is now posted on their general website and not only in a members-only portal. This change at MSUK resulted from pressure by our BMMC Chair.
- Planning recruitment activities, and what might be possible in this season given the present circumstances.
- Planning further Virtual Noggin and Natters.
- Preparing to upload events in our region to the BMMC National Volunteering Calendar.
- Received confirmation that all our points about training and grading have been accepted by and discussed at the latest BMMC Council meeting.
- Welcomed two new committee members, Emile Naus and Keith Madderson.
- Received a report from National AGM, which took place in early December.

Please let me know if there is anything you would like us to discuss so I can add it to the agenda, but please let me know at least a week before the meeting. If anyone wants to attend the committee meetings I have listed below the planned dates. All are on a Monday evening, and the meeting starts at 19:45. If you want to join us please send me an e-mail no later than 2 days before the meeting on sm.secretary@marshals.co.uk, along with your membership number and the e-mail address you will be joining from, and I will send you the joining instructions.

February 8 th	March 8 th	April 12 th	May 10 th
June 7 th	July 5 th	August 9 th	September 6 th
October 4 th	November 8 th	December 6 th	

If you have any comments or questions about the committee please don't hesitate to contact me on sm.secretary@marshals.co.uk.

Marion
Marion Quarrington
SMids Secretary
British Motorsport Marshals' Club

Grading Gripes

Administering the National Grading Scheme

Before joining the South Midlands Committee in 2018, and taking on the role of grading officer, my knowledge of how the grading scheme was administered was limited to sending my PRC and MRF to the Regional Grading Officer; some six weeks or so, receiving an email from Motorsport UK. confirming the registration of the upgrade, followed by a new Registration Card.

How the National Grading Scheme is administered, is known to vary between the different Clubs. The BMMC procedure having been described, as a multi-layered validation, involving the regions and nationally, before the application receives Club endorsement and is submitted to Motorsport UK.

In my role as Regional Grading Officer, for the South Midlands region, I have three main objectives:

1. To be the first point of contact for any member seeking advice or information on the national grading scheme.
2. To receive and process upgrade requests from South Midlands region members.
3. To prepare articles for the Region's Newsletter to keep members informed as to upgrades submitted and other information about grading matters.

On receiving an upgrade request, in the form of the PRC and MRF; first I scan and save the documents to provide a safeguard in case any become lost in transit. I email the marshal to confirm safe receipt of the application. Next, I check that all the upgrade requirements have been met; that no signatures appear in the PRC which pre-date the previous upgrade for the same marshal discipline. All event signatures have been gained within the last three-year period; training signatures also pre-date the assessment signature(s). In the case of the Examining upgrade, there is no assessment requirement however, it is Club policy that three references be obtained. The nominated referees must hold the examining grade or above and within the same discipline. Next, I seek regional Committee approval – in the case of the examining grade a committee minute or report is required.

Once all this is in place, I send all documents to the National Grading Officer, who when satisfied the application is in correct order, seeks Directors' approval to give Club endorsement to the upgrade and despatch to Motorsport UK. At the end of each month, the National Grading Officer, issues a bulletin informing the Directors; Regional Chairs and RGOs of the upgrades processed and sent to the Motorsport UK for approval and registration. Motorsport UK circulates to all participating clubs a 'Race Marshals Register Upgrading Proposals' (RMRUP) report. which covers all upgrade proposals of Experienced marshal level and above. Where the individual is known to them, Clubs have the opportunity to comment on an individual's performance and aptitude. Within BMMC distribution and feedback of the RMRUP, is the same as that of the NGO monthly bulletin. The National Grading Officer collates and submits the Club's response to Motorsport UK.

Note: members wishing to know more about the background to, and development of, the 'Marshals Club' grading scheme, may like to read the chapter, " *Training and Grading*", to be found on pages 121 to 126, of George Copeland's book "50 Years of Motorsport Marshalling" In chapters which follow, an insight to marshalling overseas; on such chapter penned by our Region Chair, Chris Whitlock.

New Registrations

Welcome to the South Midlands Region, three new members, who I understand, marshal with the Huntingdon Kart Racing Club at the Kimbolton Kart Track:

Thomas Byrne, Kart Marshal
Andrew Lucy, Kart Marshal
Stephen Lucy Trainee Kart Marshal

Malcolm

Malcolm Flippance

SMids Grading Officer

British Motorsport Marshals' Club

BMMC Volunteering System

The 2021 motorsport season is preparing to start with the first few events either postponed or cancelled due to covid-19, but be assured motorsport will start in some format within the next few months, so do volunteer as normal for the events you wish to marshal at.

Our volunteering web page for 2021 is live, but has only a few meetings detailed so far due to the uncertainty caused by the pandemic, do keep logging in and viewing the events listed as I will try and keep the details as up to date as possible.

The volunteering web page is for the benefit of all members so if there are any additional event details you think might be of use to our trainees or new starters do drop me an email and I will add where appropriate. Last year was very difficult for everyone particularly new starters as we were not allowed to arrange taster days or similar onsite training.

Again, the events listed may be subject to cancellation or other major format changes so do keep an eye out for emails from the organisers.

I am sure that initially there may be some selecting of experienced marshals for certain events but as soon as the conditions allow, marshals of all grades will be included within the selection process. Each club have their own method of selecting marshals for their events so don't be surprised if you are not chosen for any event you have volunteered for, also do keep an eye open for Motorsport UK updates following the change in government ruling.

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

Finally, if you know of any event in our region that I have not included on our volunteering web page, be it to marshal at or just a date for the calendar do let me know and I will add it to our system.

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

Marshal Recruitment

Following discussions in our January committee meeting progress is being made to have BMMC marshal recruitment stands at the following events throughout 2021, these of course may change depending on whether spectators are permitted to these meetings.

The events we are looking at include,

Sywell Supercar Fest	31 st May
Silverstone MG Live	12 th and 13 th June
Bicester Heritage Car Fest Retro	18 th , 19 th and 20 th June
Silverstone Classic	30 th , 31 st July and 1 st August
Sywell Classic Piston & Props	18 th and 19 th September
Kop Hill Climb	25 th and 26 th September
Silverstone BTTC	25 th and 26 th September (Organised by Midland region as it clashes with Kop Hill)

This list is not set in stone and may be extended if suitable events in SM region become available, so if you know of an event in our region that has a large footfall, particularly non circuit racing events, please contact me and I will table it for discussion at our next monthly committee meeting.

To ensure our 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 of our proposed dates just drop me an email and I will arrange your attendance. Many thanks to those who have already said they will help.

Enjoy your marshalling and stay safe.

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

Looking forward to 2021

A happy new year to all members. As I write this, we are starting a new lockdown and the vaccine rollout is increasing. Hopefully a combination of both will allow a return to a more 'normal' year.

By now all of the clubs have issued a full racing calendar for 2021 and you maybe in the middle of deciding which meetings to volunteer for.

It is therefore an appropriate time to check your marshalling gear. If you find you need to replace anything or you are looking for something new the club has a number of items for sale. Whether it is a new set of overalls, beanie hats (for those cold windswept days on the bank) through to leisure wear (fleeces, polo shirts).

In these Covid times we can also supply face coverings in the form of a snood or face masks, with the BMMC logo.

A full list can be found on the website.

Have a safe 2021

Adrian
Adrian Cashmore
SMids Regalia Officer
British Motorsport Marshals' Club

BMMC South Midlands Region invited Stuart Pringle to join us in a Virtual Noggin & Natter on 12th January 2021. Stuart readily accepted the invitation and what follows is a summary of the occasion. It was presented as a Q&A session and 66 marshals signed up to participate.

Chris Whitlock: Welcome to our BMMC Noggin and Natter, we have questions for you sent in from the audience.

Stuart Pringle: I'm glad to be here, thank you for the invitation. I'm delighted to come back, albeit virtually, and thank you too so many of you for being here. Thank you for the support you have all given us since COVID has started, it has been so abundantly evident to us at Silverstone how hugely supported we are both as a business and a Club by our Silverstone family.

CW: Has the financial impact from COVID-19 damaged the security of the Club in any way that gives cause for long-term concern?

SP: We are still in business but 2020 was the worse trading year that anyone can remember.

- Our key strategic initiative has been to re-balance our skewed business cycle of quiet, loss-making winter months and busy, profitable summers to position Silverstone as a 365-day-a-year leisure, exhibition and conference destination around an internationally famous racing circuit, and 2020 has proved how much we need to continue with that.

- We have lost millions of pounds, but it has not been as bad as we had feared it could be. Our only racing event with paying members of the public was the Pomeroy Trophy in February, and we had lost 80% of our turnover before the Lapland event at the end of the year.

- We are fortunate in having a very supportive bank, a brilliant brand, and fantastic racing fans, and, as 70% of the tickets-holders for F1, MotoGP and the Classic have agreed to roll their 2020 bookings over to 2021, we did not have to cover those refunds in 2020. The BRDC board and members have also remained very engaged, and they continue to support the long-term plan we are executing on.

CW: Can we ask about the Escapade Project? How well has that been taken up?

SP: This is a project in conjunction with Escapade Silverstone.

- They now have sufficient deposits for the units for the scheme to start its next phase, and they are confident interest will increase once building starts shortly.

- This project is exactly the type of investment Silverstone needs to smooth out revenue streams over the year.

CW: What is the progress on the hotel? It has had nothing done to it for months.

SP: We are disappointed with the progress. The site belongs to the developer and overall hotel investment market is down 70% year-on-year due to COVID. We support them by sharing our long-term plans with their potential investors, as this project also supports our strategic initiatives.

CW: What are the contingency plans for putting on the Grand Prix and the Classic if we continue to have restrictions on spectators?

SP: We have been scenario planning for some time.

- We can all see the COVID situation in UK is moving in the right direction, but current guidance from the Sports Grounds Safety Authority, the government body who licenses all sports grounds for public access, requires grounds to operate with a 1m social distancing policy. We have calculated what that means for the maximum capacity that we would be allowed.

- For the Grand Prix our capacity would be halved, and at present we have slightly more tickets carried over from 2020 than that figure. It would also force us to re-allocate all the pre-booked seating on these tickets to maintain the seated social distancing.

- The Classic has about a third fewer spectators than F1 so would be proportionately less impacted by restricted numbers, but we would incur more costs by having to open more of the site to give the required spacing and again re-allocate the pre-booked seating. Moto GP is the same as the Classic but by being later, at the end of August, is expected to work in our favour.

CW: What plans do you have to maximise income from Silverstone in 2021?

SP: To some extent we will not be in control of our income in 2021, or not in a way we can plan confidently, so it remains critical that we carefully manage what is in our direct control, which is our business overheads.

- We are talking to the various commercial rights holders, but our 2021 income will be largely dependent on when and how many spectators we are allowed, which is outside our control, although we continue to work closely with the Director of Public Health in Northamptonshire to ensure we comply with appropriate restrictions for all our events.

- What we can control is our outgoings and make ourselves more efficient. Having the circuit inactive showed how quickly we could do our maintenance work if the team had no interruptions, and we will be changing our planning in those areas to make us more efficient whilst still getting maximum utilisation from the circuit. We took advantage of the government furlough schemes and put two thirds of staff on furlough, but sadly we also lost one third of our staff through redundancies.

- Conferences and exhibitions will not start until after the race season at the earliest, and would need the hotel to be open with the bridge link to the Wing to maximise our revenues. The Escapade Silverstone development will help this too but that is further off.

- Lapland was a huge success, we had 52,000 cars through over 24 nights, and we shall be repeating it in 2021 but also opening it for longer and extending it to include many more attractions, which is feasible once people can get out of their cars.

CW: What about a winter rally season?

SP: Our layout is not really set up for rallying, it would need to use areas such as the perimeter roads which are not designed for rallying or for spectating, and would risk damaging the circuit itself.

CW: Are there plans to have a Silverstone TV or to live-stream Silverstone events as some of the clubs already do?

SP: Silverstone TV is not in our immediate plans, due to the cost of setting up the infrastructure, but helping the clubs with their live streaming is something our marketing team is looking at.

CW: Will we get events such as World Endurance Championships and International GTs again?

SP: Sadly, not for 2021, unless the current schedules have to be changed at the last minute, but we are hopeful to attract both of them in 2022.

CW: What are your plans for diversification at Silverstone?

SP: The key to our future is attracting a larger audience for events and to have events throughout the year, which means not just having summer motorsport events.

- For many people Silverstone is just F1, but we are very proud that we have hosted more World Championships at Silverstone than any other circuit in the world (in 2018 it was four (F1, MotoGP, WEC and WRX)). People don't know what else we already do, the wider motorsport, our Silverstone Experience, our conference and exhibition centre, the driving experiences and so on. We need people to visit what we already have, as well as needing to diversify what we do.

- We will continue to encourage club racing as much as we can, as, although it is only 5% of our turnover, it is vital to the future of motorsport in this country and wherever possible we avoid "bouncing" club racing for last-minute changes to major event schedules.

- Modern marketing methods use digital mediums such as e-mails and social media, which are cheaper to do than printed advertising and allow us to measure effectiveness. For the Lapland event in December, we attracted a whole new audience that is not related to motor sport and received 34,000 new e-mail contacts for our marketing team to target with other opportunities.

CW: What are your plans for environmental sustainability?

SP: Addressing our environmental sustainability will be one of the most important things we do going forwards, and we shall be making major announcements in 2021. Our sport is perceived by some as "burning fossil fuels for fun", and we must counteract that by having overt sustainability plans in other areas. We have not been qualified to bid for some conference contracts because our environmental credentials are not industry-leading, and we must and will be changing this.

CW: Are there plans for electric car racing?

SP: At present the only series is Formula E, but this is promoted as zero-emission racing on street circuits to support electric car sales, and the organisers do not prefer existing circuits.

CW: Are you planning any changes to the circuit?

SP: No, but we are planning changes to the site. The overnight occupation from the hotel and Escapade Silverstone means we need a 24-hour entrance, which will be built off the other roundabout on the Dadford Road. We will change some of the internal layout in that part of the site, including building the bridge across to the Wing, but the present entrance will remain our main circuit entrance.

CW: What is the future of the SRC?

SP: We understand the brand and its heritage, and the community it sustains, and we have discussed plans for moving its base, but nothing has yet been decided. We expect some communications about SRC towards the middle of the year.

CW: Do you see the changes in motorsport put in place following COVID-19 as having long-term benefits to the sport?

SP: Some are a welcome overhaul and long overdue, whilst others have been controversial.

- Streamlining the pre-event administration, such as video briefings, digital entries and digital sign-on, make it much more efficient and are here to stay.
- Reducing marshal numbers has been more controversial. For F1 the organisers have always mandated the number of marshals we have, but although the 2020 races were held with fewer marshals, they were still run with more than adequate safety measures. Under the contract the cost-saving was able to be taken by Silverstone,

CW: A couple of questions about marshalling operations. Some of the radios have been replaced but the older radios are not good and the batteries often do not last the day, so are they being replaced?

SP: New radios have been on the purchasing list, but I will check on their priority.

CW: In Race Control the circuit telephonists are physically separated and behind the rest of the Race Control team which leads to delays in communication both ways. Is this being addressed?

SP: We have looked at reconfiguring both Race Controls, but it is not in the 2021 budget.

CW: Is the circuit changing to FIA-grade light boxes?

SP: Yes, we have to invest in them to keep our FIA races.

CW: Post Chiefs have to e-mail reports to Race Control from their phones, but each club uses a different e-mail address. Can Silverstone allocate just one e-mail address for all meetings?

SP: This sounds sensible, I'll get our team on it.

CW: Motorsport UK guidelines have limited how many trainee marshals are on post, but they need the experience so how can we get a fair allocation of trainees at an event?

SP: It is critical we have new blood coming through, and we must keep hold of trainee marshals. I will talk with the Silverstone team about how we can simplify what we do.

CW: How do you feel after 2020?

SP: Very tired but still very lucky, we have a superb team at Silverstone and I'm proud to work there. I hope I haven't depressed you too much with the finances, but we are absolutely determined to come through this. I look forward to seeing you all back at Silverstone later in the year.

CW: Thank you very much for your time and good luck for 2021.

This was our first attempt at a virtual Noggin & Natter and apart from some minor teething troubles everything went smoothly and judging from the feedback it was well received. We are now looking for other victims, sorry VIP guests for future events.

Looking Back over My Marshalling Career

Well, when did it begin? I am not really sure because I do not have a definite record of the date but I do remember a friend from whom I worked with asked if I would like to go to Thruxton Circuit one day. It must have been about 1978 to 1980's and he persuaded me to go on post with him so therefore I signed on and we went out to the post. I enjoyed the day and got the bug and at the end of the day the then Chief Marshal Fred Reeves asking if I'd had a good day and he suggested I come to a few events and see how it goes. As this was part way through the season, he would arrange for me to attend the following years Training day that BARC Organised. That's how it began.

Looking back, the first couple of years I worked with 4 main Post Chief's or Observer's Stan Hunt, Mike Devine, Mike Norris-Hill, Joe Jordan and then the more experienced I got the further afield I would travel and as well as circuit racing, I would do hill climbs. In the late 1984 Steve White asked me if I was interested in officiating at the 1985 FIA F1 event at Circuit Park Zandvoort and to my surprise I was selected.

Between 1985 to 2000 I gradually worked my way up the ladder of the then BMRMC Training / Grading Scheme to the grade of Post Chief and then Examining Post Chief. In those days I would travel to events at Silverstone, Donnington, Mallory Park and Brands Hatch to do events such as BTCC, F3000, World Sports Proto Types, 1000kms 6hour Endurance, events Tourist Trophy, the FIA World Touring Championships and 20 plus British Grand Prix's along with many other events where I met so many interesting people who have been my friends for many years now.

In 2007 I was invited by the BARC to officiate at the Dubai 24hour race and then in 2010 they invited me to Officiate at the first round of the FIA GT1 World Championship at Abu Dhabi Yas Marina Circuit they were both excellent events.

Getting back to Circuit Park Zandvoort the 1985 Dutch Grand Prix we had a good team of British Marshals Jon Tillott, David Darley, Steve White, David Barnes and Ann Rothberg to name but a few. Many events at Zandvoort in the mid 80's to the mid 90's were curtailed due to the GP loop became unusable due to a lack of investment so they could only use the smaller club circuit, but then things changed and the GP loop was reinstated and events such as the Historic Grand Prix, A1 Grand Prix, ADAC Dtm, ADAC GT Masters, 12 hours Zandvoort and many others where most of these were 3 day meetings and some were 2 day events. The Dutch way of marshalling is different to our way because they start of as Flag Marshals then move to Track Marshals and either Post Chief or rescue team Marshals who crew the Nissan Navaro intervention vehicle's then they can progress to Race Control duties similar to us.

During my early visits to Zandvoort there would be Marshals from the North of England and the South such as John and Audrey Watt, Eric Ridley, Mike Kelly, Chris and Sue Whitlock and Mandy McLeod.

Over the years I have been asked to do some different jobs at Zandvoort for example working with a Manitou vehicle recovery, Judge of Fact, helping on post training and during the Dtm event the ADAC introduced a new system for listing cars so we, the track marshals, had to attend a training session on the start line. Then another year it was the introduction of the light system and these were interesting then on another occasion I was shown over a DTM car and the German team were surprised to discover I was British at Zandvoort.

During a visit to Zandvoort in 2015 the Oca Dutch Marshals Club presented me with an award for 30 years motorsport safety motorsport safety. I was most honoured especially as there was a group of other British Marshals there to see it.

Over recent years my health has stopped me for actively marshalling and I have been forced into retirement due to the fact that I have to wear a Diabetic Vaco Boot and use crutches to walk due to a recent hospitalisation in 2019 I cannot do the Bank any more it was a hard decision to make after 35 years plus of Marshalling in both the United Kingdom.

I will miss my many friends in motorsport although I do keep in touch with as many as possible.

Chris
Chris Turrall
Retired Examining Post Chief

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 12 times a year on a Monday virtually via Zoom, 19.45 for 20.00. Ten of these meetings are virtual for anyone wishing to attend with the first and last meetings being face to face with venues to be confirmed, dependant on current COVID-19 guidelines at the time.

Future South Midlands Committee Meetings will be virtual using Zoom

Anyone who wishes to attend to observe should notify the Secretary a week before the meeting so that they can be sent the relevant link.

Meetings for 2021 are:

February 8 th	March 8 th	April 12 th	May 10 th
June 7 th	July 5 th	August 9 th	September 6 th
October 4 th	November 8 th	December 6 th	

BMMC South Mids Regalia Sales Order Form

For British Rally Marshals Club regalia please contact:
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For all other Club Regalia please see our latest on-line catalogue www.marshals.co.uk

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SOUTH MIDLANDS REGION

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