

BMMC Magazine South Midlands Region



May 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

From 17th May the Covid regulations have been relaxed and it is now possible for trainees to attend motorsport events but social distancing and the Rule of SIX still applies, in fact in some situations face masks must be worn at all times. We can even hug each other, with due caution! Not sure we will see much of that! We are not out of the woods yet, there are still grey clouds on the horizon with new Covid variants threatening to derail the Covid roadmap. PLEASE continue to observe the Covid regulations and we will get through this. See the latest guidance at: <https://www.motorsportuk.org/covid-19/>.

I attended my first meeting in 2021 with the 750MC at Silverstone on 24th/25th April. The weather was kind in that it didn't rain but there was a freezing easterly wind. I was assigned the Maggots Box and we had an entertaining weekend with numerous pull offs, spins and overshoots; we even had a fire! A Jedi pulled off at Becketts and stopped behind the tyre walls on the long circuit link on fire. Two marshals from Becketts Outside attended and one of my marshals from the crossover climbed over the tyre wall. One of the marshals from Becketts was quick, but the other was painfully slow. Just after he got to the relative safety of the tyre wall another car pulled off with failed brakes! It seems this marshal cannot run. The I/O at Becketts suggested that this marshal was unfit for duty and asked me to support his argument that he be removed from trackside duties. Unfortunately, I had to agree his assessment. Please remember that when you sign on that you state that you are fit and capable.

From Maggots I was able to see a fair amount of the BARC meeting on the International Circuit and was impressed by the five car incident at Abbey exit that took an age to clear up. During those two days I later learnt that an unusual number of fire extinguishers had been used, but there were not that many fires. The reason? The fire extinguisher pins had fallen out and the extinguishers went off when picked up. Please be careful, if an extinguisher fires it has to be replaced, and that is costly.

On 27th May we are having another virtual Noggin & Natter. The guest (victim?) this time is James Allison, Technical Director of Mercedes F1; see notice elsewhere in this Newsletter for details of how to get invited.

Keep Well & Safe

Chris
Chris Whitlock
SMids Chairman
British Motorsport Marshals' Club

PHOTOS WANTED

We are looking for photos for the front page of the Newsletter and for a Gallery on the South Mids website. There are six editions of the Newsletter each year so if you have photos with a Motorsport theme, we will be honoured to receive them. The Newsletter editor will choose the best ones for the Newsletter and others will be displayed for a period in the Gallery.

The BMMC Website (BMMC UK)

The Club's website contains a lot of information on how to join the Club and what the benefits of membership are, but it also contains valuable contact information, i.e. who your local committee are, how to order regalia and overalls and any events that are taking place locally. The Club relies on electronic communications with its members and it is important that you keep your personal contact details up to date. If you do not you will miss out on important Club announcements! Because of Data Protection Regulations only you can change your contact details and you can do this via the Club's website. The following information is to help you do this.

The BMMC is a members club and many parts of this website are for members only. In order to view these pages, you must be logged in using your currently active membership details (**Membership Number & Password**).

To login, hover or click the "**Member Login**" link at the top right of the page, click "Member Login" button and enter your login details in the form.

Enter your BMMC membership number as your username; e.g. SM9876 and your associated password. **Note:** You cannot use your email address to login and please make sure that there are no spaces in your membership number.

First Time User

If you are a first-time user and have never logged in to the BMMC website before, then you will need to register. Just click the "**First Time User Setup**" or follow the **Account Setup** link to register for first time setup:

Enter your email address and an email will be sent to you with your username and password.

How to change password and other account details

You need login to the BMMC Volunteering System to review or amend your personal membership details: click "**Volunteering**" at top of screen (your username and password are the same as the ones you used to login to the website). Once logged in, to access your personal details within the volunteering system, click on the user icon (head & shoulder symbol) at the top right of volunteering system.

There you can choose to change any or all of your personal details; name, email, phone numbers, address, next of kin and your login password. You can also view your grading information here too. Click the View my Grading Information button.

Ensure that your email address is correct, particularly now that organising clubs issue e-tickets/QR codes.

This section also indicates whether you pay your annual subscription by Direct Debit. If you believe this indicator is incorrect, please email nat.treasurer@marshals.co.uk to let them know.

There is no facility to check/amend your grade but if you suspect your grading information is incorrect, please send an email to you regional Grading Officer, with a scanned copy of a Motorsport UK letter or membership card. See the various regional pages for committee names.

Problems

If you have any problems with logging in, registering or using the BMMC website, just contact the IT Officer: ito@marshals.co.uk If you have problems with your BMMC membership, renewal date or membership details please contact the membership officer: nat.members@marshals.co.uk

Chris
Chris Whitlock
SMids Chairman
British Motorsport Marshals' Club

Secretary Scriblings

Save the Day – we have tentatively set the date for the 2021 AGM as Saturday October 23rd, and, if we are able to, we shall hold it in the evening after the annual Regional Marshals Dinner. We will give you more information on this as we get towards the autumn and we see how restrictions are being lifted. If we are unable to meet in-person we shall have the AGM as a virtual meeting via Zoom on the same evening.

The South Midlands committee meets monthly, at present on the internet using Zoom, and all members are welcome to join us. Here is a flavour of the topics that the committee have covered since the last Newsletter:

- continued to work with Silverstone to develop possible Taster Day activities for 2021;
- revamped our social media presence and improved our website;
- continued to plan recruitment activities, incorporating the latest guidance changes from MotorSport UK;
- planning further Virtual Noggin and Natters, including how we can return to face-to-face meetings with “live” guests;
- discussing how we can best support new marshals;
- received a report from a meeting between MSUK and the Association of British Motor Racing Clubs (ABMRC), which took place in early May, to discuss the latest Covid guidance from UK Government.

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

June 8 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

Personal Record Cards (PRCs)

With social distancing and hygiene measures remaining in place, it is not a requirement for marshals to record attendance signatures in their PRCs. Marshals should continue to self-record such attendances to include event date; venue; organising club, duty performed and name of Chief Marshal their Motorsport UK ID number.

Upgrades Assessments

With the easing of the national lockdown restrictions as of the 17th may. Motorsport UK has lifted the embargo on upgrade assessments, so long as social distancing can be maintained at the location and local government guidance must be followed.

As there have been few, if any, upgrade assessments since the Autumn of 2019, demand for assessment slots on Chief Marshals is expected to be high. Please be patient, if possible, give the Chief marshals a few options on dates. However, before approaching your Chief Marshal double check Personal Record Card (PRC) and self-recorded attendance document for the 2020/21 season to ensure your attendance signatures satisfy the minimum requirements for the upgrade; these are valid from 2017 – a non-attendance at events in 2020 is discounted in terms of continuity requirements. The completion of the required training modules is valid from 2018 onwards.

Note: For assessment purposes ONLY the PRC should be handed over for inspection and completion by the Examining marshal at the time of the assessment.

Submitting an Upgrade Application

Having achieved a successful outcome of your assessment(s). Scan your PRC, self-recorded attendance document and completed Marshal Registration Form (MRF). Due to the continuing hygiene measures, send copies electronically to me, Malcolm, your South Mid's Region Grading Officer sm.grading@marshals.co.uk Given the anticipated upsurge in demand for upgrade assessments and registration, allow extra time (beyond the usual 6-7 weeks norm) for processing by the Regional and National Grading Officers and Motorsport UK.

Change in Personal Details

In order for the BMMC and the Motorsport UK to keep in touch with you, we need to be made aware of any changes in personal details, especially email and residential addresses. Prior to scanning and submitting documents in support of your upgrade, please check your profile on the volunteering website and update it as necessary.

Marshal's Registration Cards

During the recent lockdown period, I have received a number of enquiries concerning MRCs.

- I confirm the 2020 marshal's registration card has been rolled over to 2021. And it is valid until 31st December 2021.
- There are three situations when members, on receipt from Motorsport UK, should scan their MRC and send, with an email, to Rob Murgurian, National Grading Officer:-
 - i) New members, on receipt of their first registration card.
 - ii) Members who arranged for their upgrade with another club.
 - iii) Examining PC's and Examining Specialists.

Happy and safe marshalling in 2021.

Malcolm

Malcolm Flippance

SMids Regional Grading Officer

British Motorsport Marshals' Club

Zandvoort & Holland Generally

Chris Whitlock's article on Zandvoort in the March SM Newsletter, triggered my own memories of Zandvoort – and Holland generally, where we visited regularly over the years.

First visit to Zandvoort was the end destination of a three-week touring caravan trip around Europe in 1973. June, me and two pre-teen children. (Heavens! Was it that long ago?) Our turnaround point was to be at the Österreichring, where a friend was hoping to race his newly acquired F3 racing car. Part way there, we picked up from a French newspaper that the race had been cancelled! No mobile phones in those days to be informed otherwise. We continued on, and have since been back there for BMW track days; it is a beautiful part of the country.

As an historical note for our younger members, Britain was still a cheap food economy then, compared to almost all the rest of Europe. The bedding stores under the seats in our caravan, were full of tins of this and packages of that June had bought in advance of our trip. I remember well, paying four times the British price for half a dozen eggs in Strasbourg and three or four times the price for some cold meat to have with a salad. Decimalisation and joining the EU soon put paid to our cheap food prices!!

Back to Holland and a trip to see Zandvoort, although there was no racing taking place. We had a few days to spare – but we were starting to run out of money. No credit cards then either. In the end, we headed back to the port and caught an early ferry home. An interesting trip, nonetheless. We were amazed that our son and daughter played happily with children from all over Europe in the camp sites. When asked how they managed with all the different languages, they simply shrugged their shoulders and said, "We manage."

Thereafter, the company I worked for set up a plastics blow-moulding subsidiary near Amsterdam, and I got asked to look after it, hence regular visits. No problem with languages. The General Manager could have passed for Terry Wogan. Why? Because he perfected his English by listening in to Terry Wogan on BBC for an hour or so each morning as he drove into work. He also introduced me to smoked eel sandwiches and steak tartare rolls for lunch at our desks! You couldn't pay me to eat smoked eel now!

One thing I did remember, when shipping products to and from Holland, our carriers had to use trucks and trailers no higher than 14 metres, the maximum bridge clearance on most European roads. We used small wheel artic trailers to meet the need. The BRSCC 'bus driver obviously missed this guidance!

On one trip, at a time of heightened security, we had to bring back with us a faulty control box from one of the blow-moulding machines – all electrical terminals and numeric screens. As I had one of those old-fashioned bulky brief cases at the time, I popped it in there and presented myself to the security staff when checking in for our flight home. My officer immediately triggered an alarm, and within seconds I had an armed soldier or policeman sticking a machine pistol up my left nostril and instructing me to stand clear! I did as I was told!

In fact, it did not take long to sort out. My boss, the Managing Director, who was with me, thought it was hilarious. I was not quite so amused. He was a popular boss but also a bit of a hair-shirt merchant. It was red-eye special out of Heathrow, and back on next to last flight home. This meant, I never got to see any of Amsterdam's "entertainment district".

One of the ES Marshals at Silverstone told me a different tale. He, too, had a boss who insisted on out-early, back-late visits. On one occasion the meeting was cancelled as they arrived in Holland. The local management offered to take them to see a sex show to kill time until their evening flight. Luke (cannot remember his surname but about the same vintage as me) parked his briefcase at the end of the row he was sitting in.

As one young lady lay on a bed on stage, crying for a man – "Tarzan" in his loin cloth races from the back of the theatre. Trips over Luke's briefcase, tumbles on down the aisle, clammers up on stage – and cannot perform!!! Luke and his party got thrown out!

Right, back to more genteel sport. We decided to attend the 1979 GP at Zandvoort. This time, our tourer caravan, June, me and two teenage children, Stuart waiting to ring home for his GSE results as soon as they were out. He did well, by the way.

We sailed into Rotterdam and decided to take a tour of Southern Holland on our way up to Amsterdam. Then we had our “BRSCC moment”! As we went through a small village, in the early evening, they had set out their street stalls for, presumably, a market next day. We had a seven-foot-wide caravan on the back! Just as I thought we were through; I caught the last stall with the caravan and pulled it down. There was no one to tell, so we moved on, feeling quite guilty. Then, as we travelled on, I thought I saw something flapping. A metal spar on the market stall had pierced the front of the caravan. Fortunately, we had the racer’s friend with us, silver duct tape, with which to patch up the damage and it lasted the trip.

Towards race weekend, we headed out to Zandvoort to scout the lay of the land re traffic, parking etc for race day. Immediately ran into a group of ES Marshals from Silverstone. As we chatted with them, some drug-crazed clown appeared with a baseball bat hitting everyone around him. Right in front of our car he hit a lady full-force on the forehead – perhaps the worst sound I have ever heard. Thankfully, by this time some of the crowd detained him and the police and ambulances were soon on the scene, although we all had bad dreams that night.

The good thing we learned on this trip was that caravans could park for free above the beach, just by the circuit entrance at Tarzan. Hustled back to Amsterdam and hot-footed it back to park right by the circuit.

Come race day morning we – Silverstone style – got up at 05.00 hrs. Quick breakfast, made a few sandwiches and flasks of coffee, etc – until we realised we could not hear a sound from any of our neighbours. Nor did we, until well gone 09.00 hrs, and even then no one seemed to be going into the circuit until a couple of hours later. A very relaxed F1 GP and I cannot remember even who won the race! (Alan Jones, June reminds me)

A few business/social visits after that, until in 2010, the German company that ran the Radicals Euro Series, where I was Race Director, decided to run a Radicals Race Day at Zandvoort, including several well supported German formulae that got little chance to race elsewhere. As we joined the flash new car ferry at Harwich, we got the sad news that it looked as if the German ASN had refused permits for the German formulae – and none of the appointed officials would be attending.

“Hey, Houston, we have a problem” was about the level of panic we felt on hearing this news. As always, before ownership of the Euro Series changed hands, we had entries plus reserves on Radicals - from the UK, Middle East, Germany, Czech Republic, Hungary, Spain, France, Italy, etc, many of them already at the circuit or well on their way there. We rushed to the circuit, to find that the Zandvoort team and Euro Series organisers had already swung into action. They found us a couple of Dutch formulae to race, the Dutch ASN cooperated, found us a Chief Steward, and the Circuit Manager accepted my request he should act as Clerk of the Course. Marshals? No trouble at all; everyone was pleased to help.

All in all, not a bad weekend’s racing and not one noise complaint. The one thing I always experienced in doing business in Holland is that the Dutch do like us Brits. They are very pleasant and reliable people to deal with.

Getting back to Chris’s story, he has told me the BRSCC incident before and it appeared in “50 Years of Motorsport Marshalling”. It did raise some ribald laughter at the time from other marshals!

George
George Copeland

A Summary of the Virtual Noggin & Natter with Ben Edwards 30th March 2021

Chris Whitlock (CW): Hello Ben and thank you for joining us. This is a bit odd, how does it feel being on the receiving end of the questions?

Ben Edwards (BE): It's a bit unusual but I have experience of having been interviewed as well as interviewing, so I'm not at all put out by it.

CW: Can you tell us about how you first got interested in Motorsport, have you ever been a competitor?

BE: I race a Formula Ford at the moment. I was brought up on a farm and started driving tractors and farm vehicles before I was old enough for a road license. My older brother used to drive a grass-track Ford Anglia around the fields with me riding in the back. A few years later I became a Formula Ford mechanic straight from school and that encouraged me into going racing myself. I started out in Pre 74 Formula Ford and then competed in the inaugural Formula First championship in 1987, winning the title from Eugene O'Brien and Kelvin Burt. I then moved to Formula Vauxhall Lotus in both the UK and Europe, but I never quite achieved the level of success I was hoping for. I re-boosted my ego by winning the Caterham Vauxhall championship in 1992 but by then I was getting into commentating, having also been an instructor at Brands Hatch for several years.

CW: Have you ever had cause to call on our members for help whilst racing?

BE: Yes, occasionally, though I only had one major crash when I was unconscious at Brands Hatch and woke up in the ambulance on the way to the hospital. Otherwise, it's usually because I've broken down. I've always found the marshals very knowledgeable, friendly and helpful and I have never underestimated the value of marshalling, without which the sport simply wouldn't exist.

CW: Murray Walker was a past President of BMMC, you have some pretty big shoes to follow in, what prompted you to accept the role in BMMC?

BE: I was approached by Nadine to be BMMC President when I was competing at Anglesey in August 2019, and I was delighted to accept. I am honoured to be part of the orange family. I've already been to a training day and I'm looking forward to more involvement once racing opens up again.

CW: Speaking of Murray, we appreciated your recent tribute to him in Motorsport magazine.

BE: Murray was an inspiration to so many people, me included. His knowledge and enthusiasm were fantastic and the way he carried us through a grand prix was a joyous ride. He was always very encouraging to me and it was an honour to share a commentary booth with him.

CW: What about Bahrain this weekend, your thoughts please?

BE: I think the Bahrain race was fantastic and promises well for a great F1 season. We should get a lot of good races, with some promising younger drivers fighting to be recognised. I think Yuki Tsunoda is going to be one to watch.

CW: How do you perceive the coming season based on testing and rule changes in 2022?

BE: I think the coming season looks very promising for the top teams. 2022 should be more competitive for everyone especially if the rule changes have solved the problem of overtaking and following closely. Ben then discussed the challenges of aerodynamics and why Formula Fords could run nose to tail but winged cars could not. He concluded that, whilst they had a speed advantage, he disliked the aero fins and appendages that adorn F1 cars and would rather see smooth bodies and single plain wings.

CW: What are your thoughts on the future popularity of Formula 1 given the recent lack of accessibility to live racing?

BE: I thought it was a huge achievement to get 17 races last year and this year's programme looks very promising. There is a huge appetite for sport and especially motor sport post pandemic.

CW: How long did it take to prepare for commentating on a Grand Prix / BTCC race when you covered those series?

BE: I always take a fair amount of time to prepare, and make loads of handwritten notes. I read through them in the evenings in the run up to the races so I have everything fresh in my head when I need it. You may not appreciate how little contact we have with the F1 teams and drivers. Even though the commentators have Paddock passes we see little of the people involved, as everything is so tightly controlled. We may see a driver or some of the senior team personnel on their way between garages and compounds but they don't stop to speak as they cannot give preference to one media outlet over another. Then when we do get to the press conference or the post-race media events the drivers just get asked the same questions over and over again by each of the TV/radio stations there, and some of them can struggle with the monotony of it. Kimi in particular finds it tedious and gives one-word answers at times, but I can understand that BTCC was easier to prepare for in a way, as the cars were more similar technically and the teams were much more open to talk outside of the race environment.

CW: The documentary series Drive to Survive appears to have captured the public's imagination – why is that?

BE: The programme makers had a different access contract which gave them more opportunities to film in garages, and, as it would not be broadcast until after the season was finished, there was less of a concern about technical secrecy. The emphasis is on the struggle of the middle of the grid teams to survive and this provides a new and interesting documentary approach. It has introduced more interesting characters, and it is a human story rather than a technical/political approach.

CW: You have been commentating for over a decade, are there any races, drivers or events that stand out from your career?

BE: Oh, that's so difficult to answer. As well as the F1 and BTCC I spent 5 years commentating on Champ Car racing in US, and there were some amazing races there. As far as the people are concerned Ricciardo is a great character, easy going and always willing to talk. I personally have a lot of time for Kimi, although it can be difficult to talk to him about F1. I remember an early assignment for a driver interview when I was asked to meet Kimi in Switzerland and I dreaded it. We started talking about Kimi's involvement in running his own motocross team, and I just couldn't stop him, but when the questions turned to F1 Kimi resorted to his typical one word answers.

CW: What has been your favourite race series?

BE: I think Indycar racing in the CART days was as entertaining as F1 today. There was a fantastic line up of drivers, especially in the post Mansell days. It was very competitive and almost as popular as F1. The teams were very approachable, to the fans as well as the media, and the atmosphere at the circuit was brilliant. Ben then reminisced about the Rockingham rounds and the problems with water weeping out of the track, and the earlier USAC visit to Silverstone and Brands.

CW: Which is your favourite F1 circuit used currently

BE: It has to be Spa, both for F1 and for competing at. For British circuits Snetterton is my home circuit, I like Brands for ease of commentating on the Indy circuit, and Cadwell Park and Knockhill are challenging to drive. We forget how fortunate we are in UK having so many different technical circuits so close together and only a few hours' drive apart. In US and parts of Europe the circuits are sometimes days driving and hours flying between them.

CW: What are your plans now you're not commentating.

BE: I've no specific plans. I'm glad of the opportunity to spend time at home with my family instead of travelling the world and disappearing every weekend. In the short term I'm planning to spend more time writing.

CW: MotorSport UK has just announced the sport will restart on 29th March but as we left off at the end of last season – no trainees – how do you think we can retain all the people who have expressed an interest in marshalling over the last year when they cannot participate?

BE: We need to keep up the training and active participation for all the new marshals as soon as we are allowed. We need to get them engaged and they will stay. Marshals are passionate about their sport and the best way to keep the new marshals is for them to be on post picking that up.

CW: What are your thoughts on any current industry initiatives/programmes supporting diversity and inclusion, such as W Series?

BE: I have always been impressed by the calibre of female racers, especially those I have raced against. John & Angela Webb were encouraging women into the sport long before the W series. At first I had some reservations about the W series because I see no problem with women competing on equal terms with men, but I now realise the W series has allowed the women the opportunity to compete in more powerful and competitive machinery than they would have been able to achieve in mixed races and thus get the recognition they deserve

CW: Do you see a future convergence or merging between Formula 1 and Formula-E, or are there likely to be differing development paths?

BE: F1 appears committed to hybrid internal combustion engines (ICE) for the foreseeable future and does not plan to go the fully electric route. In fact, it looks like that mainstream car manufacturers might be leaving Formula E and returning to F1 and World Sportscars because those series offer more development potential in regard to the use of synthetic fuels in ICEs. These two formulas attract different audiences and different sponsors, and will probably continue separately.

CW: How do you see the future of Club racing given the economic climate Covid has left us in?

BE: I think the Club racing scene looks very healthy. Some people will have dropped out of the sport from personal or financial reasons, but others have had the time to recommission cars which have otherwise been stuck in garages. Brexit and the pandemic have resulted in the loss of some international events, with restrictions on crossing the Channel and the need for carnets if taking cars over to Europe, but that can be positive for us in UK. Grids for the races that were held last year were impressive, many of them having reserve entries. There is no reason why this should not continue.

CW: As a final question will you come to the White Horse and for a face-to-face questions and answer session?

BE: I will be happy to come to the White Horse PH in Silverstone when we are allowed to meet in the future

Marshal Recruitment

Our region is still looking at holding recruitment events at several venues this year, please see the list below. This is of course all dependant on the relaxation of corvid rules regarding spectator attendance.

The events we are looking at include,

Silverstone MG Live	12 th and 13 th June
Silverstone Classic	30 th , 31 st July and 1 st August
Bicester Heritage Retro CarFest	13 th , 14 th and 15 th August
Sywell Classic Piston & Props	18 th and 19 th September
Kop Hill Climb	25 th and 26 th September
Silverstone BTCC Hill)	25 th and 26 th September (Organised by Midland region as it clashes with Kop

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

2021 SMids Events in the Next Three Months

Date	Organiser	Type	Location	Title
June 5th	SKC	Karting	Shenington	IKR Series
June 6th	SKC	Karting	Shenington	IKR Series
June 7th	BMMC	Committee Meeting	Via Zoom	
June 12th	MGCC	Circuit Racing	MG Live Racing	
June 13th	MGCC	Circuit Racing	MG Live Racing	
June 19th	BRSCC	Circuit Racing	Silverstone	Fun Cup
June 19th	SKC	Karting	Shenington	Club Championship
June 20th	SKC	Karting	Shenington	Club Championship
June 20th	SKC	Circuit Racing	Silverstone	Fun Cup
June 26th	BRSCC	Circuit Racing	Silverstone	British GT Championship
June 26th	SKC	Karting	Shenington	Pedal Car Championship
June 27th	SKC	Karting	Shenington	Pedal Car Championship
June 27th	BRSCC	Circuit Racing	Silverstone	British GT Championship
June 28th	SKC	Karting	Shenington	Gliding Championship
June 29th	SKC	Karting	Shenington	Gliding Championship

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 8 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:
Derek Murphy - Mobile: 07768 202236 - Email: regalia@bmc.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				
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				
					Total

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