

BMMC Magazine South Midlands Region



July 2021



Contents

3 - Chairman's Chatter	13- Kop HillClimb Festival
5 – 54th SMids AGM First Calling	14- Summary of Virtual Noggin & Natter
6 – Message from Chair – Nadine Lewis	17 – Mr First Motor Race Mtg – George Copeland
7 - Secretary Scribblings	18 - Newsletter Deadlines
8 - Grading Gripes	19 - BMMC SMids Regalia Sales Order Form
9 – BMMC Volunteering System & Marshal Recruitment	20 - SMids Committee Members
11 - SMids Events in next Three Months	

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

As I write this on 9th of July we are ten days away from the end of the Covid regulations and will be free of any controls; but will we be? On the 14th of July Motorsport UK are meeting with the Association of British Motor Racing Clubs (ABMRC) to see what if any controls will remain in force and what can be relaxed or dispensed with. As the BMMC representative at ABMRC I will attend that meeting (virtually). At the last meeting the organising clubs were keen to keep competitors separate from spectators and they might like to continue that separation for a while longer. Will Specialist marshals still be required to wear face masks in the Pits, will they want to? At our last Committee meeting on the 5th of July those committee members who work in the pits were divided. They welcome the end of having to enforce mask wearing and the hassle and abuse that went with it, but each and every one of them said they would continue to wear a mask and keep socially distanced. It is important to remember Covid has not gone away and the government it seems is passing the buck and now it is your personal responsibility to take whatever steps you consider appropriate to protect yourself. So, if someone is wearing a mask and asks you to keep socially distanced, please respect their wishes. In any event the controls are still in place until the 19th July, please continue to observe them and keep up with the latest guidance, we all know just how suddenly the rules can change and it is clear that the scientists think the government is acting prematurely; See the latest guidance at: <https://www.motorsportuk.org/covid-19/>

I hope the weather holds fair for the Grand Prix at Silverstone on 15th 16th 17th & 18th July and all of you attending have a great time. Last year after 44 British Grand Prix I decided to hang up my cap. I did think about helping on the marshal's recruitment stand but as our fifth wedding anniversary happens at the same time we have decided to take advantage of the latest freedoms to get away from it all. Enjoy, but remember Covid is lurking so play safe. I will have a lot of recording to catch up with on my return, the GP and Goodwood!

You will have seen that Paul Wiltshire is retiring as Club Secretary at this year's AGM and we are looking for someone to replace him. I have heard some marshals complaining that the Club is run by semi-retired marshals who have forgotten what it is like on the bank and stating that we need new / younger blood on Council. While that is not strictly true (the average age on Council is dropping) I will agree that some have been around for a while, that is why I am not stepping forward. I have done my time as Club Secretary and I still have a year in post as Chair of South Mids. However, if you do have a beef about us old fogies running the Club, now is your chance to do something about it. If you want to discuss give me a ring or drop me a line.

Now a beef of my own, I have been appalled at the poor level of radio communications I have witnessed this year. Is it because of lack of practice or lack of training? I realise a number of trainees have been given radios so they can be excused but some others, well no names etc. If you are given a radio, please observe the following:

- At the start of the day do not initiate check calls, wait for Race Control to contact you, they are busy setting up themselves and the check calls proceed more smoothly if they can follow a sequence.
- Do, however, turn your radio on as soon as it is given to you, check it is on the right channel, and start listening to it. You might be asked to move to another post.
- Do also report if any equipment is missing on post.
- Always pause before you start a message and compose it in your head, listen to make sure you are not interrupting an ongoing conversation.

- Always press the transmit key and pause again keeping the key depressed and start your message “Race Control from Post (your location)”, then wait for Race Control to reply and ask you to pass your message. They may be busy with something else.
- If you get a “Caller pass your message” or “Last Caller repeat your message” it means the message was clipped and they did not hear your location. If they don’t know who is calling, they don’t know where to send help.
- Keep messages short and clear, someone else might be trying to get a word in. Keep listening and try not to repeat previous messages. It is very interesting to know a slow car is progressing round a circuit with a bit hanging off, but Race Control can follow it by other means.
- If someone calls PRIORITY stop talking and listen, they have a serious message to pass. All communications should stop so that the serious matter can be dealt with, do not abuse the priority process.
- If a post did not get the number of the car they are reporting, or they got the number wrong call in and say “Post ? RELEVANT”, but only if what you are about to report will aid Race Control.
- Above all Keep Listening!

Keep Well & Safe

Chris
Chris Whitlock
SMids Chairman
British Motorsport Marshal’s 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.

**54th Annual General Meeting
British Motorsport Marshal's Club
South Midlands Region**

The 54th Annual General Meeting of the South Midlands Region of the British Motorsport Marshal's Club Ltd will be held on **Saturday October 23rd 2021 at 20:00.**

The venue and any arrangements regarding physical and/or virtual attendance will be advised closer to the time and in light of any Covid-related restrictions that may be in place.

AGENDA

- 1. Apologies for absence**
- 2. Minutes of the 2020 AGM**
- 3. Chair's Report**
- 4. Secretary's Report**
- 5. Treasurer's Report**
- 6. Election of Committee Members**

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

7. Members Propositions

Members' propositions shall be seconded and lodged with the Regional Secretary no later than Sunday October 10th 2021.

Signed: Marion Quarrington
Issued: July 20th 2021

Dear Colleagues

Paul Wiltshire's current term in office as Club Secretary terminates after our AGM on 5th December 2021 and Paul has decided not to seek re-election for personal reasons. We therefore have a vacancy for Club Secretary that we would like to fill ASAP so that Paul's successor can work in tandem with him for the last two National Council meetings on 1st September and 5th December.

Applications for this Directors post are invited from any BMMC member. Candidates are asked to complete the attached application form and send it to: Club Chairman Catalina 2 The Nursery, Beach Road Hartford CW8 4UH or email to bmmc.chair@marshals.co.uk by 15th August 2021.

Applicants do have to be nominated and seconded by fully paid up members of the club

Attached also is a National Secretary Role description

Applicants may be required to attend an informal meeting with one or more Directors prior to selection and/or voting.

If there is more than one candidate for the post an election by postal ballot/email will take place between 15th and 22nd August 2021 so that the successful candidate can be invited to attend Council on 1st September 2021. Ballot forms and CVs will be posted on the Club's website and distributed by e-mail and Royal Mail.

https://mcusercontent.com/e7ef599c01a58ffd619f17a61/files/cf12d734-f874-14d8-f54e-dbc0ccfbb800/Nat_Secretary_Role_2.docx

https://mcusercontent.com/e7ef599c01a58ffd619f17a61/files/1958db4c-fdf3-8f71-fc5b-d5619c548509/Application_Form_Nat_Secretary.doc

Nadine
Nadine Lewis
Chair
British Motorsport Marshal's Club

Secretary Scriblings

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.
- Planned and held our first recruitment at Silverstone during F1.
- Started planning for marshals training during 21/22, including incorporating Kart training for the first time in many years.
- Planning further Virtual Noggin and Natters and welcoming the first “live” event since the start of the pandemic.
- Discussing how we can best support new marshals, including offering a new trophy.
- Discussed the implications from the proposals from MotorSport UK for the New Marshals Pathway and started collating feedback to our National representatives.

Please let me know if there’s 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.

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.

The AGM has been confirmed 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 our plans as we get towards the autumn. If we are unable to meet in-person we shall have the AGM as a virtual meeting via Zoom on the same evening. The formal AGM Calling Notice is included in this Newsletter.

On a personal note, I would like to share a couple of thoughts from attending the F1 at Silverstone. I wonder if I was alone in my reaction to seeing so many (bare faced) people all together in one place, after so long spent seeing only small groups in face coverings. I was working in the Support Pits and parking at the Brooklands Medical Centre so using the Main Gate and driving on-site was slow as there were so many pedestrians in the road. It is so long since I have seen so many people that close to the car that at times, I found it almost overwhelming, particularly as I had to keep doors and windows closed as I was in P1. I found my reaction quite surreal!

Secondly the F1 weekend included what for me was a very welcome innovation in having a Marshals Welfare team, dedicated to looking after the marshals both during the event and on the campsites. I only met the team in the P1 area, but as they were serving marshals, they understood what we needed and any concerns we might have. In my experience they did their utmost to both sort out problems and anticipate and solve anything that might arise, from access gates being locked before marshals had come off duty, to dietary requirements for meals. A big “Thank you” to the P1 Marshals Welfare team from the Support Pits team, and I hope this is a development which will continue in future large-scale events.

Marion
Marion Quarrington
SMids Secretary
British Motorsport Marshal’s Club

Grading Gripes

Marshalling Across the Disciplines

“Exciting changes are planned to improve the marshals’ pathway, creating a clear development route for new and existing volunteers in the sport”

This is the headline of the July 2021, issue of ‘Revolution’ magazine (page 42 – Inside HQ). Motorsport UK sets out the review being undertaken of the marshal’ development pathway in conjunction with the Marshals’ Advisory Group and other key stakeholders, clubs and regional associations.

The aim of the governing body is to help increase volunteer participation across all four-wheel motorsport disciplines. As a first step, all discipline-specific Trainee Marshal grade -, including Accredited Marshal in Rally and Cross Country - will be renamed *Registered Marshal*. This single registration grade will allow marshals to attend all branches of the sport under the supervision of someone with a higher grade. Members who currently hold a grade above Trainee will also have *Registered Marshal* added to their registration card. This change will automatically happen upon renewal for 2022. Members do not need to take any action.

Marshal Registration – 2022

Due to the Covid 19 restrictions, marshal registrations for the current season were rolled over from 2020; for the 2022 season marshals will be able to renew their registrations via Motorsport UK website from late August:-

www.motorsportuk.org

New Member Registrations

Welcome to the South Midlands region, new member:-

Joe Tomlin, Trainee Race & Trainee Specialist

Upgrade Application Submissions

With the easing of restrictions, members planning to submit upgrade applications to the South Mids’ Grading Officer, are asked to do so in hard copy format. Please remember to retain scanned copies of the PRC and other support documentation before posting. As RGO, I will acknowledge by email their safe receipt and despatch to the National Grading Officer for Club endorsement.

Any concerns or questions, please email me, *Malcolm*, sm.grading@marshals.co.uk

Malcolm

Malcolm Flippance

SMids Regional Grading Officer

British Motorsport Marshal’s Club

BMMC Volunteering System

Our volunteering web page is live and has been updated with current meetings so do keep logging on and volunteering. Included recently is an Autotest organised by Falcon MC at Sywell Airfield, Sunday 22 August, which although a small event the organisers are looking for a few marshals to observe and mark the tests.

Over the page is a spreadsheet listing out the events in our region for the next three months, do log in for further information and to volunteer, either with BMMC or direct with the organising club.

Please see Chris Harris' article with regards to a request from the organisers of Kop HillClimb for marshals to help run their event.

Full details can also be found at their website www.kophillclimb.org.uk

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.

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.

Marshal Recruitment

I write this following a very hectic marshal recruitment weekend at the British GP Silverstone, an event where we look to 'sign up' prospective marshals for duties throughout the UK.

Can I give a big vote of thanks to the BMMC and SMT marshals who assisted me on the stand, which I can say reached 54 degrees in the sun.

Over the next few months when these newbies may appear at a venue you are attending, please give them your support and guidance where appropriate.

Our region is also looking at holding further recruitment events at several venues this year, please see the list below.

The events we are looking at include,

Silverstone Classic	30 th , 31 st July and 1 st August
Bicester Heritage Retro CarFest	13 th , 14 th and 15 th August – event cancelled
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 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 a motorsport related 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 Marshal's Club

2021 SOUTH MIDLANDS EVENTS IN THE NEXT THREE MONTHS

Date	Organiser	Type	Location	Title
August 1st	SKC	Karting	Shenington	IKR Series
August 1st	HSCC	Circuit Racing	Silverstone	Classic
August 7th	750 MC	Circuit Racing	Silverstone	
August 7th	BDC	Circuit Racing	Silverstone	Bentley Drivers Club
August 8th	750 MC	Circuit Racing	Silverstone	
August 9th	BMMC	Committee Meeting	Via Zoom	
August 14th	MSVR	Circuit Racing	Silverstone	BRDC British F3
August 15th	MSVR	Circuit Racing	Silverstone	BRDC British F3
August 21st	BARC	Circuit Racing	Silverstone	
August 22nd	BARC	Circuit Racing	Silverstone	
August 27th	SKC	Karting	Shenington	Super One Series
August 28th	SKC	Karting	Shenington	Super One Series
August 29th	SKC	Karting	Shenington	Super One Series
September 6th	BMMC	Committee Meeting	Via Zoom	
September 10th	SKC	Karting	Shenington	Ultimate Kart Championship
September 11th	SKC	Karting	Shenington	Ultimate Kart Championship
September 12th	SKC	Karting	Shenington	Ultimate Kart Championship
September 17th	MSVR	Circuit Racing	Silverstone	Ferrari Racing Days
September 18th	MSVR	Circuit Racing	Silverstone	Ferrari Racing Days
September 18th	SKC	Karting	Shenington	Club Championships
September 18th	Falcon MC	Sprint	Sywell	Classic Pistons & Props
September 19th	MSVR	Circuit Racing	Silverstone	Ferrari Racing Days
September 19 th	SKC	Karting	Shenington	Club Championships
September 19 th	Falcon MC	Sprint	Sywell	Classic Pistons & Props
September 25 th	BARC	Circuit Racing	Silverstone	BTCC
September 25 th	BMMC	Sprint	Kop Hill	Hill Climb
September 26 th	BMMC	Sprint	Kop Hill	Hill Climb
September 26 th	BARC	Circuit Racing	Silverstone	BTCC
October 2 nd	MSVR	Circuit Racing	Silverstone	Equipe Classic Racing
October 2 nd	SKC	Karting	Shenington	IKR Series
October 3 rd	SKR	Karting	Shenington	IKR Series
October 4th	BMMC	Committee Meeting	Via Zoom	
October 9 th	BRSCC	Circuit Racing	Silverstone	Aston Martin Racing Club
October 10 th	Falcon MC	Car Trials	Ivinghoe, Bucks.	
October 16 th	HSCC	Circuit Racing	Silverstone	
October 16 th	SKC	Karting	Shenington	Club Championships
October 17 th	HSCC	Circuit Racing	Silverstone	
October 17 th	SKC	Karting	Shenington	Club Championships
October 23 rd	750 MC	Circuit Racing	Silverstone	Birkett Relay
October 24th	CSCC	Circuit Racing	Silverstone	

October 28th	SKC	Karting	Shenington	
October 29th	SKC	Karting	Shenington	
October 30th	MSVR	Circuit Racing	Silverstone	RAC Historic Tourist Trophy
October 30th	SKC	Karting	Shenington	
October 31st	MSVR	Circuit Racing	Silverstone	RAC Historic Tourist Trophy
October 31st	SKC	Karting	Shenington	

Kop HillClimb Festival

Once again we are pleased to say that Kop HillClimb Festival is "GO". On September 25/26 2021 we will once again be running what has become one of the favourite motorsport events of the year.

A demonstration event run on closed roads that recreates the atmosphere of when Hillclimbs were pure sport, not profit-making enterprises, Kop Hill welcomes vehicles from the very beginning of motoring to present day supercars and bikes. Two, three, four or more wheels all are represented, with a carnival atmosphere to add to the fun. As always, there will be lots to see and do during the event that go way beyond the amazing sights and sounds of classic cars and bikes, or even the food, soapbox or music. It's all about keeping the whole family entertained. As ever, we'll be inviting many different food kitchens and drinks bars to ensure that there will be something for everyone. Having two main food areas, one by the lower grandstand at the bottom of the hill, the other in the paddock by the entertainment stage, has always worked well so that's probably what we'll do again. On stage a whole succession of top bands playing from ten till we close. Lots of traders, tempting you with vintage clothing, antiques, memorabilia, art – and of course just about everything you can think of that's motoring related – it's a real village of delights. It really is a weekend for all the family.

If you would like to join our band of marshals at the event, please email me – Chris Hobson hobson.c@btinternet.com so I can add you to the team. Talk to anyone who has already marshalled the event – they will tell you it is one not to be missed

Oh, and all proceeds go to charity – the event is totally run by volunteers and last year we were awarded the Queens Award for Voluntary Service after raising over £750,000 in the ten years the event has been running. – You will see our regular marshals proudly sporting their QAVS badge!

Please have a look at our website www.kophillclimb.org.uk for full details and pictures of your fellow marshals having a great time.

Regards

Chris
Chris Hobson
Vice-President
British Motorsport Marshal's Club

BMMC South Midlands Region invited James Allison to join us in a Virtual Noggin & Natter on 27th May 2021. It was presented as a Q&A session co-hosted by Chris Whitlock (BMMC South Midlands Regional Chair) and Ben Edwards (BMMC President and ex-F1 commentator), 84 marshals signed up to participate and what follows is a summary of the occasion.

Chris Whitlock (CW): Welcome to James and Ben to our Virtual Noggin and Natter.

James Allison (JA): I'm pleased to be invited

CW: Next season, 2022 is a new year, new regulations and a new car, but how new is it? Do you start with a clean sheet or do you develop from this year's car? What problems will you try to solve?

JA: In previous years when we say we have a "new car" what we mean is we have improved on the components to make the car better, but the car remains a close cousin to the prior one, given any rule changes. For 2022 the rule changes mean that we have to throw away the 2021 design and start again to make changes in every sphere of the car. There will be some similar features – same number of wheels, same power unit, same number of gears, driver will control it in the same way, but tyres, brake geometry, suspension and radiators will all be different. The gearbox architecture has been completely changed and the new gearbox design will have to be used for five years.

Ben Edwards (BE): Five years?

JA: Yes, the basic design has to be the same for five years, although reliability updates will be allowed in some circumstances. The design is very prescriptive, so everyone's 2022 gearboxes will be very similar, but the design is deliberately different from everyone's current design that everyone will have to design a new gearbox and no-one gets an advantage. Aerodynamics has a completely new set of rules as well. So, at a time when costs are being cut and the Covid-year cost-cap is impacting on every team, we all have to tear up our designs and start from scratch - the 2022 rule changes are a big thing!

BE: Has there been anything like this before in F1?

JA: In the whole history of F1 there has never been anything this ambitious, this brave. It is meant to close up the field, but let's see where it ends up.

BE: You have a new role, will you still be overseeing all this work?

JA: I have another month before I hand over to Mike Elliott, as the new Technical Director. My new role is to be in overall control of the team's technical assets, to ensure the car is fast, reliable, safe and legal, and to set the overall approach for the present and the future. Decisions are already devolved to the experts in their own departments, with frequent communication between them, and my job is to make sure they have the resources they need. This devolved collaborative culture is very developed in Mercedes. In the immediate future I shall be looking into new areas, for example with the cost-cap we have to be more minded of design costs and we need to develop skills in cost accounting for individual components to ensure we invest in the areas with the most return impact.

CW: So your job is done before you reach the racetrack?

JA: I have no specific role at the race track, other than to be the first person involved in any protest, and to interact with the governing body. I also see the day-to-day pressures people are working under at the race track, so I can help resolve any problem and support the whole team better.

BE: Will the cost-cap impact on staff levels? Our members have a number of questions about future employment in F1 teams.

JA: There is no restriction on staff numbers, just a fixed overall budget to design, build, test and race a car. We have had restrictions in many of the design areas for some time, for example how long we can use a wind tunnel for. The overall effect of those restrictions was a much higher engineering productivity making us more efficient in what we do. These new cost cuts will do the same, what we do will become smarter and we will be much more cost effective in how we do it. These improvements are welcome, will be good for the sport and are long overdue.

CW: Do you find the new regulations frustrating in themselves?

JA: I think the most important aspect of these changes is the method by which these rules were created and the governance of the sport. The sport works well when there is a consensus amongst the teams for change, as that means that the individual experts in the teams have thought through the pros and cons from many angles and almost all agree that the change is a good one. The problem with having such large changes like these imposed without that debate is that by dictating solutions in the technical sphere, like these are, it may not be successful and the sport may suffer.

BE: We have had some questions from marshals about opportunities to join F1 in engineering capacities, either for themselves or their kids. What advice would you give them?

JA: You need to have all the basics, the exams and qualifications and so on, but we look for things outside of the education sphere. The one thing that unites every role in an F1 team is teamwork, that sense of excitement of

being a part of something that does difficult things together. So we look for people with that spark, who have that experience of successful teamwork. In the engineering field, this might be people who have done Formula Student, or who have unusual hobbies such as designing and building things for fun. I am an Ambassador for Formula Student because of the value that it gives engineers to learn and make rookie errors in a fun way before they come to F1 teams.

BE: We have a question about gender equality in motorsport engineering.

JA: The sport is still largely male dominated but the number of women is increasing, our female engineers are very strong, and the F1 teams are becoming better at providing an inclusive environment for everyone. As females become team leaders and run departments, and bring different attributes to those roles, we have changed our model of what leadership looks like and that has benefited the whole team. We aren't there yet, but the pace of change is accelerating.

CW: Do you recruit from within other areas of Mercedes?

JA: We have a small number of secondments from other areas, but our main recruitment is external.

BE: So how does someone apply?

JA: All F1 teams have careers pages on their websites, which is the place to go to for more information. All teams run industrial placements for sandwich-course students or people wanting a post-degree "taster year". Demand is high and places are limited.

CW: Take us through your career.

JA: I applied to F1 teams during a post-grad year at Cambridge, and got a job in aerodynamics at Benetton under John Barnard. The following year I moved to Larousse UK for 3 years before returning to Benetton. In 1999 I went to Ferrari then in 2005 I moved to Renault and then back to Ferrari in 2013. I have been at Mercedes since 2017.

CW: Who has had the biggest influence on you?

JA: Bob Bell. He is a quiet and understated man but the quality of his judgement is second to none. He is a strong character, will do anything for the team and is fundamentally a decent and honourable person. He is a glowing example of what good leadership looks like.

BE: Can we talk about some of the drivers you've worked with. How do you see them?

JA: It's really hard to comment on strengths and weaknesses in driving styles, and the drivers themselves do not know how they do it. As engineers we can only look at the drivers via the sensors, so we can see what they have done but not why they have done it. In general, the best drivers stand out by their ability to cope with cars that will turn quicker, which are harder to drive but will perform better. As individuals, Michael Schumacher was so passionate and committed to everything he did, his life was racing and treated the team like his family. His work ethic was outstanding and he was not at all like he was portrayed in the British racing press at the time. Fernando was a precocious driving talent in a race, but sometimes struggled to be a team player. Sebastian has modelled his skills on Michael, and as a warm and genial person is another great team player, although doesn't perhaps have the level of driving skills that the really great multiple champions have. Lewis is an outstanding talent and can turn opportunities into victories better than anyone else, and it's not by accident that he has the highest number of poles. His overtaking is supreme, he almost overwhelms people without bullying them, he is a remarkable person, and he has such skill.

CW: Who are possible future contenders in the current young British drivers?

JA: Lewis will be with us for some time, but if I had to put my money on anyone it would be George Russell. He too is superb at overtaking, and his tyre management skills are remarkable for his age.

BE: What is it like to work with Valtteri?

JA: He is a much better driver than he is portrayed in the press. Can you imagine what it's like being teammate to arguably the best driver there has ever been? It is an immensely challenging role, and Valtteri does not get enough credit for how good a driver he really is.

BE: Let's talk about tracks. You had new tracks in 2020 and have returned to some old ones. How do you research the new tracks, and have you enjoyed revisiting the old ones?

JA: I love Imola. What worries you about a new track is that it will give you conditions that you have not designed for. The most extreme track is always Monaco, and as we have to design for that we found we could cope with all the new tracks as well, as none of them were particularly extreme in the areas that really affect the cars, such as temperature and humidity or loads. We can do 95% of the set-up on a car knowing fundamentals such as the racing line and the macro and micro roughness of the asphalt surface as it affects the tyres, and then fine-tune it during qualifying.

BE: So talk us through Monaco and Valtteri's wheel-nut!

JA: The wheel nut is aluminium, it is driven by a titanium nut driver, and titanium is harder than aluminium. If the nut driver goes on cleanly, or at only a small angle, the two will mate up and the driver turns the nut. If the angle is too great, or the driver turns when it is not fully mated, the driver starts chewing up the castellations and wears

down the mating faces. There is a lot of redundancy in the design, and you can chew off a lot of the castellations before there is a problem and the nut won't turn any more. Valtteri's nut had almost all the castellations removed, and we just ran out of depth in the nut driver to turn the nut even though there were still some castellations left on it. We have never, ever done that before, and the failure came after three vigorous attempts at removing the nut. We need to revisit the design and provide more resilience, both in terms of the tolerated mating angle and the relative mating of the nut and driver so it is less of a cutting tool. Short term, and before the next race, we will have a longer nut driver available so that, if this happens again, the guys can switch to the longer tool and still remove the nut – it might take 7 or 8 seconds but it won't be a DNF. I must stress this is not the gun-man's fault, the fault is from an imperfect system which allows failure. That job is hard enough without having poor tools to do it with.

BE: We've had a question about matt versus shiny paint – how do you choose?

JA: It is entirely a marketing decision, and we make a paint to weigh as little as possible and to minimise skin friction in whatever shade or texture the marketing team want. The only part of the car where surface properties have any performance impact is the underside of the rear wings, where the wing can stall in heavy rain if water clings there unevenly and changes its shape.

CW: How far do you go to minimise weight?

JA: We go to huge lengths to bring in a car not only at but preferably under the weight limit. This gives us a ballast allowance that we can shuffle around to balance and trim the car and improve its performance. Every 10kg over weight is 0.3 second slower.

BE: Where do you see the future of power units?

JA: We are currently discussing the new engine regulations to start in 2025 and go through to 2035. Given the change to electric in road cars in 2030 the assumption is probably that we shall be electric too, but this may not be the case. If the sport is to remain on the types of circuits and with the speeds we are now then we need light cars with lots of power, and this is simply not available with either today's battery technology or any emerging battery technology that we can see. Similarly, hydrogen fuel cells are still not small or light enough for the power output we need. So we see a hybrid, electric with an internal combustion engine, but where the balance is closer towards 50:50 and the fuel is 100% sustainable within the current carbon cycle. This will have a positive spin-off to the rest of society and allow internal combustion engines to continue, for example in aeroplanes.

BE: What do you think about the new sprint format which we'll see for the first time at Silverstone?

JA: I don't know. If the fastest car gets pole position in the sprint race then it could be just be a procession to the end. However, if qualifying is disrupted in some way so the fastest car is not in pole position, or there is an incident in the early stages of the sprint race, or the weather is different on both days, then things could get jumbled up and the main race could become very interesting. We'll have to see.

CW: Thank you very much for spending the time with us, it has been fascinating. We wish you all the best in your new role.

My First Motor Race Meeting

While I have a sometimes-elephantine memory for relatively inconsequential items, I am hopeless at trying to remember the exact year in which things happen; June's birthday and wedding date excepted! I remember distinctly being coaxed by James Sloan, a neighbour in our row of miners' homes in Girvan, Ayrshire, to cycle seven miles to a motor race meeting being run on Turnberry, a war-time airfield – and famous golf course even then.

This past weekend June and I treated ourselves to a few days in Turnberry Hotel, now Trump Towers, to visit family and friends we had not seen since March 2019, because of this damned pandemic. In the hotel history files we found the date – 23rd August 1952. It seems even longer when you put a date to it, does it not? I suspect 90-odd % of Marshals Club members were not even born then. James was only a few months older than me, and, without embarrassing him, I was able to introduce him as my oldest friend at our 50th Wedding Anniversary in July 2012. We are still in touch now.

He went off to Australia for a time and by the most amazing coincidence he did a lot of work with a friend of mine from BTR in the UK, (Leyland Rubber in the North) who was transferred out to run BTR Australia. Small world sometimes. James now lives in East Sussex, and we meet occasionally to reminisce. Sadly, our hometown of Girvan, once regarded as a jewel of a holiday town in South Ayrshire was, last week, voted the scruffiest High Street in Ayrshire because of all the boarded-up shops caused by COVID-19.

The race meeting? Yes, that was great. Stirling Moss figured prominently, as did Mike Hawthorn, Ken Wharton, Reg Parnell and a few others whose names are not listed. I think Jimmy Stewart was there. The Garage Owner who looked after our cars when we ran Fords was, as he put it, reserve spanner-man for Jackie's big brother and he remembers Turnberry. As this was the only race that ran there, in the end, it must have been the same event.

The cars all looked like "homers", aluminium sheets battered into a round-nosed shape and bare seating and gear changes inside. There is an excellent example in the Silverstone Experience we visited today. Well worth the visit.

The Daily Express reported 50,000 attended the event. I am not so sure. Population of Turnberry was less than 1,000 and that only with a few visitors in the hotel and a good turnout on the golf courses. Girvan 3,500/4,000. Trump golf courses are currently banned from holding PGA events, because of something he said. Turnberry was ruled out a few years ago due to poor road access – despite the fact my golfer-son tells me the main course as newly laid out regularly appears in the top three in Golfing World.

Trump is popular in the area for total refurbishment of hotel and golf courses – no owner has ever done such a massive refurbishment before. The ex-Provost of Girvan tells me that there could be up to 100 **local contractors' vans and trucks lined up outside at times**. I just hope they all got paid; Trump's reputation is not good in this respect. When, fairly recently, Atlantic City in New Jersey crashed after it was hit by a massive storm, the company closed two hotels and we were told quite a few local contractors were left with bills to Trump unpaid.

This said, Turnberry is much improved from when, as a teenager, I used to earn my pocket money caddying on the golf courses. Maybe a few blips in service, as the hotel struggles to get people back to work from furlough. They employ mainly local staff, all in Turnberry Tartan, but a few foreign staff went back home during the pandemic and, so far some of them have not returned. Now we have decided we can afford it – when there are special offers – we hope to go back if the wicked wee witch does not ban us from visiting family!!

George
George Copeland
Vice President
British Motorsport Marshal's 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 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 8th	March 8th	April 12th	May 10th
June 8th	July 5th	August 9th	September 6th
October 4 th	November 8 th	December 6 th	

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SOUTH MIDLANDS REGION

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