

BMMC Magazine South Midlands Region



November 2021



Contents

3 - Chairman's Chatter	11 – Noggin & Natter – Richard Cuene-Grandidier
5 – NoK or Emergency Contacts	14 - Newsletter Deadlines
6 - Secretary Scribblings	15 - BMMC SMids Regalia Sales Order Form
7 - Grading Gripes	16 - SMids Committee Members
9 - BMMC Volunteering System & Marshal Recruitment	

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

If you are offered a booster jab along with your annual flu vaccine do not hesitate in accepting it. I received my booster on 16th November along with my Flu vaccination. At all times please respect other peoples' wishes, maintain a social distance and if asked wear a mask especially in enclosed spaces do so. See the latest guidance at: <https://www.motorsportuk.org/covid-19/>

On 2nd October I led the first taster day at Silverstone since COVID restrictions put a stop to such events in 2019. This was jointly organised with Silverstone Marshals Team (SMT) the agreement being that Silverstone provides the admin and BMMC undertakes the tours. This first event was something special; we had a VIP guest, none other than Hugh Chambers CEO of Motorsport UK. You may have read about his experience in Revolution. Needless to say, the weather played its part and it chucked it down all afternoon when the tasters went out to get some experience on post. Hugh was assigned to Luffield Centre and got thoroughly soaked; but was still smiling at the end of the day. He says it gave him a valuable insight into the world of marshalling, something all drivers should experience. Hugh was back at Silverstone for the Walter Hayes Trophy (WHT) meeting having been invited by HSCC to observe the running of Race Control, a brave move?

SMT and BMMC have inherited a list of approximately 700 applications for taster days the bulk of which were initiated by the recruitment tent at the 2019 British Grand Prix. We are struggling to catch up with demand so Steve Morris has been working with Nadine and Motorsport UK to develop a virtual taster day which will bare the bones of what marshalling involves. It will explain the commitment required, the long days in all weathers, the uncertainty of lunch breaks; all without pay! All in an effort to separate the wheat from the chaff. But it will also describe the different roles involved, the close sense of working as a team, the strong sense of camaraderie, and how satisfying it can be when everything works. All those on the waiting list will be invited to attend and if after the presentation they have no doubts about wanting to marshal they will be told how to get started. Those that still want to experience marshalling physically before making a decision on what role to go for can still have a taster day.

During October/November I have led 7 Taster Days. Unfortunately, not one was filled to capacity; one weekend we had three attend Saturday and two Sunday despite at least ten being invited. Those that did attend were really keen so I expect to see them next year. During the closed season I will meet with SMT and see what lessons we can learn from our experiences this year. What was most encouraging was the fact 50% of those who attended the last two days at the WHT had already registered with Motorsport UK.

On 18th October I organised an evening Zoom meeting for Examining Officials in South Mids to discuss our different approaches to assessments whether track or specialist. Nadine also attended and said our discussions would help the development of training material for the new Assessor grade. We all agreed that carrying out assessments is very subjective, but it helps if the PRC has comments about strengths and weaknesses. The first thing that must be done is check that all attendance and training signatures are valid and the card has a photo! If it fails to meet requirements it is a waste of time continuing the assessment.

On 12th October we had a virtual Noggin & Natter with Richard Ceune-Grandidier (aka Kermit). Richard is an FIA Steward and he has some interesting views about the different approaches in regard to administering penalties and judicial procedures adopted by Motorsport UK and the FIA. You might find

the transcript of his interview elsewhere in this newsletter interesting reading.

On 17th November all South Mids members were invited to “Meet the Committee” via Zoom. At the time of writing we have only five members interested in meeting so we will go ahead and you can read about it in the next newsletter. On 5th December the club’s national AGM will be held on Zoom, I hope more of you will be logging into that as we must have a quorum otherwise we will have to repeat the event!

As the next newsletter is scheduled for January 2022 I will take this opportunity to wish you all a Merry Christmas and a Happy New Year and I hope to see more of you on track next year.

Keep Safe & Well and don’t drink & drive.

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.

Next of Kin or Emergency Contacts

In the September newsletter I mentioned that the Brands incident raised some questions about the Next of Kin data held by organising clubs. Well, there have been further developments in what information might be needed.

We are now considering the need for two sets of contact data: Next of Kin and/or Emergency Contact.

So, what is the difference? In many instances there might be no difference.

Next of Kin contact information should be held by your marshalling club and is usually your home address or the address of a close relative and might well be the same as your Emergency Contact.

But what happens if you know that person will not be at that address on the day you are marshalling?

In such circumstances it is advisable that you nominate someone or somewhere else as your Emergency Contact when you sign on.

For example, on days when my wife and I are marshalling we intend to put each other's mobile number as our Emergency Contact, but when only one of us is marshalling our home address which is our Next of Kin contact will suffice.

Therefore, can I again, just remind you all to keep such information up to date.

Chris
Chris Whitlock
SMids Chair
British Motorsport Marshal's Club

Secretary Scriblings

Thank you to everyone who attended our AGM on Saturday October 23rd, which was followed by the presentation of our annual awards and our Regional Dinner. I hope you have all had time to read our Regional Annual Report, which gives a summary of all the Committee activities in South Midlands region during 2021. If you have any questions, comments or concerns please contact the relevant Committee Member via their contact details. For those of you not aware the main Club AGM is due to take place via Zoom software on Sunday December 5th, please see the main website for more details.

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:

- Feedback from our Taster Days which we ran at Silverstone during October.
- Progress on the Virtual Taster Day session, a presentation being created within the region and which will be delivered to all Taster Day applicants before they attend a Taster Day.
- Feedback from Recruitment stands at Kop Hill Climb, the RAF Motorsport Open Day at RAF Wittering and Motorsport Days Live at Silverstone.
- Feedback from an Examining Post Chiefs meeting on October 18th by Zoom, at which the officials and shared their experiences and discussed how to standardise assessments, as preparation for our submission to the Motorsport UK consultation.
- Continued planning for marshals training during 2022, including incorporating Kart training for the first time in many years.
- Planning further Virtual and Live Noggin and Natters, to run alongside the “physical” meetings which have been organised by Bob Sketchley.
- Submitted our regional nominations for the National awards.
- Approved the application for two marshals from our Region to attend a Train the Trainer course organised by MotorSport UK at the end of November.
- Discussed and agreed the regional budget for 2022.

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. We shall not be having a Committee meeting in December, but here are the dates for 2022. 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

January 10 th	February 7 th	March 7 th	April 4 th
May 9 th	June 6 th	July 4 th	August 8 th
September 5 th	October 3 rd	November 7 th	December 5 th

If you have any comments or questions about the Committee please do not hesitate to contact me on sm.secretary@marshals.co.uk.

Marion
Marion Quarrington
SMids Secretary
British Motorsport Marshal’s Club

Grading Gripes

New member & Upgrade Registrations

New and existing members may have experienced a longer delay than expected in receiving their Marshal Registration Card (MRC) or notification of their upgrade registration from Motorsport UK (MsUK). The reason, there has been an exceptionally high number of applications received during September and October. Each application requires careful scrutiny and recording on the membership database, before being dispatched to MsUK. The governing body may also have received a similar increase in numbers from other accredited motor clubs in this period.

New members, in receipt of their first Marshal Registration Card, and existing members, who upgraded via another club, are asked to send a scanned copy of the MRC to the National Grading Officer – nat.grading@marshals.co.uk in order that members records held by the Club can be updated. MsUK do not automatically inform BMMC of new marshal or upgrade registrations.

Congratulations to the following members of the South Midlands Region:-

New registrations:

Nick Emberson	Trainee Race
Stuart Grey	Trainee Race
Dave Thexton	Trainee Race

Upgrades

Hazel Aaron	Post Chief - Race
Christopher Storr	Post Chief - Race

On behalf of the following members, upgrade applications have recently been submitted to MsUK for registration:-

John McClelland	Experienced Speed
Marion Quarrington	Kart Marshal
Jon Turner	Flag Marshal

Grading Signatures

- Trainee marshals who have recently registered with Motorsport UK, have completed the on-line modules, are not being issued with Personal Record Cards (PRCs) – “*the little blue book*”. Instead, they will have received an A4 document on which to record their attendances. The reason, as part of the New Marshal Pathway, to be introduced in the coming year and as shown on the 2022 MRCs from the 1st January 2022 all trainees are redesignated as Registered Marshals, and will no longer be assigned to a specific grading discipline but will hold a single registration which provides access to marshalling across all forms of four-wheel motorsport events.
- Before applying for upgrade, marshals are advised to make a scanned copy of all documents. The Regional Grading Officer is also required to retain scanned copies, both for future reference and as a safeguard should the originals go-a-stray. Entries in the PRC written in other than black ink, become almost illegible on the screen or when printed off as hard copy.
- Attendance signatures should include a positive comment as to any tasks undertaken during the day such as: treated oil spill; assisted in push car to a place of safety, etc. At the time of the assessment these provide the Examining Post Chief / Specialist with an indication of the marshal’s range of experience.
- It is essential that each training module is clearly signed off. A recent upgrade application had to be delayed, as although there was clear evidence that a training day had been attended within the prescribed

time scale, there was insufficient evidence that a particular module had been achieved. Fortunately, the marshal was able to provide the additional evidence, enabling the upgrade to be submitted to MsUK for registration. Failure to provide this evidence could have resulted in the assessment report being declared void, necessitating a repeat of the training module and the assessment.

- Assessment Days should not be recorded as attendance days in the PRC, as these do not count toward, either the signatures required for the upgrade in question or, a future upgrade in the same discipline. Further, any attendance signatures acquired between the submission of the upgrade and receipt of confirmation from MsUK of registration of the new grade, these will not count toward any future signature upgrade requirements in the same discipline.

Finally

This is my final Grading Gripes contribution, as I am standing down from the RGO role with effect from the 30th November. I am sure my successor will have already been introduced elsewhere in this Newsletter. However, I have promised Chris Whitlock, I will provide help and support, to the new RGO as he settles into the role.

I would like to take the opportunity to thank my committee colleagues for their support throughout my tenure. In particular their prompt responses when asked for feed-back on matters concerning grading issues, often to tight time scales.

Reports of my marshalling demise are greatly exaggerated. In 2022, you will find me at the three Midland circuits: speed hill climbs of Kop Hill and Prescott and at the Curborough Sprint Course. Also, I have promised to continue to support the South Midlands marshal recruitment programme.

My best wishes for the festive season, stay healthy and safe, enjoy your marshalling in 2022.

Malcolm

Malcolm Flippance

South Midlands Grading Officer

British Motorsports Marshal's Club

BMMC Volunteering System

Our volunteering web site is a little sparse of events currently as all the organisers are beavering away to finalise their events for 2022 which when agreed with the circuits will be added to our web page. Do keep logging on as come new year events will be added weekly, although I would recommend your final decisions on which events to attend is left until February when most events have been confirmed.

Looking forward to late December and early 2022 listed below are a few events either in our region or on its outskirts which may interest you,

26th December - Mallory Park Plum Pudding meeting.
28th December – Curborough Stuff the Turkey Autotest.
1st January – Milton Keynes Vintage Stoney
13th – 16th January – NEC Birmingham Autosport International.
Race Retro 2022 – postponed till 2023.
20th March - Sywell HSTA

Do check the individual organiser's web page for all relevant details.

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.

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

Marshal Recruitment

We have now concluded all our recruitment events for 2021 and over the next couple of months will start planning our events for 2022, 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 January committee meeting.

Whilst meeting family and friends over the holiday period can I suggest you chat to them about what you do as a marshal, be it incident or specialist duties at any four wheeled motorsport event and try to encourage them to join us. I am sure if they are a motorsport fan they will jump at the chance, direct them to our web site and suggest they register as a marshal with Motorsport UK and then contact the organising club or myself to arrange a first day on post. Alternatively if they are a little unsure whether marshalling is for them they can attend a taster day at a circuit of their choice, unfortunately due to covid there is a backlog waiting for taster days, which will take a few months in 2022 to clear.

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, stay safe and have an enjoyable Christmas and New Year.

Glynn

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

BMMC South Midlands Region invited Richard Cuene-Grandidier to join us in a Virtual Noggin & Natter on 12th October 2021. It was presented as a Q&A session hosted by Chris Whitlock (BMMC South Midlands Regional Chair) and what follows is a summary of the occasion.

Chris Whitlock welcomed Richard (aka Kermit) and asked him to talk about his early years.

Richard started his talk by telling us about his early days in motor racing, including marshalling at Brands Hatch in the 1970s, a time when drinking at lunch time was an accepted practice! In those days marshals tended to remain at one post, and the drivers and teams got to know who would be where. Richard was initially based at Post 2 along with Chris, which was just after the start line, and, as he also wore white racing overalls, he was easy to recognise. Richard recalled being involved in the “Marshal’s strike” at Brands Hatch, when, complaining about conditions at a 1000k race of long hours (10) without a break over 2 days, marshals climbed on a container truck and blocked the pit-lane exit!

Although he lived in Central London and worked in banking, Richard did not have a car at that time and was always given a lift to Brands by a fellow marshal, John Davallou, with whom he organised the first all-British marshals post at Le Mans 24 hours. This post was on the Mulsanne Straight outside the restaurants, before the chicanes were built, and benefitted by having its own medic, the legendary Doctor Rowley Cottingham. Richard shared many memories of those times, both good and bad, including being arrested for trying to get marshals on to the post, and was “sprung” from the police van by Chris! Richard and Chris agreed that everyone learned so much by marshalling abroad as a team, living and working together. Richard only stopped marshalling at Le Mans when he moved to New York for his career, and by the time he came back to the UK there were many more non-French marshal posts at Le Mans.

Whilst he was in US Richard did some local racing, but also commuted across the Atlantic to take part in club events in UK, flying in overnight for testing on the Thursday and Friday, racing at the weekend then flying back to New York on Sunday night. At that time his cars were green, (in deference to his nickname Kermit) and his racing number was 13, neither of which are lucky in UK! After 5 years Richard returned to Europe to work in Paris, but in his view motor racing is a “different” sport in France: few circuit events and under-utilised tracks. At major events, marshals are put up in hotels... Richard continued to race, including in International Sports Car Series with a 3 litre BMW, and competed against another BMW team who were the first to have Red Bull support in motorsport.

Richard gave up his banking career in 2001 and, aged 44, became a professional racing driver, initially for Proton, and was due to drive in the BTCC with David Leslie until being replaced by Phil Bennett for nationality reasons (an early form of Brexit!). Richard was also racing a Honda in the VLM series in Germany for 2 years and thoroughly enjoyed it - there was even some very nice prize money on offer. Next came a job as an Instructor at Silverstone, at a time when cars were not dual-controlled, and Richard entertained us with some amusing anecdotes about near-miss incidents.

Then along came the Nissan GT Academy programme and Richard was appointed as one of the two Senior Team Leaders, at a time when it had its tie-up with PlayStation. He was there for the duration of the programme, which ended in 2015 after 8 successful years. He also had a role as a driver trainer for the successful candidates on the programme. Whenever he has been involved with young drivers Richard has always insisted that they understand what marshalling is about and that they spend time on post to experience actual marshalling. From here Richard moved with Nissan Nismo to its Le Mans 24Hours programme. Within that set-up Richard was known as “Kermit-san” by his Japanese colleagues, and, as he had a reputation for being able to sort out almost anything at Le Mans during his 5 years there, his role in the organisation chart was described as “Kermit - Fixer”!

In addition to his involvement with Nissan / GT Academy / Le Mans Richard also moved to the “officialdom” side of racing first as the permanent Safety Car Driver and the Driving Standards Steward for Superleague Formula, and also became involved with Masters, and their historic series. Superleague was single seater cars but sponsored by international football teams, and qualifying was a knock-out format like the football tournament. Richard described it as the next step down from F1! This brought Richard away from the participation side of motor racing and into being a Driving Standards Steward and then to his first steps into the Race Director role.

Richard believes that his personal experience of being both a racing driver, instructor and team owner means that he can talk to drivers on an equal footing – he has “been there and done it” and can (usually!) ‘get’ what the drivers

are saying. In Richard's opinion some of the problems in motor sport today can be traced back to the lack of any racing experience in a number of CoC and Race Directors and their often-dismissive attitude to their 'clients'. If you have experienced what a race driver had experienced – what happens when you are fighting for position for the first corner, contact, etc, you should understand better how situations develop, make better decisions and be able to explain as an equal any decisions that you then have to make.

At present Richard holds the roles of FIA (Gold) Race Director, and Motorsport Ireland Clerk of the Course and Steward, but no longer holds any qualifications under Motorsport UK although he is a long-serving member of MSUK's Historic Committee.

Richard explained the differences between how the sport is administered and judicially managed under FIA Regulations (or international Sporting Code - ISC) which usually also covers the sport at the national level in Europe, and how it is done in UK under Motorsport UK (MSUK) Regulations.

- The most obvious and fundamental difference is in the role of the Clerk of the Course. Under ISC the Clerk does not have the authority to hand down a judicial decision, but instead sends a recommendation to the Stewards Panel (usually three) for their decision. Under some ISC championships the Race Director has the authority to issue some in-race penalties without recourse to the Stewards, such as deleting lap times for exceeding track limits. Under MSUK Regulations the Clerk has the authority to issue penalties, and the Stewards are the second line who receive any appeals to those decisions from the driver, based either on the penalty itself or on the process of issuing the penalty. This sole-responsibility results in enormous pressures being placed on one person's shoulders to make accurate and timely sporting decisions and then deal with potential judicial issues whilst also being responsible for the management of individual races and even the whole race meeting. In Richard's experience this does not appear to be fair on the Clerks and their teams, and this is borne out by the number of successful appeals that are made, not about the circumstances that led to the penalty, but to errors made in the process of issuing the penalty, such as inaccurate times, locations, wrong references in the Blue Book, and so on. Richard drew a comparison with the legal system, where, under ISC Regulations, the Race Director/Clerk is the Prosecutor and the Stewards are the Jury, but under MSUK Regulations the Clerk has to assume both roles. Also, by having a panel to make the decisions under ISC, difference views and experiences are brought to the discussions. Finally, it is less likely that a driver can argue his way out of a penalty when he is being interviewed by a panel of three, as might happen with a single MSUK Clerk!
- Another difference is the way in which the Stewards are appointed. International series or championships usually have a permanent Race Director and at least one Steward to achieve continuity throughout a season, whereas the MSUK Stewards are usually appointed on an event-by-event basis an event, with no continuity. This serves three purposes, it enables the permanent officials to have consistent standards and give consistent penalties across the season which helps in the explanation process to the drivers, it enables "example" penalties to be issued as a warning for completely inappropriate behaviour, and it builds up a history of minor infringements by a driver across different events which can then be penalised as a collective behaviour when it might not attract the same penalty as an isolated event.
- Richard went on to explain some other differences between ISC and MSUK regulations, for example in the difference between Pace Cars and Safety Cars. Under ISC Pace Cars do not have lights illuminated on their roofs, but under MSUK regulations they do. If a Pace Car is on the circuit under ISC regulations it can be "converted" to a Safety Car simply by use of lights (and boards and flags), but this is not possible under MSUK regulations.
- Another difference, which makes life very much more difficult for the Observers, is in deciding track limit infringements – under MSUK regulations the rule is "2 wheels off" whereas under ISC regulations it's "all 4 wheels off". (Richard much prefers the latter as it is easier to judge). This difference means that, at a mixed event in the UK, the Observer's job of reporting track limits is much more complicated and prone to error.
- Richard also commented on the way track limits are reported in some countries. In UK the marshals, as Judges of Fact, are empowered to report only those infringements which resulted in a perceived advantage, whereas in other countries they are required to report all infringements and are not empowered to make a judgement call on whether a driver gained an advantage. This means that, if a driver runs wide

and actually loses places as a result, in UK this would not be reported but in Europe it may, resulting in most reports having to be looked at during a session usually with the help of video assistance. On one such an occasion Richard did not take action against a driver whose track limit report had resulted from a spin and was going backwards at the time!

- Chris and Richard discussed the use of “fixed penalties” for track limit reports as used in some MSUK events. The first infringement report is not acted upon, but the second results in a Driving Standards flag, and the third and all subsequent infringements result in an escalating series of time penalties. The Clerk has no discretion to decide not to act on the report. This puts the onus of deciding whether or not to report the infringement on the Judge of Fact marshals around the course, which is a difficult position to put them all in, particularly if they have not had sufficient training or experience. Both Chris and Richard agreed this was not a responsibility that should be given to the marshals, and that the installation of Track Limit Sensors at MSV circuits was a better approach. In Richard’s view a penalty should be the last resort and issued because it should be issued not because it can be issued.
- Richard is an FIA and international Race Director, but this position does not exist in the Blue Book. A Race Director works in a similar way to an MSUK Clerk but has slightly different powers. The Race Director has ultimate responsibility for the event safety and has the authority to stop an event if they believe safety is compromised. Under the ISC the emphasis is now very much that Stewards are non-executive (Race Director who does the track inspection and not the Stewards). Also, in the event of a major incident it is the FIA Race Director who has ultimate authority (unless an FIA Observer is appointed to the event) but under MSUK regulations it will be the MSUK Steward.

All these differences, in Richard’s experience, creates confusion at “mixed” meetings in UK, as the subtle differences are not clearly understood by event organisers and not adequately communicated to drivers, marshals, safety crews and other officials. It also makes it difficult for officials such as himself, who, at an MSUK event run by the Clerk, is the Race Director for International/FIA series but has no authority to act in an official capacity if one of his grids is being run to ‘national’ regulations. Richard and Chris both accepted that this confusion is not ideal, and more should be done to inform everyone both about the differences and the implications of the differences. Richard would also like the FIA to better educate what its role is within the sport, their relevance and responsibilities, as this would help to eliminate the “bad press” that the governing body is often subject to.

The concept of safety is a fundamental one for Richard, and he cannot understand why people cut corners with their personal safety (both marshals and drivers), or why sufficient resources are not always available. For example, Silverstone deploy a “paid” Safety Team of weekday marshals and permanent staff, in contrast to the weekend volunteer race marshals who remain unpaid (in contrast to some European countries). In Richard’s view it is important to know, when one sits in a race car, that there is a team of trained people to help if anything goes wrong and firmly believes that volunteer marshals are the life-blood of the sport, and more should be done to provide them with the best support and equipment possible, to train them to the highest standards, to inspire them to achieve the best they can be, and to reward them for their dedication to the sport. He also believes there should be more communication between the car and bike marshalling fraternities, as he suspects there would be a larger pool of available marshals if they could be multi-trained, as they often are in other European countries.

Richard concluded the evening by entertaining us with some anecdotes of his marshalling and racing career, and his thoughts on the future of the sport.

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 2022 are:

January 10 th	February 7 th	March 7 th	April 4 th
May 9 th	June 6 th	July 4 th	August 8 th
September 5 th	October 3 ^d	November 7 th	December 5 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	Qty	Grade	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			
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50 Years of Motorsport Marshalling	Free			
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Cheque should be made payable to: BMMC Limited

Please send this order form with payment to: Adrian Cashmore, 9 Church Street, Weedon, Northants, NN17 4PL - Email: sm.regalia@marshals.co.uk

SOUTH MIDLANDS REGION

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