

BMMC Magazine

South Midlands Region



March 2022



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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.

Chairman's Chatter

Covid still hasn't gone away, in fact I fear it will be something we have to live with for the foreseeable future. On 16th March Scotland extended their face mask wearing regulations to the end of the month; See the latest guidance at: <https://www.motorsportuk.org/covid-19/>

Better late than never; at the Silverstone Marshals Dinner & Dance on the 22nd January 2022 I was very pleased to see that four of our members received awards. Pete Berry, ex Chief Incident Officer was awarded a Lifetime Achievement award after 40 years in post; Alan and Fay Crook jointly received an award for outstanding contributions to Silverstone Marshals Team and Stuart Brunton was awarded their Trainee of the Year award. Belated congratulations to all of you, unfortunately the dinner dance was just after the copy deadline for the January newsletter.

On the 8th of March we had another successful Virtual Noggin & Natter with Hugh Chambers CEO of Motorsport UK. It was interesting to learn that, following the fatal accident at Brands Hatch last July, Motorsport UK asked competitors if they thought driving standards had deteriorated and most of the responses were in the affirmative. Hugh commented that there are some drivers who show little regard to the regulations; circuit racing is not a contact sport. He said there was no excuse for "contact drafting" which was evident at the Walter Hayes meeting last year. In America "bumping" (side to side contact) seems acceptable and was evident at the Daytona 500 where the winner took out his team mate on the last lap. I was surprised to read this was celebrated in the media not only in America but also here. I speculated that driving standards began to slide after the MSA handed judiciary powers for BTCC to TOCA.

We also discussed the enforcement of track limits. It has become generally accepted that a driver who goes wide without making any gain on an opponent is not deliberately breaching track limits and is not always reported. However, last year when I was on Post 19 at Silverstone (Copse exit) I noticed some drivers didn't seem to brake or attempt to stay within the limits, they blatantly ignored the regulations. They were arriving at the corner too fast to turn in. Those drivers were really not in control of their car, perhaps they needed to go back to school? Interestingly, when discussing penalties with Hugh he drew parallels with the option to take speed awareness courses for first time breaches of speed limits to potential penalties for racing drivers i.e. a refresher ARDs course; I suggested a day on the bank as a marshal!

We have discovered a problem with the BMMC volunteering system! If you do not have a grade associated with your entry on the membership database the volunteering system cannot put your name forward for a race meeting because the system couldn't identify what grade you are qualified for. At first we thought this might only affect new marshals but have since discovered we do not hold a grade for some members who have been with us for 2-3 years. Steps are being taken to rectify this by grading everyone without a grade as a trainee. In addition, regional grading/membership officers will be writing to members without a grade to ask for a copy of their Motorsport UK registration card. Next year, when the new Marshals Pathway is introduced, all marshals must be registered and will be allocated a grade. If you have not designated BMMC as your Primary Club Motorsport UK will not inform us of your grade if it changes so we would appreciate it if you copied your registration card to us so we can keep our records up to date.

Keep Well & Safe

Chris Whitlock
Chair South Mids Region
British Motorsport Marshals' Club

Secretary Scribblings

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

- discussed the initiative from Motorsport UK (MSUK) to invite various marshals to undertake DBS checks (or the equivalent in Scotland). This will become mandatory for those involved in Karting, in Drag Racing and in the paddock at a Hill Climb. The Committee noted that, unfortunately, BMMC had not received advanced notice of this announcement, and so were limited in how they could answer members' questions.
- noted that Examining Marshals had been contacted by MSUK as the first step in the plans for them to convert to Assessors through a training course.
- the Virtual Taster Day sessions have now been offered to everyone in our Region who had contacted BMMC and expressed an interest in marshalling but are now replaced with plans to hold in-person Taster Days at Silverstone. By the March Committee meeting Taster Day dates were still being agreed with the organising clubs, but it was hoped that the first one would be held in April. The Committee thanked all those who had created and helped deliver the Virtual Taster Day programme.
- planning improvements for the organisation of physical Taster Days so they are even more effective. For example, a different invitation process to ensure that all places are filled;
- planning Recruitment stands for 2022. We still need volunteers to help out on the day, so please look out for the dates elsewhere in this Newsletter.
- reviewed our two training programmes delivered at the end of February which, if feedback is anything to go by, were very successful. The Committee thanked the trainers, and particularly Nina Fountain, who had stepped in to do the bulk of the pre-event organisation when Matt Turner was stranded in temporary accommodation following the collapse of his house move.
- congratulated Keith Madderson who completed his Trainer assessment and is now a fully certified Motorsport UK Trainer.
- responded to a request from National for ideas on how to make future training more cost-effective without detracting from quality, as the British Motor Sport Training Trust has warned that they will no longer be able to cover the full cost of our training.
- congratulated four members who had been honoured by the Silverstone Marshals Club, Pete Berry, Alan and Fay Crook, and Stuart Brunton.
- discussed the announcement that Silverstone will be introducing permanent FIA signalling lights towards the start of the season, to be used for various events. We were pleased to hear that 2022 is more experimental, and there will be opportunities to offer feedback and for changes to be made to the operation and location of the lights before the planned incorporation into Regulations for 2023.
- held a Virtual Noggin and Natter on March 9th with Hugh Chambers, CEO of MSUK, as our guest. A summary of the evening will be included in the next Newsletter. The "physical" meetings continue to be organised by Bob Sketchley.

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. The dates for 2022 are below, all are on a Monday evening, and the meeting starts at 19:45. If you want to join us at the meeting please send an e-mail no later than 2 days before the meeting to 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.

April 4 th	May 9 th	June 6 th	July 4 th
June 6 th	July 4 th	October 3 rd	November 7 th
December 5 th			

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

Marion Quarrington
Secretary South Mids Region
British Motorsports Marshals' Club

Grading Gripes

Greetings everyone and welcome to what appears to be a full year of events.

MOTORSPORT UK NEW GRADING SCHEME CONSULTATION

As you are no doubt aware, Motorsport UK are in the process of developing a new marshal grading scheme.

The term Trainee Marshal has now been replaced by Registered Marshal

It is currently envisaged that the new process will be rolled out to all MSUK registered clubs for consultation during 2022.

BMMC National Council and the Regional Committees are obviously keen to gain as much feedback from our members as possible.

It is currently envisaged that there will be a series of Zoom meetings (arranged on a regional basis) to allow discussions and enable feedback to be gained.

Please keep your eye out for any emails and/or announcements in your regional newsletters regarding the dates and times of these meetings. You can also provide feedback directly to your Regional Committee should you prefer, or if you are unable to attend the zoom meetings.

I am looking forward to the season ahead and settling into this role. I wish you all the very best for the 2022 season.

Ian Whiting
Grading Officer South Mids Region
British Motorsports Marshals' Club

Marshal Recruitment

Below is the list of proposed recruitment events for 2022

MG Live – Silverstone	11 th & 12 June.
Silverstone British GP	1 st , 2 nd & 3 rd July.
Silverstone Classic	26 th , 27 th & 28 th August
Kop Hill Climb	24 th & 25 th September.
Silverstone BTCC	24 th & 25 th September. In conjunction with SE region
Silverstone Motorsport Days Live	Date tba

Other events may be added but will depend on the availability of recruitment stand helpers.

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 for any of our proposed events 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 Ellis
Volunteering Co-ordinator and
Recruitment Organiser South Mids Region
British Motorsport Marshals' Club

BMMC Volunteering System

Our volunteering web site is now almost fully populated with events for Silverstone, Sherington and Falcon MC, also added this month is Kimbolton Kart Raceway. If there are other events that I have missed or events just to be recorded as a calendar date drop me an email and I will try and include it. Do keep logging in on a regular basis as occasionally further additional events are added as they become confirmed by the organisers.

Do check the individual organiser's web page for all additional relevant details particularly in the week before the event as timetables and entry lists become confirmed. Sign on times and locations do change from the standard times I added to the volunteering site so do check the organisers web site or more specifically any email from the organisers. Due to workload and illnesses Silverstone emails detailing sign on information have been issued later than normal, in some cases only a couple of days prior to the event.

Whichever way you choose to volunteer for any motorsport event please ensure you volunteer with one organisation only as this will help the event Chief Marshal to accurately list the marshals volunteered for any specific event.

I have listed below the events happening in our South Midlands Region over the next three months, but please do check the volunteering web page for further information.

A few words from Hunts Kart Racing Club Chief Marshal Tommy Vasey,

At Kimbolton we are looking for new or experienced marshals to take part in a race weekend. We will fully support you and guide you. So, if you are new to karting do not worry, we will look after you. Going forward we will train you and support you through the MSUK grading scheme.

We are a friendly team but of high standard, so we do expect you to work with us and work as a team.

We run on part of an old air base so a lot of history- we have been going 60+ years!

We pay £45 expenses per day. This is done at the end of the day. You need to provide your own safety wear as you would do at any venue.

Please give kart marshaling a go. It's a very busy but very enjoyable race weekend.

If you are interested in joining us please contact the chief marshal Tommy Vasey via email thomas.vasey11@gmail.com

Glynn Ellis
Volunteering Co-ordinator and
Recruitment Organiser South Mids Region
British Motorsport Marshals' Club

2022 SOUTH MIDLANDS EVENTS IN THE NEXT THREE MONTHS

Date	Organiser	Type	Location	Title
Apr. 4th	BMMC	Committee Meeting	Via Zoom	
Apr. 9th	Hunts Kart RC	Karting	Kimbolton	Rounds 4 + 210 Challenge
Apr. 10th	Hunts Kart RC	Karting	Kimbolton	Rounds 4 + 210 Challenge
Apr. 16th	SKC	Karting	Shenington	Round 4
Apr. 17th	SKC	Karting	Shenington	Round 4
Apr. 22nd	SKC	Karting	Shenington	British Championships
Apr. 23rd	MSVR	Circuit Racing	Silverstone	
Apr. 23rd	SKC	Karting	Shenington	British Championships
Apr. 24th	MSVR	Circuit Racing	Silverstone	
Apr. 24th	SKC	Karting	Shenington	British Championships
Apr. 24th	Falcon MC	Trials	Ivinghoe	Spring Trial
Apr. 30th	750 MC	Circuit Racing	Silverstone	
May 1st	750 MC	Circuit Racing	Silverstone	
May 6th	Hunts Kart RC	Karting	Kimbolton	East Anglian Trophy
May 7th	Hunts Kart RC	Karting	Kimbolton	East Anglian Trophy
May 7th	BRSCC	Circuit Racing	Silverstone	British GT
May 8th	BRSCC	Circuit Racing	Silverstone	British GT
May 8th	Hunts Kart RC	Karting	Kimbolton	East Anglian Trophy
May 9th	BMMC	Committee Meeting	Via Zoom	
May 14th	HSCC	Circuit Racing	Silverstone	International Trophy
May 14th	SKC	Karting	Shenington	Round 5
May 15th	HSCC	Circuit Racing	Silverstone	International Trophy
May 15th	SRC	Karting	Shenington	Round 5
May 21st	BRSCC	Circuit Racing	Silverstone	CI 24 Hr
May 22nd	BRSCC	Circuit Racing	Silverstone	CI 24 Hr
Jun. 4th	BARC	Circuit Racing	Silverstone	
Jun. 5th	BARC	Circuit Racing	Silverstone	
Jun. 6th	BMMC	Committee Meeting	Via Zoom	
Jun. 11th	MGCC	Circuit Racing	Silverstone	MG Live
Jun. 11th	Hunts Kart RC	Karting	Kimbolton	Round 5
Jun. 12th	MGCC	Circuit Racing	Silverstone	MG Live
Jun. 12th	Hunts Kart RC	Karting	Kimbolton	Round 5
Jun. 18th	BRSCC	Circuit Racing	Silverstone	Caterham Festival
Jun. 18th	SKC	Karting	Shenington	Round 6
Jun. 19th	BRSCC	Circuit Racing	Silverstone	Caterham Festival
Jun. 19th	SKC	Karting	Shenington	Round 6

Track Day

Of course, as marshals, we all spend many an hour at circuit. I often hear people commenting on the drivers, telling their fellow marshals how that driver took the wrong line, that they are not slowing under yellows, and how much faster we would be! Which, of course, we would!

I suspect that many of us harbour secret ambitions to race but for many that is out of the question for financial or other constraints.

Personally, I think that if you get a chance and you have never driven on track before you should have a go.

For us, when doing a track walk, a track may look like a wide expanse of tarmac. A corner will look long and drawn out. However, it is amazing how small a track looks, how tight that “wide” corner is and how close the barriers look when you are doing 100+mph. Or, indeed, how small a flag actually looks, or how easy it is to go track limits, or worse, spin or go off (Hmmm, not that I have ever done either of those, honest!)

So how do you actually get to have a drive on track if you do not race or do not possess that little card that has those magical words “Race Licence”?

Well, I guess there are 3 ways.

- Get a race licence – but this involves a rather large wallet, and no matter how good you think you are – you will probably be at the back of the grid. (it has taken me 12 years of trackday driving to produce lap-times that put me anywhere near the back of an MR2 grid – albeit our car is heavy and nearly always 2 up). So for this article I think we should park this idea in the gravel (but here is nothing wrong with it for sure).
- Do a Track Day
- Do an “Experience Day”

What's the difference? An Experience Day can be many things. It is usually bought and typically gives you a few laps in a particular car, normally a super-car or sports-car. There are some advantages in that you do not risk your own car at all and you can say you have driven a Ferrari, Aston or whatever you choose around the track you have decided upon.

The downside is that they are very expensive mile for mile, I can be pretty sure that the instructors do not let you explore the full performance of the car. In fact, I know this is so, being a “Super-Car Instructor” myself. I certainly would not allow someone to risk their life, my life or the car, by overstretching themselves (and yes, there are many tricks of the trade to get people to slow down – but if I told you I would have to kill you LOL). These days are great in many ways, yes you get to drive a car on track, get to drive a car you ordinarily might not get to drive, like a Lambo, Aston, Ferrari etc. However the downside is the “experiences” are just that, and tend to be quick, and only a few laps, so it all comes to a blistering end, just as you start to learn which way the track goes without a sat nav, and just as you get used to the car – that it indeed will stick in a corner at 60mph not 40mph (the reality being 120mph ☺ - get my gist?). So that though may be great fun, mile for mile it is extremely expensive track time (probably more expensive than a Race) but less risky than using your own car – hey, you know what, you crash and someone else can foot the bill (assuming you have taken the collision damage waiver.....)

So, what of "Track-days" then? A track-day is where a circuit will run a day and open up the track to the General Public, who for a small (or large – dependant on circuit) fee will let you hone your own car around the track. Great! These are not licensed by Motorsport UK and therefore most suppliers simply ask that you have a road licence.

You book onto a day and take your own car to circuit. Mile for mile this is much cheaper. If you do an "open pit lane" day (more about that later) then essentially you can run around the track all day. On average track-days range from £149 (if you are really lucky) to about £550 dependant on circuit, season, day of week and supplier.

There are two main types of track-days;

Open Pit Lane where there are no sessions and you can go onto track at anytime. Advantages are that you have all day, but the disadvantages are there can be more cars booked on than the track is licensed for (typically 60 or more cars for tracks with say a 36 car licence) so you may have to wait at pit exit, and the track can be rather crowded.

Sessioned where the day is subdivided into sessions (normally either 20 or 30 mins). The sessions are normally split into "Beginners", "Intermediate" and "Experienced". However, more recently I have heard of sessions being split into cars of different performance levels. The advantages are self-evident in that hopefully you should share the track with drivers of a similar experience level. The disadvantage is that you can only go out at certain times—say 20mins each hour.

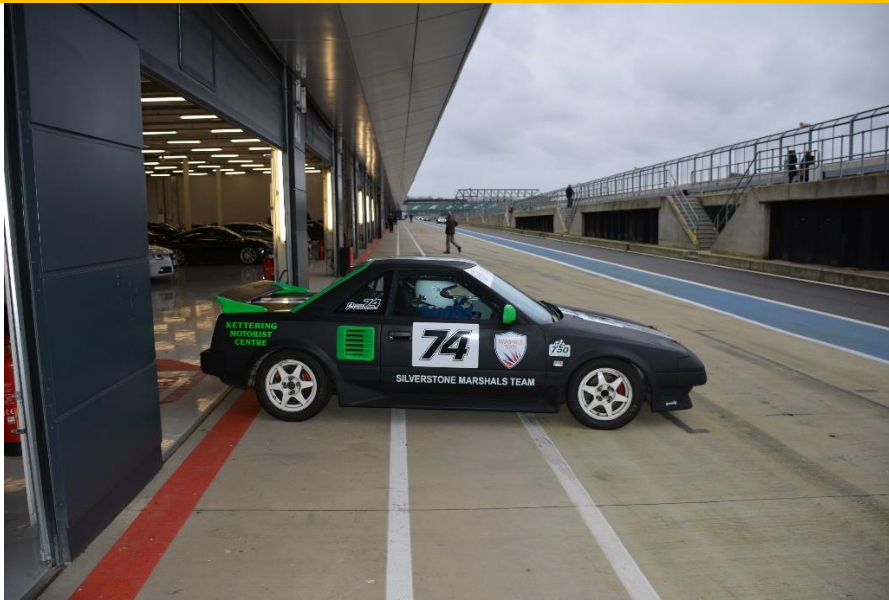
Track-days can also be specialised in that there are often ones run only for beginners. These are a good idea if you are starting out. Hopefully you will share the track with people of a similar level of skill and there is also plenty of instruction available, which **is by far the best way** to learn quickly.

Having decided to look into track-days, the next thing is how suitable is your car?

Is it suitable? Well, any car (within reason) is suitable. One of my friends used a Citroen C2 (and rather successfully made a few BM's and other exotica look slow in the corners due to his level of skill – it was rather fun watching the Beemers HAVING TO ACTUALLY USE THEIR INDICATORS LOL) and Nina and I have come across Mondeo's, Focus, even a Landie! Of course, we have also seen Porsche, Ferrari, Radicals and other exotica. So, in essence you can take what you like! One of our most fun days was when a mate took an old Fiat Uno – we wanted to see if it would blow up – oddly it didn't, and though slow was epic fun.

Is it a risk? This is the million dollar question. Yes, indeed it is a risk. However, taking your car on the road is a risk. At least on track everything circulates in the same direction (well, you would hope wouldn't you?) and in most places there are big run offs if it all goes pear shaped.

In all the track-days we have done I have spun three times, and outraked myself a few times and ended up on the runoff, and once put our race prepped MR2 MK1 in the gravel at Coppice at Doni, but managed to reverse out myself. Sadly, Nina did exactly the same thing next session, and beached it good and proper, so caused a Red, the only one we've ever had. It was embarrassing being towed out by a marshal friend on the tow truck. Correction, it was embarrassing for Nina, I was laughing all the way to the bank! Whatever no harm in any case.



Nina once received a tiny punt up the back at Brands—but it was so small we only noticed on the video, again no damage done. In all the years we have done it I have only seen two major accidents, one a racing Lotus Elan roll, and the other a race prepped Stock Hatch hit a barrier. The thing to note is that these were both race cars and not road cars. I am sure it happens occasionally to road cars but it is rare. Perhaps the biggest risk is some other numpty doing something silly and involving you in their crash.

This brings me to “Insurance” – do you need it, and can you get it? Your normal road policy **absolutely will not cover you for Track Driving**. Never, ever, think it will. However, you do not need insurance for Track Days. It is a general rule of thumb you pay for your own damage however it is caused. If someone does something really negligent and against the rules of the day, then you MAY have a negligence claim against them – but I am no expert in this. As I say the rule of thumb is own damage.

It is possible to insure for track days, but it is expensive and requires specialist insurers. Nina and I do not bother for the MR2 which is held together with tank tape and cable ties anyhow.

To sum up, yes there are risks, but they are minimised as much as possible, and accidents are very rare indeed. In the end it is up to you to decide if you want to take the risk.

How do I find a track-day? Many companies supply track-days, I will list some at the end of the articles. Probably the best resource is the internet, simply typing “track-days” into Google will get you started. Or go to a circuit website and they often list up and coming trackdays.

Venues. There are generally two types, dedicated circuits like Silverstone, Mallory, Snetterton et al, or an airfield venue. An airfield venue is generally cheaper and has massive run off areas and very little to hit. However, be aware of the surface which is normally high grip anti-skid for planes, so it can eat tyres very fast indeed. I think MSVR Bedford Aerodrome deserves a special mention here as it is built as a dedicated race circuit, so has proper kerbs and surface, but also has massive run off areas as well. Dr Palmer’s idea was to create a very safe environment for the activities and in this he has succeeded very well.

Once you are booked what next? Should I drive to a track-day? Again, a thorny issue. Many, if not most, do. It is not normally a problem unless you have a mechanical failure. Perhaps the best thing to do is check with your breakdown providers beforehand to find out if you are covered.

What is worse is if you “bend” the car. Make sure you are prepared for this eventuality! Again, check with your breakdown suppliers. Nothing can be worse than being stuck at circuit trying to borrow a trailer. However, I am sure many people will want to help you out in this situation.

The other issue is tyres and brakes. If you drive hard then you are likely to go through tyres and brakes quite rapidly. Can you change them, and do you have the capacity to carry spares? Mostly brake pads are easy to change if you have some mechanical knowledge. For instance, I can change both sets of front pads and bleed the brakes on the MR2 in about 20 mins. However, having said that most people do not drive to extremis so do not wear their tyres or brakes out as much. However, you **will be** surprised at the wear.

What about preparing the car? This should start a few days before your track-day to allow any problems presented to be resolved. There is no scrutineering on a track day, so it is down to you to make sure your car is safe. Tyres are the most important thing. If I could I would start with a new set all round, but if that is not possible check the tyres for damage to sidewalls, tread depth, (no use rolling up with 1.6mm on them and then it rains – be a fast visit to Auntie Armco).

Check your seatbelts, brake pads, and all fluids. My preference would be to change the brake fluid – especially if it hasn’t been done for a while. If your car takes it (most cars nowadays do – DOT 5.1 is a good fluid, you do not need “Race Fluid”. 5.1 has good heat properties and is what we use in the MR2). If the brake pads are less than 50% then change them. In fact, go over the car as if you were preparing it for an MOT, looking for loose fixings, nuts and bolts etc. Check everything works correctly.

Noise limits for track-days tend to be around the 95 to 100db level. For most road cars this is fine. Just make sure your exhaust isn’t blowing!

Finally, just before the day wash the car and clean the inside. Make sure you secure or take out loose items, the last thing you need is a old bottle of water rolling under the brake pedals just before you enter Gerrard’s at 90mph. Anyway, it is much nicer turning up with a well presented car.

What to take? I would take a torque wrench and correct socket for the wheels. Make sure you look up the torque setting for the wheel nuts. A foot pump and reliable pressure gauge is useful. Take spare oil, brake fluid, coolant and if you don’t want to pay higher circuit prices, a Jerry can of fuel. Any other tools as you see fit.

Clothes and helmets? Sensible shoes for driving, sensible clothes that cover your arms and legs (shorts and t-shirts are not allowed). Helmet wise most will do, including motorcycle helmets. If you have an open car then a full face helmet is needed. Whatever, the helmet needs to be up to BSI standards. Most track day providers will hire helmets for a small fee to drivers/passengers.

On the day... Don’t forget, personal belongings, food and drink, other half and kids if they are coming! Leave plenty of time to get there for sign on. It is better to be early and relaxed than late and aggravated.

What happens when I arrive at venue? This I will answer in part 2 coming up next time.

Tony Aspion

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 10th	February 7th	March 7th	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

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

Name:

Membership Nos:

Address:

Postcode:

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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

Chair	Secretary	Treasurer
Chris Whitlock 3 Acorn Way Silverstone Northants NN12 8DQ Tel: 01327 857011 Mobile: Email: sm.chair@marshals.co.uk	Marion Quarrington 7 High Street, Southoe, St Neots PE19 5YE Mob: 07876 422675 (No calls after 9pm) Email: sm.secretary@marshals.co.uk	Adrian Cashmore 9 Church Street Weedon Northants NN7 4PL Tel: 01327 340677 Mobile: Email: sm.treasurer@marshals.co.uk
Members Secretary (including Taster Day Matters)	Grading Officer	Training Coordinator
Steve Morris 56 Proclamation Avenue Rothwell Kettering NN14 6GY Mobile: 07970 269578 Email: sm.members@marshals.co.uk	Ian Whiting Church Rise Church Lane Emberton Buckinghamshire MK46 5DD Mob:07921 111565 Email: sm.grading@marshals.co.uk	Matt Turner 25 Limetree Close Cambridge Cams. CB1 8PF Mobile: 07809 322526 Email: sm.training@marshals.co.uk
Volunteering Coordinator	Website Administrator	Recruitment (Pro Tem)
Glynn Ellis 78 Dunstable Road Totternhoe Dunstable Beds. LU6 1QP Tel 01582 602038 Mobile 07957 607768 Email: sm.volco@marshals.co.uk (preferred)	Emile Naus Montrose Manor Road Brize Norton Oxfordshire OX18 3LZ Tel: 01993 844010 Mobile: 07710 151259 Email: sm.website@marshals.co.uk	Glynn Ellis 78 Dunstable Road Totternhoe Dunstable Beds. LU6 1QP Tel 01582 602038 Mobile 07957 607768 Email: sm.recruiting@marshals.co.uk
Regalia Officer	Newsletter Editor	Social Media
Adrian Cashmore 9 Church Street Weedon Northants NN7 4PL Tel: 01327 340677 Email: sm.regalia@marshals.co.uk	Kaz Topping 9 Tedder Road Aylesbury Buckinghamshire HP22 5QE Mobile: 07498 795791 Email: sm.news@marshals.co.uk	Keith Madderson 50 Langcliffe Avenue Warwick CV34 5XT Tel: 01926 770050 Mobile: 07759 413510 Email: sm.media@marshals.co.uk
Non Committee Member Rally / Karting Contact	Sprint/Hill Climb Contact	
Dave Joyce Tel: 01908 667025 (preferred) Mobile: 07918 105145 Email: southmids@brmc.org.uk sm.karting@marshals.co.uk	Chris Gwilliam 4 Normanton Cottages Empingham Road Normanton, Rutland LE15 8RW Mob: 07484-623122 Email: cobalt8013@gmail.com	