

# BMMC Magazine

## South Midlands Region



May 2022



# Contents

<b>3 - Chairman's Chatter</b>	<b>9 - Training Times – An Annual Training Day Review</b>
<b>4 - Secretary Scribblings</b>	<b>11 - Track Day Part 2 – Tony Apsion</b>
<b>5 - Marshal Recruitment</b>	<b>16 – Noggin &amp; Natter Summary with Hugh Chambers</b>
<b>6 - BMMC Marshal Volunteering System</b>	<b>20 - Newsletter Deadlines</b>
<b>7 - SMids Events for Next Three Months</b>	<b>21 - BMMC SMids Regalia Sales Order Form</b>
<b>8 - Generous Donation from MG Car Club</b>	<b>22 - SMids Committee Members</b>

## 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

What a last couple of months it has been! Talk about life changes, everything marshalling seems to be changing, it's so unsettling. First we get the revelations about the new Marshals Pathway then we get the Lights Vs Flags fiasco. I say fiasco because I don't think we can ever have one without the other. The FIA insist posts are equipped with flags even where lights are being used. What is worrying is the reaction to these developments. So many people are talking of walking away from the sport and giving up marshalling. Let's consider what really is changing.



**The Marshals Pathway** What's changing? Nothing immediately, remember the proposals are a consultation, life and marshalling continues as normal. We have made our views known and must now wait while the Marshals Advisory Group digests the results of the survey and adjusts their proposals accordingly.

But what are the changes? If you want to work trackside you can continue to do so in whatever role you currently undertake. The only difference is when you decide you want to grade up, you might have to learn a bit about specialist duties or vice versa if you are already a specialist. Considering a lot of you are adverse to change and are quite happy where you are is this going to be a huge problem? This then becomes an issue only for those who want to grade up. I know a number of track marshals who having achieved Experienced status turned to specialist duties for some variety and found it challenging in different ways that they actually enjoy having the option of being able to pick and chose what they do. The real issue is where do we find future Post Chiefs and Specialist Chiefs if no one grades up. Considering the strength of feeling against merging the off track and on track roles into a single grading path I think MAG would be foolish to ignore those views. But why not investigate what the other side of marshalling is all about, do a few days of specialist or track work as an alternative, you might like it. As they say change is as good as a rest. In the end I think it is inevitable that more marshals will become experienced in both pathways especially if, as trainees they are encouraged to spread their wings. In the end to upgrade you have to pass an assessment, the minimum number of days experience only qualifies someone to ask for an assessment.

**Flags Vs Lights** I think the decision to allow BTCC and British GTs to opt to run meetings using lights alone was a bit premature, and flag marshals should have been notified earlier than arrival on post of these plans, after all BARC had time to issues a bulletin to drivers. There appears to have been no thought given to the effect it would have on the marshalling community.

We should have stuck to the original proposal of using flags and lights combined with flags taking priority. This would allow Marshals and Clerks to assess the issues and procedures to be used. In the last four weeks I have attended 8 days at Silverstone where the intention was to run with both lights and flags and not one day passed without problems caused by lack of training, poor procedures, and bad positioning of equipment. Silverstone, unlike MSVR, has not any experience in using its own light system. The lights used at the British GPs were installed by FOM/FIA and were part of a trial so did it matter if they were in the right place? One thing about lights they can be clearly seen by competitors from long distances. However, the light operator needs to be able to see all the track between the light panels fore and aft so that they know if an incident or overtake occurs requiring a signal from their position. Additionally, track marshals need to be able to see that they are covered by a yellow if they have to attend an incident. This is not possible at all the light points at Silverstone.

Flag marshals will need to learn new skills to blue with lights. It is not easy trying to judge the relative positions of cars and light panels 100 metres in advance of your position.

**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. We didn't have an actual meeting in April as a number of committee members were unable to join, but here is a summary of the topics that the committee have covered since the last Newsletter:

- discussed the reactions from our members to the proposals for a New Marshals Pathway from Motorsport UK, and in particular those put forward in the South Midlands forum that we held in April. All the questions and comments that were submitted to us beforehand are published in the South Midlands section of the BMMC website, along with a summary of the discussion at the forum. In some ways it was reassuring to know that our members feel so passionately about our sport that they had taken time to examine the proposals and comment on them, but at times it made for a difficult meeting, and we apologise for those members attending who found this an uncomfortable experience. Chris has summarised the main thread of the Race comments in his section of this newsletter.
- discussed how to encourage all our members to check that the contact details we and Motorsport UK hold for them are up to date. We are aware that some members did not get some or all of the recent communications about the proposed changes, and for some of those where we have been able to check, it appears that we did not have your latest contact details. You can change your contact details yourselves through the member's portal on the website.
- discussed the problems resulting from the decisions to trial the new light systems at Donington and Silverstone without adequate training and awareness to the Marshals concerned or the impact on the Flag Marshals. BMMC has presented an immediate response to Motorsport UK and your regional Committee have given feedback to this based on their direct involvement. A more detailed response will be available once more meetings have been held and hopefully some of the initial problems have been ironed out. Chris has commented on this elsewhere in the Newsletter.
- the team hosted another successful Taster Day at Silverstone in April and are now finalising dates for more in the coming months. We have caught up with the backlog from previous years and, as we are currently getting between 10 and 20 requests a month, we need to host one Taster Day every 4-6 weeks to keep pace with demand. Please look out for the Taster Day people if they come through your area and help out with any questions they may have. We are also sharing advice with a Kart Club who want to hold their own Taster Days.

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](mailto:sm.secretary@marshals.co.uk), along with your membership number and the e-mail address you will be joining from, and I will send you the joining instructions.

June 6 <sup>th</sup>	July 4 <sup>th</sup>	August 8 <sup>th</sup>	September 5 <sup>th</sup>
October 3 <sup>rd</sup>	November 7 <sup>th</sup>	December 5 <sup>th</sup>	

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

**Marion Quarrington**  
**Secretary South Mids Region**  
**British Motorsports Marshals Club**

# Marshal Recruitment

Below is the list of proposed recruitment events for 2022

MG Live – Silverstone	11 <sup>th</sup> & 12 June.
Silverstone British GP	1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> July.
Silverstone Classic	26 <sup>th</sup> , 27 <sup>th</sup> & 28 <sup>th</sup> August.
Kop Hill Climb	24 <sup>th</sup> & 25 <sup>th</sup> September.
Silverstone BTCC	24 <sup>th</sup> & 25 <sup>th</sup> September. In conjunction with SE region.
Silverstone Motorsport Days Live	4 & 5 <sup>th</sup> November.

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

# **BMMC Volunteering System**

All known events are now on our volunteering web page, so if you have a weekend or just one day free do log on and volunteer for an event of your choice.

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.

If you volunteer for an event at Silverstone (SMT) and have not had confirmation from them that you are accepted please be assured that only in very rare circumstances do Silverstone reject any marshal, whatever grade from their circuit meetings.

Whichever way you choose to volunteer for any motorsport event please ensure you volunteer with one organisation only, 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.

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

## South Mids Events for Next Three Months

Date	Organiser	Type	Location	Title
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
Jul. 4th	BMMC	Committee Meeting	Via Zoom	
Jul. 8th	750 MC	Sprint	Silverstone Copse	Formula Student
Jul. 9th	750 MC	Sprint	Silverstone Copse	Formula Student
Jul. 9th	Hunts Kart RC	Karting	Kimbolton	Round 6
Jul. 10th	750 MC	Sprint	Silverstone Copse	Formula Student
Jul. 10th	Hunts Kart RC	Karting	Kimbolton	Round 6
Jul. 16th	SKC	Karting	Shenington	Superprix Rnd. 7
Jul. 16th	VSCC	Circuit Racing	Silverstone	
Jul. 17th	CMMC	Circuit Racing	Silverstone	
Jul. 17th	SKC	Karting	Shenington	Superprix Rnd. 7
Jul. 30th	MSVR	Circuit Racing	Silverstone	
Jul. 31st	MSVR	Circuit Racing	Silverstone	
Aug. 8th	BMMC	Committee Meeting	Via Zoom	
Aug. 12th	HKC	Karting	Kimbolton	Maxxis TKM Fest.
Aug. 13th	BDC	Circuit Racing	Silverstone	
Aug. 13th	HKC	Karting	Kimbolton	Maxxis TKM Fest.
Aug. 14th	HKC	Karting	Kimbolton	Maxxis TKM Fest.
Aug. 20th	750 MC	Circuit Racing	Silverstone	
Aug. 21st	750 MC	Circuit Racing	Silverstone	
Aug. 26th	HSCC	Circuit Racing	Silverstone	Classic
Aug. 27th	HSCC	Circuit Racing	Silverstone	Classic
Aug. 28th	HSCC	Circuit Racing	Silverstone	Classic

# Generous Donation from MG Car Club

The BMMC recently received a generous donation of £1000 from the MG Car Club at their Cadwell Park meeting on the 8<sup>th</sup> of May.



This donation is going to be allocated towards the costs involved around marshals training. Our annual training days form a fundamental part of marshals' development and it's great to see this being supported and recognised by racing clubs.

Our days are primarily supported by the British Motorsport Safety and Training Trust which is a charitable organisation providing grants for all aspects of safety in motorsport including training.

However, this doesn't always cover the full costs of the day or the supply of ongoing equipment such as laptops and projectors so this has to be funded from elsewhere.

The financial side of the training days can be the most stressful aspect for me as a training officer so this extra donation from MG Car Club will be a welcome addition to the club.

**Matt Turner**  
**South Midlands Training Officer**  
**British Motorsport Marshals Club**



# Training Times – An Annual Training Day Review

Thanks to everyone who came along to our training days in February; I hope you found them informative and enjoyable.

We ran two face to face days and numerous zoom sessions to try and cover more modules than we have before.

Our day at Bedford consisted of a couple of theory sessions and then both fire and incident/specialist practical sessions.

Thanks to Luke Souch and the BRSCC we had a safety car and 6 race cars which allowed us to run through various scenarios to reinforce the learning covered in the theory sessions.



We also had the fire rig from Trojan Event Fire Cover which allows us to provide fire training with the reassurance of being able to turn the flames off if the scenario gets dangerous.



A massive thanks to everyone who helped organise that day, I couldn't do it without your help.

Our second training day this year, was a step into uncharted waters after being asked by Huntingdon Kart Racing Club to run a kart training day with them at Kimbolton.



My team of trainers took to the task admirably and I hope everyone who attended found it a useful day. We covered a number of theory sessions on the day and included a session on practical kart handling and fire practical (using the rig from Trent Valley Kart Club).

If anyone has any feedback about training or has a burning ambition to help out on training, please contact me on [sm.training@marshals.co.uk](mailto:sm.training@marshals.co.uk)

**Matt Turner**  
**South Midlands Training Officer**  
**British Motorsport Marshals Club**

## Track Day Part 2

So – sunrise on the great day – yeah! If you can see the sun, all is good, if you are greeted by drizzle and damp, not so good, but in all honesty the greasy conditions can be fun, provided you keep it within your talent levels (which in my case is not very high).

The first thing to do is check your trailer is secure, if you are towing, and that you have everything. I forgot to mention in Part One that you WILL NEED THE TOWING EYE for the car to be fitted. So, make sure you have it with you and fit it at circuit, or make sure it is already fitted. Most Track day providers will not let you trackside without towing eyes fitted.

Make ABSOLUTELY sure you have your road licence with you, without it you will not be allowed to drive.

**Arrival at Circuit** – So after all the anticipation you finally arrive at circuit. In the past you will have been given a sign-on time and place. If this is the case, then at the appropriate time head there. More recently we have done track-days where sign on is electronic, and you watch a pre-recorded briefing before the event. I am not a fan of this because it does not allow for questions to be asked in the briefing. Normally I leave the car and sign on first, then start bothering about the car.

At sign on the provider will check your licence (keep you thumb over the points LOL) and you will be given a coloured wristband – this designates you as a driver. People who don't want to drive but will want to have a passenger ride, like Auntie Doty who has come along with you, are called, not surprisingly, "Passengers" and can normally sign on after main sign on – they will have a different coloured wristband. You can normally ask about helmet hire at this time if you need it as well.

Regarding helmets, any helmet that is BSI approved should be OK, it does not have to be a full race helmet. A motorcycle helmet is fine.

If there is a briefing it is normally around 0815 or 0830. You will be told when and where.

At the briefing you will be told of the RULES of the track-day. Believe me, Track-Days do have a specific set of rules. So, listen to the instructor carefully. In general, the instructor will first go through flags. Normally they only use red, green, yellow, change of surface and chequered. These mean pretty much what they mean on a Race day. So as marshals we will know them. I noticed at Donington they also used the B/W – which is a bit self-defeating, because as soon as I knew I, of course, made it my aim to get one (managed – at Maclean's sensor LOL). Though be careful because if you consistently go Track Limits you will end up being spoken too and risk being sent home.

The instructor will then explain about overtaking rules. On a Track-day these are very specific and "normally" are thus:

- 1) No overtaking on a corner
- 2) Overtaking by consent only
- 3) Overtaking on left side only
- 4) No overtaking in a braking zone

The instructor may then explain about cones for braking, turn in, apex and exit, but not all track day providers use cones.

You will next be instructed on sighting laps. More about that later.

At the end of the briefing, you will normally be given another wristband – you will need to show the pit exit marshal both to be allowed on track. My advice is put it on the arm nearest pit exit – and both on same arm to save faffing along the pit lane.

**Sorting out the Car** – when you get back to the car it will have sat for a bit – so you can check oil accurately. Check coolant, fuel, clean the screen, mirrors, and side windows if needed. Check the bonnet is secure. Fit towing eye (if not already done so). Make sure there is nothing that may roll around in the car and get under the pedals.

Now **check tyre pressures** – my advice is if it is your first time is work to manufacturers recommended pressures at first. See how the car is and then work from there. If it is damp or wet you may want to drop a couple of PSI – but that will depend on the car to be honest. Tyre pressures are the key thing for Track driving.

**Sighting Laps** – you will have been instructed that you will HAVE to do sighting laps. I think this is probably an insurance thing, plus it is a great idea anyway. Even if this is your local track don't make the error of thinking you know it well, because it looks a lot different when you are driving it.

A sighting lap(s) is led by a Lead car. The instructor will drive at less than “track” speed but he will still go at quite a lick. This caught me out first time as I couldn't keep up (LOL – so talentless was I).

Thing is if this happens don't worry – just keep going at your own pace – better to keep it on the island than spin on a sighting lap (does happen – quite a lot). The instructor will follow the race line, and so should everyone else. However, with 30 cars behind it is like Chinese Whispers and the further back the more ragged the lines become. So try and keep an eye on the instructors car.

Also take in where the flag posts are – (they will be waving yellows probably) and light boxes are used where they are available.

I will also run the kerbs to see how violent they are, and how slippery if it is damp/wet, but be warned, a kerb in the wet can turn you around in an instant.

Also use the sighting lap to warm up the car – let it settle, don't overdo it, be gentle with it, you can “frighten” it later!

So, after coming in from the sighting lap – the pit lane will finally be opened for the long awaited Track Day. So, I guess you imagine that Nina and I jump in, tighten the straps, kick the tyres and light the fires? Then go storming out into a fun day at circuit.

Well, no, not at all. This is our trick and a bit of advice. Number one as soon as pit lane opens, everyman and his dog will head for track, so it will be crowded, and this is likely to end up in a series of reds, especially if it is greasy. So, we head to a greasy breakfast. We sit and relax and watch every other muppet get caught in traffic, suffer the reds, and more importantly, if the track was dew damp, and it isn't raining, they will dry the track out just nicely for you.

So, after a nice relaxing breakfast we will then strap in, kick the tyres and light the fires – simple but effective trick.

### **So, your first day – what do the overtaking rules really mean?**

- 1) No overtaking on a corner  
This is self-explanatory – try never to overtake on a corner, unless it is to avoid an accident
- 2) Overtaking by consent only  
This means that before overtaking, you should wait for consent from the car in front – which will give it by indicating right on his indicators and moving right
- 3) Overtaking on left side only  
Exactly what is says on the box, you should only overtake on the left side of the car you are passing



#### 4) No overtaking in a braking zone

You should never attempt to out-brake someone going into a corner, and overtaking them there, this can be very dangerous if the other driver is inexperienced – they may turn in on you, or more likely (since most tracks are right handed), sideswipe you on exit.

All in all, these are fairly simple rules to follow but there are many factors to consider, when is a straight a straight? For instance, Farm Curve at Silverstone is a curve, not a straight, but it can be perfectly safe to overtake there if both drivers are aware.

All these rules apply to everyone, race cars, road cars, specials, whatever, all except Caterhams it seems, which seem to be everywhere and all over you like a rash. I have had a pair overtake me in a corner – one on each side, I made room for the one I saw to my right, but nearly ran the one on my left off the road, I had no idea it was there.

So, the first time out, keep a careful eye on your mirrors, if something is coming up, try and make room for it, move right and indicate, and let it through. However, remember you have just as much right to be there as he has, so if you are nearly at a corner hold your line, then move over after exit. For sure it will frustrate the other driver but those are the rules.

If it is your first time, I do suggest keeping a careful eye on mirrors, but don't overdo it or you will ruin your day. Don't be worried about not letting stuff through on a corner. It is a balance of being polite but having fun yourself.

After a bit you will get to recognise the pushy idiots, and the polite drivers who will allow for you, and politely stay behind until you are ready for them to overtake. If you do see some dangerous manoeuvres (and I have) then do not be afraid to mention it to the Chief Instructor. They will likely have a word with the other driver, and if a pattern emerges they will be asked to leave. I have reported on several occasions and seen cars/teams removed.

Over the years I have gained in confidence – enough that I recognise a good driver or not, and will happily give consent for someone to overtake in a corner, as long as we understand each other. It takes a bit of experience to be able to do this – and is probably beyond the scope of this article which is about first time, or early track days.

**So how do I actually drive** – Of course the temptation is to actually push it as far as possible as early as possible. This is probably a mistake. Gradually build up speed, and gradually get a feel for the car and what it is doing on its tyres. As you approach the envelope you will start to get a feel for the tyres and what they are doing, like the tyre moving across the tread blocks or sidewall distortion. After a bit you will get to feel this.

A track day is not a Race, nor should you time your laps (just time the onboard video if you have it at home later). It isn't about going as fast as possible but learning to track drive incrementally and improving your skill. You do not want to go beyond your talent and end up in the gravel causing a red – because that makes you unpopular. So gradually build up to speed.

**So lines then** – a racing line may, or may not, be obvious, dependant on corner. For instance, the lines through Club, Copse, Becketts, Abbey are pretty clear at Silverstone, but Stowe, Brooklands/Luffield, Vale and Village/Loop are less obvious. For instance, Stowe is a late brake, late turn in, and a very late apex. At Vale I get the best out of the car by late braking, trail braking hard down to apex of first left hander, which rotates the back of the car pretty quickly, then getting on the power for the right hander which gradually turns into Club.

This works in mid engine short wheelbase RWD MR2 but probably wouldn't in a FWD Citroen C1. I left foot brake in Luffield if I have front end washout (understeer) but not if I have managed to get the car turned and good drive.

The first thing to realise is track driving well is far harder than it looks. My description above gives a clue to some of the intricacies. You are not going to be Verstappen first time out and I am not even really club level – my times (though the car is normally 2 up and heavy) would only put me in last five of an MR2 grid. Even after 12 years of track driving.

So here are some tips:

- 1) Get tuition if available – even 20 mins can shave a lifetime off your lap-times and it will make you so much more confident. We had a friend who brought his Audi on a trackday with us, and his first laps I followed him and watched in horror as he basically drove around the centre of the track. He had 20mins tuition and he was a different driver – beating my lap times within an hour.
- 2) If there are cones then kind of use them, the braking ones will be too far back but it is a start. Turn in on your turn in cone, try to get as close to possible at apex, then aim for exit.
- 3) Having said all of the above – don't get transfixed on the cones, try to look as far ahead as possible and better still before you enter the corner, pick up your exit and you will naturally aim for it – basically look as far through the corner as possible. This is exactly how I instruct clients when I am "Supercar Instructing".
- 4) At first never brake and turn, brake in a straight line, select appropriate gear, roll off brake onto throttle, turn in towards apex, balance throttle, then accelerate, through the corner. Allow the car to run to the exit, as close to the side of track as possible, you have paid to use the track, might as well use all of it. The more you let the car run and the less you steer, the more speed you will carry.
- 5) When steering try not to have a death grip, just let the car do its thing, but be ready to correct an oversteer or understeer if it has gone pear shaped. You may feel the steering wheel moving under your fingers, this is just the tyres moving about trying to find grip.
- 6) Braking should be smooth and as much as possible in a straight line. As you get more used to it you'll find you can brake later and harder – but be aware of antilock – which you don't really want to get into as it actually reduces braking efficiency.
- 7) Try and drive smoothly, constant ratio steering to apex, you don't really want to be see-sawing steering wheel, in a more modern car if you are, you are scrubbing speed.

**Oversteer and Understeer** – these are the two basic "loss of control" regimes. So, oversteer is when the rear end breaks free and tries it's absolute best to overtake you, if it succeeds then that is called a spin! Understeer is when you are asking the too much of the front tyres to turn the car and they start to lose grip so start to slither wide in the turn. Americans call it "washout" which I think is a more descriptive term. Very generally speaking rear wheel drive cars will be oversteery, (but can understeer), and front wheel drive cars will tend to suffer understeer as you are expecting the fronts to both steer and drive. However, you can oversteer a fwd car easily.

So, oversteer – steer into it, let off throttle a tad, be aware, a full lift off of the throttle will essentially "brake" the rears and you will have a sudden shed load of oversteer, probably resulting in a spin, this is called "lift off oversteer". So, catch it on the wheel, lift a tad and once straight re-apply throttle.

With understeer you need to ask less of the tyres, so reduce throttle a tad, and counterintuitively – open the steering despite this feeling this will steer you more towards that big gravel trap you are heading for, however by reducing both drive, and steering it will allow the tyres to grip up again and you should feel it come back – might have to try this a couple of times in rapid succession. If you are a confident left foot braker then a stab on the brakes with your left foot will put weight over front wheels causing the tyres to grip up, but make sure you don't put yourself through the screen. Over the years I have practiced left foot braking on the road (with nothing behind).

It is possible to oversteer a FWD car, by suddenly lifting off the throttle when turning, this will induce lift off oversteer and needs correcting with opposite lock and a good dose of throttle.

Toe – heeling – probably not needed in a modern car. I do use it in the MR2 as it means engine speed matches road speed on a change down and it is so much smoother, quicker and mechanically sympathetic, though I once spun when I missed one. I wouldn't use it first time out unless you are really confident with it.

**Stints** – Nina and I tend to do 15 or 20 min stints which is a club race distance, mainly because after that we are very drained. We then leave car for 20 or 30 mins, check oil and fuel, tyre pressures and then go out again. It gives both us and the car a rest, and lets the heat dissipate (when we come in the tyres and wheel will be at about 80 degrees and brakes about 150 degrees – so hot). We once saw two guys in a Mondeo 6 cylinder – they just kept going put, coming in, changing driver, going out again. They never let the car or themselves rest, never checked the oil, and the car smelt very hot. Then about 2pm it came in with the big end shells rattling away, expensive repair – don't make their error!

**Tyres** – continually check the tyre pressures and temps – just feel them. If the tyres get too hot the surface will melt (graining) and you can see this, most likely as little “hexagonal” cells on the surface. After getting used to the car try going up or down a couple of psi on the tres and see if you get improved grip. You may get improved grip for a few laps, then they may overheat, and you will feel this. As with everything in car set-up pressures are a compromise between how much grip against how long, mostly.

A little tip is if the car tends to be very understeery, add a psi or two to back tyres, if oversteery, reduce psi on rears, or increase fronts.

Basically, a track day is to have fun. It isn't about being fastest – there will be exotica out there that will blast past you in a straight, but any idiot can drive fast in a straight line. What you are trying to achieve is incremental steps to becoming a faster, more accurate driver, without causing red flags or damaging your car, so stay well within your talent level. What will happen over time, and with the more track-days you do, the talent envelope will expand as you learn about both the car, and how to drive it.

I have done this for over ten years, and I am not a good driver, but I can see huge improvement from when I first started. I can say that looking at my early ones, I made the same mistakes as everyone else. Braking too early (still do), turning in too early, and not using all the track on exit. Pretty much guarantee you will also make the same errors first time out 😊

Basically, have fun, stay safe and it doesn't matter how fast or slow you are – just enjoy it, and realise that that nice long wide turn you stand on when marshalling looks a lot tighter and narrower at 100mph lol.

Enjoy yourselves

If anyone wants more personal advice, then just PM me on messenger.

Tony Apsion

# Noggin and Natter with Hugh Chambers, March 2022

**BMMC South Midlands Region invited Hugh Chambers, CEO of Motorsport UK, to join us in a Virtual Noggin & Natter on 12<sup>th</sup> 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 Hugh to the event and explained that the attendees had sent in some questions for him. Hugh thanked the BMMC team for the invitation and was looking forward to the evening.

**Chris (CW)** said that the first question had come in following the tragic circumstances at Brands Hatch in July 2021 when Robert Foote had lost his life in an incident. The marshalling community wanted to know what was being done to improve both circuit safety and driving standards.

**Hugh (HC)** opened his comments by expressing deep concern for all who had been affected by the events at Brands Hatch. Everyone at Motorsport UK is conscious that motor sport has the potential to be extremely dangerous and Motorsport UK, as the governing body, has the mandate and responsibility to ensure the safety of everyone involved in the sport. Our mantra is “safe, fair and fun”. We have a lot of volunteers in our sport and we need to keep them safe. If we think back to the early days, sadly nearly every week there would have been a tragic incident with loss of life or life-changing burn injuries from the horrific fires. We have over 120,000 individual competition starts across all our disciplines in the course of a year, and the number of serious incidents is thankfully relatively small. However, as Jean Todt said, we must have “an objective of zero”. The whole community has done a great job of reducing the likelihood of a predictable incident resulting in something significant, but we still see unusual cases which had not been predicted. Referring to the incident at Brands Hatch, there must have been tens of thousands of competition vehicles passing that post since it was moved to its current location, yet when a car touches another car and is catapulted in to the sleepers at the exact angle for it to take off and strike the marshals post then a tragedy occurs. We must all learn from this and a Motorsport UK investigation is underway analysing the exact reasons and causes of the incident. This will recommend changes, not only to that piece of track, but to any other fixed circuit across the country that may have the same possible configuration. We are working tirelessly to make sure everyone’s safety is our top priority and we do all we can to protect everyone in our sport.

**CW:** Are you able to give us an update on the investigation?

**HC:** it is still the subject of an enquiry by the government authorities, so I cannot make any public comment at this time.

**CW:** We understand. What about the subject of driving standards?

**HC:** I have written about driving standards in the motorsport press, in Motorsport UK “Revolution” magazine and it was a topic in the officials’ webinars in January. Last year a number of people raised with Motorsport UK their sense that some drivers were not behaving in a way that was conducive to safety, and that they had either experienced or witnessed behaviours, primarily within circuit racing, that were simply unacceptable. Motorsport UK surveyed 10,000 circuit racing license holders, and a significant percentage confirmed that there has been a significant decline in driving standards in recent years, including being forced off the circuit on a regular basis, having the car damaged and feeling vulnerable to personal injury. A working group of the Race Committee is looking at what can be done. The report has not been published yet, but there needs to be a mix of approaches, with one being education. Whether it is newcomers who do not understand the rules and regulations, or long-standing drivers having forgotten them or thinking they no longer apply to them, we have to get a mindset change to one of respect for one’s fellow competitors and away from a “what can I get away with” attitude.

We are looking at the judicial processes, where there is a lack of clarity on what actions can be penalised, how those actions can be spotted and reported, and what penalties can be imposed. There are the basic actions of lack of respect for the fellow competitor, such as car-on-car contact, but also those actions that are indicative of a lack of respect for the rules such as track limit violations. It is unfortunate that circuits cannot decide where the track limits are, let alone how to police them, and it is these grey areas which will prevent the drivers and the officials from clearly understanding what is and is not acceptable. We are working hard to remove the differences in interpretation between circuits and racing categories, and ensuring our officials are properly trained, educated and empowered to take action against people who do not behave correctly.



Not everyone agrees on what “good looks like” and what “bad looks like”, so we are assembling a library of videos with examples, explaining who was at fault and why, which we will roll out to the community. One discussion is around whether drivers will have to pass a training module in order to renew their race license, and we are already talking with the ARDS and ARKS Boards about enhanced levels of questions and education around driver discipline for new drivers. We are also discussing whether drivers who have been penalised for driving behaviours should have to attend a course, a bit like the Speed Awareness course on the road.

**CW:** I agree that track limits are open to interpretation, and, as a marshal, I need help on what and how to report.

**HC:** Yes, it comes back to the fundamental understanding that if you go over the line you will get a penalty. If the white line was a concrete wall then no-one would drive over it, and we need to return to that mindset. We also need to look at ways of making the reporting easier and in real-time, such as apps which allow the spotter to automatically send penalties to the Race Director in Race Control rather than use radio and paper and pen.

**CW:** How much is the media contributing to this problem?

**HC:** There is also an element from the media, where TV coverage of events such as Touring Cars give role models which undermine the fundamental rules and regulation of the sport. I think there has been a creeping acceptance across the community that contact is acceptable, and we must reverse that. As I said, it goes back to education and resetting the standards of what is acceptable.

**CW:** What about the introduction of light panels at circuits. Will flag marshals be made redundant?

**HC:** Firstly, a light panel is not a replacement for a marshal, it is an additional signalling tool for the marshal to use. Light panels will be in a better place for the driver to see, and marshals will stand in a safer place. I understand the scepticism in the marshalling community, but marshals will still be needed to operate the panels, and to use flags if the panels were to fail. All of what marshals do track-side cannot be substituted by someone in Race Control monitoring the track through cameras.

**CW:** My concern is around the difficulty of seeing the circuit if marshals’ posts are moved away from the circuit, and so not knowing where the non-overtaking point starts from to report any infringements. We saw at Silverstone that the FIA panels for F1 were not ideally placed for good visibility or reporting from the flag posts.

**HC:** I know what you mean, and we may see that at some circuits and in some corners there may need to be an additional “spotter” to report on infringements who is in better line of sight to the light panel and in a different place to the marshal operating the light panel.

**CW:** The lights are not yet incorporated into the 2022 Regulations, how are both lights and flags going to be used? If they are not in the same place which will take priority?

**HC:** Supplementary Regulations will be used to cover the short term, in the same way that they are used now when FIA races use their light panels. For those the priority is given to the first signal that the driver reaches, regardless of whether it is a flag or a light panel.

**CW:** Given the talk about fast response vehicles, how do you see the future of marshalling? Can we really expect the smaller clubs to be able to afford these types of expenditures?

**HC:** My personal view is that things will not change much in the near future. We need to start from the premise of what is safe and what is prudent. Whilst we continue to have a large volunteer community who want to remain involved in the sport then it will not be redesigned to remove their involvement. If we didn’t have enough marshals then we would be forced to look at alternatives, such as technology or other intervention techniques, but that is not the case today. We have about 8900 marshals registered with Motorsport UK for 2022, and the marshalling community is not aging, as younger people continue to come into the sport. The problem we have will be pinch-points, where there are insufficient numbers to run some events adequately because they are competing for marshal numbers with other more popular events. Every year there are attempts to co-ordinate the championship calendars so that major clashes do not happen, but there are so many championships, competing for the same drivers, and so many circuits this has not yet been successful. The financial risks rests with the clubs, and they need to have the freedom to organise and make money where they can. Fortunately, we have not yet been in a position where an event has had to be cancelled because there are not enough marshals to run it.

**CW:** In my experience the problem is more subtle than simply not enough numbers, it is also having the right level of experience for the role. At Silverstone we often have insufficient trained and qualified flag marshals or Post Chiefs, so trainees with little experience are put on a flag post on their own to both flag and report infringements. This is not fair on the marshals who are expected to work beyond their training, and in somecases is putting them off marshalling.

It also results in a lower quality of reporting, which goes back to the earlier discussion about judicial measures for driving standards.

**HC:** If what you have described is happening on a regular basis then we have a problem and it needs to be reported and addressed, but these types of systemic failures are not being reported to us. We should not be forcing people into this position. Equally if posts are not manned in sufficient numbers in compliance with the Track License this must be reported as well.

**CW:** Is there anything planned to centralise volunteering across all disciplines through Motorsport UK?

**HC:** The organisation of the marshalling community is not centralised, but is split between all the participating clubs. We are promoting Motorsport UK registration for all marshals, which is important now there are DBS requirements for some of the discipline and roles. A unified volunteering system would be a “holy grail”, but it is not in the pipeline at present as the current system is not broken.

**CW:** what is your view on the introduction into classic and historic motorsport of the “second generation” or “continuation” cars which by their very nature will be more reliable and robust than in-period constructed cars? Is it dangerous to mix the two?

**HC:** In practice very few of the originally-constructed cars are still the same as they came out of the factory, and safety requirements around seat belts, brakes, fuel tank construction and the like mean that they often cannot race if they are still original. Many of the truly original cars are now worth so much their owners will never risk putting them on a race track in case they get damaged.

**CW:** Today is “International Woman’s Day”. How do you see the future of women in motorsport, and what proportion of competitors are women?

**HC:** We have been celebrating in social media posts today. My father was an advocate of women in motorsport, and gave Pat Moss her first competitive drive in the RAC Rally. It seems a tragedy that, in one of the few sports where men and women can compete on an equal playing field, we are doing so badly at equality - given that women are 51% of the population we have done a lousy job of making them feel welcome! We have been pushing Girls On Track with school-aged kids so that children can see that motor sport is for them, not just driving but in engineering, in logistics, in project management and all the support activities as well.

The same is the case with racial diversity, and we seem to have put ourselves into an environment where the overwhelming population is white and male, and that not only puts non-white, non-males into an uncomfortable position but also does not give them role models to aspire to. We are working hard to be more representative of the country as a whole. Our challenge as a sport over the next 10 or 20 years is to remain viable when young people of today may not be car owners, and will have a fundamentally different relationship with cars than we older generation had.

**CW:** What is your view on the sustainability of motorsport given the decline in fossil fuels?

**HC:** I have spoken about this many times. In my view electric propulsion is not the universal solution to all our future transportation needs, and we shall need a mixture of systems. Electric is the answer in some circumstances, for example for cars in urban areas where zero emissions at point of use are required, and the emissions from building the vehicle and creating the electricity can be accommodated elsewhere, but it will not be the answer for long-distance freight or aircraft. There are 2.3 billion Internal Combustion Engine (ICE) vehicles in the world, and in my opinion the smarter move is to sustain the life of them using alternative synthetic fuels which are not nett-zero at point of use but use recycled carbon so are carbon neutral. The Dakar race used this fuel, and historic motorsport will benefit from this development, and even though it may require some minor modifications to the ICE, it is not expected to be any worse than the move to lead-free.

**CW:** How will circuits provide charging for EVs if they are raced?

**HC:** We did a news feature in the last week that there had been 10 EVs in an Auto Solo at Brands Hatch, which was a new UK record as far as we know. The problem will come when we get a significant number of EVs wanting to compete at fixed venues, and wanting charging points. Installing them will be an up-front infrastructure cost for the venues, which they will have to look at very carefully, although they may also get revenue from trackday cars as well.

**CW:** How do we future-proof motorsport without it becoming a rich person’s sport?

**HC:** We will be promoting “Street Car” this summer, which includes all the forms of motorsport that you can take part in with your road car without PPE and without modifying your car – 12 car Navigation Rallies, Auto Tests, Auto Solos, Production Car Trials – all for the price of the entry fee and the fuel. We have not done a good job of promoting these, and only a relatively small proportion of the 720 or so motor clubs actually hold these sorts of competitions, so there’s plenty we can do to promote these grass-roots forms of motor sport.

You can start in some of them at 14 years old, so it's a good inter-generational sport as well.

**CW:** How can we encourage drivers to marshal for a day?

**HC:** I was fortunate to do a Taster Day at Silverstone in November, one of a dozen people on the event, but some had had to wait over a year, partly due to Covid restrictions. If we try to get drivers in the queue as well it may prove too much, but I guess the question is more about getting drivers to understand better what marshalling is all about. To get your driver upgrade you need 6 signatures, one of which can be a day's marshalling.

Comment from a Northern Ireland attendee that it is a condition of entry to the sprint and Hillclimb championship that all drivers marshal at least once a year.

**CW:** We find drivers get a much better appreciation of marshalling if they spend a day with us, and in turn the marshals get a drivers-view of racing. I wouldn't like it to be a penalty – say £1000 fine and 6 days marshalling – as that would put us in the wrong light, but more encouragement to join us for a day would be useful. On your Taster Day how did you find your trip to Race Control?

**HC:** The day I was marshalling was very cold, wet and windy, but Race Control was warm and dry. It was very interesting to do the outside visits before the inside, to get an understanding of the track-side perspective and then go into Race Control and appreciate just how busy they are and how reliant they are on the live feedback from the circuit. It really brought home the marriage between all the volunteers and officials and how dependent they are on each other to do their jobs properly. Goodness only knows how it all happened before the cameras and the radios!

**CW:** You compete yourself, what are you currently driving?

**HC:** I've sold my FIA-spec MGB race car, but I'll continue sharing classic cars if I get any invitations. I have recently made the fatal step of taking my two boys karting, and now they have the bug so I suspect my racing days will be suspended whilst I become a "karting Dad"!

**CW:** How do we encourage new marshals into karting, as there is a lack of them? On the one hand some clubs are short but on the other some clubs don't want any more because they pay them.

**HC:** Unfortunately, Kart Clubs are currently the victims of history. Previously a lack of marshals drove the clubs to pay them, but now they can't afford to have too many volunteering. That is a decision for the clubs to sort out.

**CW:** What is your daily routine like?

**HC:** No two days are ever the same. We are just about settled in to our new headquarters at Bicester and have just on 70 people now. We have the Sporting Team, the Safety Group, the Technical Team, the Commercial Team, the Licensing Team, the Learning and Development Team, the Officials Team, the teams who run the British Championships in F4, Rallying and Karting, the team who look after Regions and Clubs, the Girls On Track team, the Academy and the Elite Pathway Teams, the Safeguarding Team, the Marketing Team, plus the support infrastructure for legal, HR and so on. My job is to keep everything in line with our strategy, and to keep up with progress on the 53 projects approved by the board for 2022. It is very varied but the common thread is working together to nurture and sustain the long-term future of motorsport in the UK. I really enjoy my job, who wouldn't like to spend all day messing around with cars?

**CW:** Thank you very much for joining us, it has been an interesting evening.

**HC:** Thank you for inviting me, I've enjoyed it.

## 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 20<sup>th</sup> of each publishing month at: [sm.news@marshals.co.uk](mailto: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:

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



# 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](mailto:regalia@bmc.org.uk)

For all other Club Regalia please see our latest on-line catalogue [www.marshals.co.uk](http://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				
<b>Total</b>					

Name:

Membership Nos:

Address:

Postcode:

Telephone Nos:

Mobile:

Email:

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