

BMMC Magazine South Midlands Region



July 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

July was a very busy month at Silverstone. For my sins I am a member of the Safety Team and we continued with track activities until the 23rd June; using the track that close to the British Grand Prix was unheard of in previous years. Some members of the Safety Team were then engaged in kerb painting until 30th of June. Talk about cutting things fine, thankfully the weather stayed dry and everything was completed on time.



In 2020 after the double header I decided to stop doing GPs. I felt that was an appropriate time; I calculated that I had done 43 British Grand Prix, my first was in 1976 and I know I missed one to go to Zandvoort for a BrSCC meeting. I also missed the European Grand Prix at Donington. So this year and last year we were away and missed all the excitement! In all honesty I can't say I missed getting up to collect radios at 5.30am, and I note that track activity on Friday didn't finish until 8.00pm. That's a very long day! Especially when the next two days are also going to be just as busy. It's a wonder you managed to find time to eat and sleep.

What I have missed is the camaraderie of the GP. I have fond memories of driving up to Silverstone from Kent and camping with colleagues from Brands Hatch and with marshalling friends from Zandvoort. Sadly very few of them are doing Grand Prix nowadays, although a few are still marshalling, they just don't do camping any more.

Although I was not marshalling I did contribute something to the GP; I joined Glynn Ellis, Steve Morris and Malcolm Flippance on Wednesday before the GP, to set up our recruitment stand. We had a good Location this year adjacent to the bumper cars and the food zone behind the Village Grandstand. The team took the approach that casual enquiries would be given leaflets and names would only be taken from people who were genuinely interested and would be able to marshal in the UK. About 250 names were taken and by Monday 147 applications had been received via our website. Our thanks must go to Women in Motorsport who helped secure passes for the marshals who manned the stand over the weekend.

BMMC certainly raised its profile at the Grand Prix this year. I am sure you are all aware that Nadine was invited to present the second place trophy to Chico Perez. In her own words "I was representing ALL marshals and not just BMMC - It was an absolute honour and privilege to be given the opportunity to represent the volunteer community in this way with the FIA - the first time a volunteer has presented a trophy for an F1 race." Congratulations Nadine! Shame you couldn't wear Club overalls one rule for drivers one rule for presenters?

That was not the only mention of BMMC, Karen Topping (KA) was interviewed on Silverstone TV as part of the Women in Motorsport programme, more about this from Kaz herself.

Finally, the final version of the Marshals Pathway has now been published, and I have written my First Thoughts on it elsewhere in this newsletter. **One important point though** – if you hope to upgrade before the end of 2022 **do not** renew your Motorsport UK registration in August; wait until the end of the year. If you register in August you will be allocated the new Pathway equivalent grade you currently hold and would need to meet its upgrade criteria which may be different to the current scheme.

Chris Whitlock
SMids Chairman
British Motorsport Marshals Club

2022 AGM CALLING NOTICE

British Motorsport Marshals Club – South Midlands Region

The 55th Annual General Meeting of the South Midlands Region of the British Motorsport Marshal's Club Ltd will be held on **Saturday October 29th 2022 at 19:30.**

Venue is the Pickwick Room, The Saracen's Head Hotel, 219 Watling Street, Towcester NN12 6BX.

AGENDA

1. Apologies for absence

2. Minutes of the 2021 AGM

Draft minutes are available to view on the Regional Webpage.

3. Chair's Report

4. Secretary's Report

5. Treasurer's Report

6. Election of Committee Members

Written nominations to join the Committee, duly proposed and seconded, shall be in the hands of the Regional Secretary as soon as possible, together with written confirmation from the nominee that they are willing to serve. Nominations close on Friday October 28th 2022 at 18:00.

7. Members Propositions

Members' propositions shall be seconded and lodged with the Regional Secretary no later than Sunday October 16th 2022 at 18:00.

Signed: Marion Quarrington

Issued: July 17^h 2022

The AGM will be followed by the Annual End of Season Dinner, for which advance booking is required. A separate notice with details of the dinner will be distributed closer to the event.

Please advise the Regional Secretary by October 26th 2022 if you are intending to attend the AGM and not the dinner so seating arrangements can be confirmed with the venue.

**Marion Quarrington
Secretary South Mids Region
British Motorsports 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:

- the revised proposals for the New Marshals Pathway had not been published by Motorsport UK when we held our last Committee meeting, so we have not been able to meet to discuss members' reactions.
- discussed the need to offer training during 2022 for those current modules which marshals need to attend to complete their upgrade qualifications in 2022, before the criteria changes which will come in under the New Marshals Pathway. Your Regional Training Officer, Matt, discussed possible options with his training team and agreed that it would be feasible to offer theory modules "virtually" in September. Matt has started the preparations, which you can read about elsewhere in 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, as we are aware that some members did not get some or all of the recent communications about the proposed changes. You can change your contact details yourselves through the member's portal on the website. Chris reported that the BMMC Council have agreed that all members will get further reminders about this with their 2023 membership card.
- discussed the ongoing problems resulting from the trial of the new light systems at various circuits. We also noted that Motorsport UK are taking the concerns from marshals seriously and have marshal representation on all the relevant committees who will be involved in planning the way forward. Chris has asked for feedback on this elsewhere in the Newsletter.
- discussed problems with the Volunteering Database, as reported by members. Chris raised this at Council in June and was told that the database will need to be restructured to reflect the new grading scheme, and all current problems will aim to be solved at the same time.
- the team continue to host and plan Taster Days at Silverstone for potential new marshals. Please look out for the Taster Day people if they come through your area and help out with any questions. We will be pleased to hear from anyone who would like to help host a Taster Day.
- held two successful recruitment events at Silverstone, at MG Live and at the British Grand Prix. At our last committee meeting the enquiries from the GP were still being processed, but feedback was very positive. We will be pleased to hear from anyone who would like to help at one of our recruitment events

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.

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 don't hesitate to contact Marion on sm.secretary@marshals.co.uk.

Marion Quarrington
Secretary South Mids Region
British Motorsports Marshals Club

Marshal Recruitment

Below is the list of remaining recruitment events for 2022

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 Midlands Region.
Silverstone Motorsport Days Live	4 & 5 th November.

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

The recruitment event at this year's British GP was a great success with lots of names taken and others still making contact via our web site, a big thankyou to all who helped. If you meet any of our new members please welcome them to our club and guide them on the rights and wrongs of marshalling.

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

The volunteering web page is updated regularly as new events become confirmed, new this month in our region are two events organised by Falcon Motor Club, 'Minis in the park' 21st August at Sywell airfield and Salon Prive Classic and Supercar 4th September at Blenheim Palace, both of which require a few marshals to operate, so if you are free and want to help out a local motor club, contact Simon Robson, details of which are on the volunteering page.

If you wish to find out more information about an event you have volunteered for, 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

2022 South Mids Events for Next Three Months

Date	Organiser	Type	Location	Title
Aug 8	BMMC	Meeting	Via Zoom	Committee
Aug 12	Hunts KRC	Kart Racing	Kimbolton	TKM Fest
Aug 13	BDC	Circuit Racing	Silverstone	Bentley DC
Aug 13	Hunts KRC	Kart Racing	Kimbolton	TKM Fest
Aug 14	Hunts KRC	Kart Racing	Kimbolton	TKM Fest
Aug 20	750 MC	Circuit Racing	Silverstone	
Aug 21	750 MC	Circuit Racing	Silverstone	
Aug 21	Falcon MC	Sprint	Sywell	Minis
Aug 26	HSCC	Circuit Racing	Silverstone	Classic
Aug 27	HSCC	Circuit Racing	Silverstone	Classic
Aug 28	HSCC	Circuit Racing	Silverstone	Classic
Sept 4	Falcon MC	Sprint	Blenheim	Salon Prive
Sept 5	BMMC	Meeting	Via Zoom	Committee
Sept 9	Hunts KRC	Kart Racing	Kimbolton	Brit Champs
Sept 10	MSVR	Circuit Racing	Silverstone	Equipe
Sept 10	Hunts KRC	Kart Racing	Kimbolton	Brit Champs
Sept 11	Hunts KRC	Kart Racing	Kimbolton	Brit Champs
Sept 16	MSVR	Circuit Racing	Silverstone	Ferrari Days
Sept 17	SKRC	Kart Racing	Shenington	
Sept 17	MSVR	Circuit Racing	Silverstone	Ferrari Days
Sept 18	SKRC	Kart Racing	Shenington	
Sept 18	MSVR	Circuit Racing	Silverstone	Ferrari Days
Sept 24	BARC	Circuit Racing	Silverstone	BTCC
Sept 24	BMMC	Hill Climb	Kop Hill	
Sept 24	Falcon MC	Sprint	Sywell	Piston/Prop
Sept 25	BARC	Circuit Racing	Silverstone	BTCC
Sept 25	BMMC	Hill Climb	Kop Hill	
Sept 25	Falcon MC	Sprint	Sywell	Piston/Prop
Oct 3	BMMC	Meeting	Via Zoom	Committee
Oct 8	CSCC	Circuit Racing	Silverstone	
Oct 8	Hunts KRC	Kart Racing	Kimbolton	250 G'Box
Oct 9	CSCC	Circuit Racing	Silverstone	
Oct 9	Hunts KRC	Kart Racing	Kimbolton	250 G'Box
Oct 9	Falcon MC	Trials	Ivinghoe	
Oct 15	HSCC	Circuit Racing	Silverstone	
Oct 15	BRSCC	Circuit Racing	Silverstone	
Oct 15	SKRC	Kart Racing	Shenington	
Oct 16	HSCC	Circuit Racing	Silverstone	
Oct 16	BRSCC	Circuit Racing	Silverstone	
Oct 16	SKRC	Kart Racing	Shenington	
Oct 22	MSVR	Circuit Racing	Silverstone	MR Legends
Oct 23	MSVR	Circuit Racing	Silverstone	MR Legends
Oct 29	750MC	Circuit Racing	Silverstone	Birkett Relay
Oct 29	BMMC	AGM	Towcester	

Membership Mutterings

As hopefully most of you will have read, the new 'Marshals Pathway' has been reviewed following the feedback loop, and re issued.

Honestly speaking (this is purely a personal comment) when you strip things down, there is not a massive change from what we have today, but none the less, things are changing.

The one thing I would like to bring to your attention is this.

If you are ready to, or planning on, upgrading BEFORE 31st Dec 2022, I would urge you to do 2 things.

1. DO NOT renew your MSUK membership when the window opens in August, but hold fire, until you have been assessed and hopefully, upgraded. Just as soon as you get your upgrade congratulations letter, go on the MSUK's site and then renew.
2. GET PLANNING YOUR UPGRADE – It is a serious possibility that there will be 'more upgrade requests than normal' between now and the end of the year. Assessors will be in high demand, so I can only suggest you plan your events, tasks at the events, and request your assessments in good time.

If you have no plans or desires to upgrade then the biggest changes are a reduction in the duplication of training requirements (so that's a good thing) Some changes to role names, and a change in the timelines / number of days you will need to do, before an upgrade.

If, like me, you are happy where you are for now, then renew your MSUK licence when the time comes.

Grade Mapping

<https://tinyurl.com/2te2arjh>

Interactive Pathway Overview

<https://tinyurl.com/3x24ffh4>

FAQ

<https://tinyurl.com/mry6ee84>

If you need any help or guidance on the impact to you specifically, please contact a member of the committee, who, whilst they may not know the answer, will help you understand your specific situation.

Steve Morris
SMids Members Secretary & Taster Day Lead
British Motorsport Marshals Club

Training Times

Well, we're into what would usually be the lull in my year as a training officer, everything from last year's training is put to rest. All the feedback is collated and sent off to the relevant parties and has been discussed with the rest of the training team looking at areas to improve for next year. We're also not quite to the stage yet where we have to be fully immersed in the planning for next year's training however this is fast approaching as my budgets have to be submitted by the end of September.

However, this year it is slightly different.

I'm sure you have all heard about the new grading scheme that is due to be implemented for next season. This has been a regular discussion point at our monthly regional committee meetings.

We have come to the conclusion, there may be some of you out there, needing a couple of theory modules signing off before you ask for an assessment and attempt to upgrade on the old scheme.

If this applies to you, please don't hesitate to contact me on sm.training@marshals.co.uk as we are scoping the need to run some theory modules in September. Over the last couple of years my team of trainers have developed training presentations for nearly all the modules required for upgrade and we have become well practiced at running these virtually. How these modules will be run is up for finer discussion with my trainers however we are keen to support you as necessary. If we have several people keen on a module, we will try to run it on a group basis, however if you are the only one that wants a module we will still aim to run it for you.

Now, let's start to look ahead towards 2023, we don't yet know what modules Motorsport UK will be wanting us to run for the new grading scheme. I'm hoping they will issue us some guidance soon so we can start making our plans.

We will be looking again to run multiple training days. One primarily aimed at circuit marshalling at a venue to be confirmed and one primarily aimed at Kart marshals again after the success of last year's held at Kimbolton. More information on these will be released later in the year.

Running our training days can be a very stressful activity and we always require more helpers to help the day run smoothly, if you have an interest in helping out on a training day, please contact me on sm.training@marshals.co.uk and we can discuss further.

Matt Turner
SMids Training Officer
British Motorsport Marshals Club

The Revised Marshals Pathway

The revised and “final” Marshals Pathway has been published. If you are registered with Motorsport UK you should have received an email setting out the details; if you have not received anything it means Motorsport UK does not have your current email address or you are not registered with them. I would hope that registered marshals without internet access have received a copy in the post. If you have not seen a copy of the pathway and believe you should have please contact Motorsport UK at marshals@motorsportuk.org or write to “Marshals”, Motorsport UK, Bicester Motion, OX27 8FY.

Some of you will receive more than one email; I actually received three. One addressed to me as a registered trainer which informed me that new training modules will be available in September. One as an Examining Official which informed me that I will be sent a link to an online training module that I will have to complete before I can qualify as an Assessor if I want to continue in an examining capacity. And the third was addressed to me as a marshal and set out the whole revised pathway.

Motorsport UK has listened to our views and has taken them on board, that’s not to say that everything is perfect but I believe the revised pathway is something we can live with. As with everything it will evolve and develop as issues arise and are dealt with. The pathway still retains a common simple grading structure. Everyone starts as a Registered Marshal, equivalent to trainee but once they qualify for a role they become a Grade 1 Marshal. A Grade 2 Marshal is equivalent to an experienced marshal and a Grade 3 Marshal is the equivalent to Post Chief/Incident Officer (doers/mentors/managers). No real change so far, but now changes occur in the pathway. I will use the Race marshal pathway to illustrate as this was the most contentious. The Pathway now includes the role undertaken by marshals so an On Track Grade 1 track marshal can progress as an Incident or Flag marshal to Grade 3 Incident Officer/Post Chief. An Off Track (Specialist) Grade 1 marshal can progress to Chief Pit Lane/Start Line or Chief Paddock/Assembly. To progress from Registered Marshal to Grade 1 requires 15 days attendance and one year minimum; from Grade 1 to Grade 2 requires 20 days and two years; and from Grade 2 to Grade 3 requires 25 days and 3 years no matter whether on or off track. On track marshals up grading to Grade 2 Flag must include 5 days Incident and those progressing to Grade 2 Incident must include 5 days Flag. Similarly, Off track marshals progressing to Grade 2 must include 5 days in either Pit Lane/Start Line or Paddock/Assembly.

The Marshals Pathway only applies to the following disciplines: Race (On Track), Race (Off Track), Speed (including Sprint, Hill Climb Drag Racing), Kart, and Stage Rally and Cross Country. It does not apply to other motorsport disciplines or grass roots motorsport. Event Officials i.e. “marshals” who perform roles allocated by organising clubs (usually in Race Control or Race Admin) are outside the Marshals Pathway but will retain their Event Official “grade”. Some marshal roles e.g. JCB, Fire Tender and Recovery operators are not currently included in the Pathway, probably because this is a circuit assigned role. Such marshals would have to complete the minimum 4 days On Track marshalling and training to retain current grades. I also understand that some training modules will be able to be under taken on line. If those are mandatory for upgrade I wait to discover how an assessor can verify they have been completed.

If you want to continue in your current marshalling role please complete your annual registration with Motorsport UK when invited in August. However, if you are hoping to upgrade this year defer your registration until the end of the year or until you have been assessed.

Chris Whitlock
SMids Chairman
British Motorsport Marshals Club

Grading Gripes

Greetings everyone, I hope you are all enjoying a fun filled and packed racing season.

The new pathway has caused much discussion and debate, but at present it is still business as usual for all upgrades.

The upgrade process is laid out in the PRC with the number of days required and how many training days are needed.

Here are some of the common reasons why upgrades have to be referred:

1. No marshal registration form (MRF) supplied. These are available at MSUK under marshals-resources
2. Dual duties recorded and counted towards upgrade. Dual duties are not able to be used and you must only record the 1 duty for the day.
3. Incorrect training signatures. Some upgrades such as experienced grades require 2 training days which must be at least 1 year apart.
4. Time expired signatures. Attendance signatures are valid for 3 years and training for 2 years. Please remember that we must all attend training days every 2 years or bi-annually.
5. Non completion of all modules for training signatures.

Why not use the cut out and keep section on the next page to follow the simple steps to upgrading and where and how to send off your upgrade request?

Most upgrades should be completed within a 8-10 week period if not quicker but remember your regional officers are volunteers so there may be small delays.

Don't forget to get your upgrades in and if you need advice before submitting then please do drop me a line.

Note: If you are considering upgrading under the existing grading scheme and require training module signatures, take a look at 'Training Times'. Matt has kindly offered to put together theory modules delivered remotely via zoom during September 2022.

National News

There has been a change of National Grading Officer (NGO) and we welcome Andrew Palmer as the new NGO. He has taken over the NGO position from Rob Murgurian who has stepped down.

Details for all national officers and regional ones can be found by logging in to the marshal's website. Whilst there why not update your details with MSUK number and Next of Kin (NOK) and ensure that your email address is current and correct for club correspondence.

I hope you enjoy the rest of the fun packed season and take care.

Ian Whiting
SMids Grading Officer
British Motorsports Marshals Club

Keep in your PRC Wallet

Upgrade process

- Collect the required amount of signatures for the grade you are completing in your Personal record card (PRC). Only one duty per day to be recorded. All marshals will and must be registered with MSUK in order to upgrade.
- Complete training day or days as defined in the PRC. Experienced grade training days must be 1 year apart. All upgrades must be at least 1 year apart.
- Complete the “On post” assessment following KASE with Examining Post Chief (XPC). Details can be found at <https://www.motorsportuk.org/resource-centre/>
- Complete a marshal registration form (MRF) latest year version and mark at the top “UPGRADE”.
- Send original upgrade documents (PRC & MRF) to your regional grading officer (RGO) (BMMC only. Other clubs may have different person nominated).

PLEASE NOTE: you must retain copies of documents sent in case of loss in the post.

Ian Whiting
SMids Grading Officer
British Motorsports Marshals Club

Lights Vs Flags

The trial continues and Motorsport UK are still monitoring the situation. Nadine has been invited to sit on the working group and is collecting comments on how the lights and flags are working. The Working Group will draw up recommendations on the way ahead and how regulations need to be framed. Race Committee will look at their proposals and agree changes to the "Blue Book". Currently, there is an argument that both flags and lights should work together; but there's a lobby for working with only lights. Nothing is set in stone, so your views are welcome on your experiences. As the marshals response to the new Pathway has shown your views do count.

Not all BTCC/National GT meetings are being run at circuits equipped with lights, it seems only MSVR circuits and Silverstone currently have permanent lights. though Silverstone's are located on the old FIA gantries and are not on all the flag points. The following points are based on my experiences at Silverstone and are my personal views.

- The light panels can only show one "flag" at any time, it is not possible to display two "flags" eg yellow and slippery surface flag.
- If Race Control decide to use "full course" green for a warm up lap it cannot be overridden locally to display yellow if a car spins; not unheard of due to cold tyres or wet track.
- When cars are forming up on the grid for a race start the flag post responsible for displaying yellows to protect start line marshals should not use the lights as this will automatically switch the next light panel to green which could be confusing to cars at the front of the grid.
- At some meetings flags were being used locally and only Race Control operated the lights. This was confusing and led to conflicting signals when a post reported they were displaying double waved yellow flags and Race Control turned the light panel prior to the post to yellow. That resulted with double yellows being waved next to a green light panel which automatically came on when the previous light was switched to yellow.
- There seems to be no logic in the siting of the light panels at Silverstone. Some are located beside flag points but others are not. The flag points would seem to be the most logical place to put a light panel. The flag posts are carefully placed so that the marshals can see the posts either side of them and all of the track between. The flag posts offer some protection from the weather and the cars; they are much safer than some of the places light panel operators have to stand. Admittedly, it is difficult for drivers to see some of the flag signals because the flag post is not directly in their line of sight, but that is where the light panel becomes most effective.
- Some light panels and their operators are on the opposite side of the track than the flag point so more marshals are needed to man the circuit. The problem is acerbated when there are not enough marshals to man all the flag points (which happens frequently at Silverstone). How do you decide which posts to leave unmanned and how do you overcome the automatic switching on of green lights at the next post when that may be in the yellow sector?
- To avoid confusion flag marshals need to be briefed about how the lights are being managed at every meeting. They need to know what lights will be operated from Race Control and what are being used locally. It takes longer for specific lights to be turned on from Race Control, but Safety Car and Red Flags can be done in an instant.
- The position of light panels and operators needs to be reviewed and permanent posts constructed to provide the safety promised by the introduction of light signals.

What are your views?

Chris Whitlock
SMids Chairman
British Motorsport Marshals Club

Women In Motorsport – Interview Kaz Topping

So, there I was minding my own business on the weekend of the F1 GP at Silverstone where Paul and I were helping Glynn out on the BMMC Recruitment Stand. Glynn then comes over to me and says something along the lines of would I mind being interviewed by Silverstone TV for Women in Motorsport and I said sure why not.

So, here I am round the side of the tent having my interview. I was asked to say my name, what I do within Motorsport and how I got into it the sport. I have Paul to blame or should that be to thank for this. We met in the Falkland Islands in 2011 and started talking about Marshalling and Rallying. We then met back up in 2012 when he introduced me to Marshalling at Castle Coombe. From there I then went on to do a Taster Day at Silverstone and from that day we became members of Silverstone Marshals Team and the BMMC and have been regulars at most events.

My introduction to Rallying was Paul asking if I could read a map to which my answer was yes. He then asked if I got car sick to which my answer was no. He then said congratulations you're now my rally co-driver and I thought what the hell have I got myself in to, but to be honest I have never looked back. It's been a fantastic journey and adventure.



Later that evening we had also been invited to the W Series Hospitality where we received a goody bag containing a W Series baseball cap, W Series pin badge and a pen.

Within the hospitality area there were complimentary drinks and food before the talks started. All the women there were then asked to come up for a group photo. If only I'd kept my overalls on, but as we had finished early we thought it best to go back and get changed first as we had at least 2hrs to spare before we had to be there. So, you can just make me out stood at the back with my W Series cap on :D



Whilst there we also met and chatted to Naomi Schiff, who for those that don't know, joined the Sky Sports F1 Team in 2022 after co-hosting the new Sky Sports F1 show Any Driven Monday.



Kaz Topping
SMids Newsletter Editor
British Motorsport Marshals Club

Summary of BMMC South Midlands Noggin and Natter with Peter Roberts, July 14th 2022

BMMC South Midlands Region invited Peter Roberts to join us in a Virtual Noggin & Natter on 14th July 2022. Peter spoke about his work as an International Race Director for Porsche Mobil 1 Supercup, illustrating his talk with video footage from races. After a short break the evening concluded with a short Q&A session hosted by Chris Whitlock (BMMC South Midlands Regional Chair). Below is a summary of the evening.

Chris Whitlock introduced Peter as a former Chair of BMMC (1998 - 2004) and a current International Race Director, best known for the Porsche Mobil 1 Supercup. Peter explained the rest of his roles, which include consultant to the FIA Circuits Commission, presenter at the annual FIA Race Director's Seminar, SRO Steward, Motorsport UK Steward and Clerk of the Course.

The Porsche Mobil 1 Supercup has been supporting the FIA Formula 1 World Championship since 1993, and is widely recognised as the international pinnacle of the 20+ Porsche one-make series around the world.
<https://assets.porsche.com/motorsport/international/en/-/media/Project/Motorsport-Hub/motorsport-shared/2022/04/22/PMSC2022-SeasonGuide-UHD-3840x2160px-RZ-M.pdf?rev=-1>

The 8 rounds in 2022 include Imola, Monaco, Silverstone, Spielberg, Le Castellet, Spa-Francochamp, Zandvoort and Monza. The series has a permanent grid of 28, and up to 4 "guest drivers" where track licenses allow. As Race Director Peter has overriding authority in a number of areas regarding practice and racing, including stopping activities due to safety concerns. From experience this role includes interacting with Stewards, Clerks of the Course, Promoters, Technical and Medical Departments, Marshals and Media, and carrying out both the Track Inspections and the briefings for Team Managers and Drivers, as well as the Critical Incident Management. All this work starts many weeks before the season starts and continues on a race-by-race basis throughout the year. Some of the events can produce their own challenges, such as at Monaco where the Paddock is 1.5 miles from the circuit and team trolleys and competition cars drive from their Paddock to the Pit Lane (and back again) on public roads with a full Police escort! The Race Director is also responsible for publishing the many documents associated with the event, including Team Manager and Drivers' Briefing notes, procedural notes for each venue, team timetables and, post-race, a detailed report. For anyone interested in the documents issued during a Formula 1 Grand Prix, these are openly published on www.fia.com in the drop-downs under Sport and Championships.

In the run-up to an event there will be a series of Minute-by-Minute timetables published, which details who is doing what, where and when. The main overall event timetable needs to be broken out into the individual racing series, vital co-ordination for the International events where management of teams in/out of the Pit Lane and through specific gates is critical.

One of the aspects of a venue that people sometimes don't appreciate are the differences in the location and layout in a Race Control. The FIA have a prescribed minimum format for the equipment in Race Control, such as desks and screens etc, however the FIA always take their own control desk to all their events, including a radio console and a screen linking directly to the startline controls. The Race Control building itself may not be either permanent or purpose-built. The entire Race Control building at Monaco is a 3-storey pre-fabricated building which is constructed specifically for the races and put into storage afterwards. The Race Control at Laguna Seca used to be an old wooden building, with antiquated air conditioning, that swayed in the wind, but has now been demolished and Race Control has moved to a room at the end of the pit lane. The St. Petersburg (a street circuit in Florida) Race Control is in the associated airfield control tower, and not only is it created especially for the event but it is actually on the outside of the circuit with only a minimal view of one corner of the circuit from its windows!

One of the key points of contact with the drivers is at a drivers' briefing. These will detail the key aspects of the circuit such as the pit entry and exit, where the driver can safely leave the circuit if needed, and track-specific aspects such as re-joining from behind a gravel trap, and so on. It will also include a discussion on track limits, where the Judges of Fact will be situated, and the penalties that will be applied for infringements. For events operating under the FIA International Sporting Code (the ISC) a car is deemed to have left the circuit if no part of the car remains in contact with the track (which includes the white line), unlike for UK under Motorsport UK regulations where a car is "off-circuit" if one wheel is beyond the white line. Hence it may mean that an Observer may be in a good position for track limits under MSUK regulations but may not be sighted well for FIA events and vice-versa.

Peter concluded his talk by discussing what happens when incidents take place that must be reviewed and referred to the Stewards. This includes what decisions need to be made in Race Control, and how decisions are reached in any Stewards discussions. He illustrated this section using camera footage from a series of incidents from Porsche Mobil 1 Supercup races from recent years. One of the very interesting take-outs from this section was explaining in detail what happened during an incident and how the Stewards decisions were reached (which unfortunately do not translate well into this summary!).

Peter explained the decision-making process which is used internationally. When the Race Director sees an incident and refers it to the Stewards – the incident is "Noted" and any review and subsequent penalty then rests with the Stewards. Within the FIA ISC, the Race Director does not issue any penalties, however if the specific Championship or Series Regulations specifically describe it, then the RD may issue penalties of a limited nature, the remainder being issued by the Stewards.



One aspect that Peter explained in detail is the role of the Driver Advisor, an experienced racing driver whose role is to assist the Race Director and the Stewards in reviewing incidents and driving behaviour during sessions, assist in post session reviews and provide an experienced point of view and advice to the drivers. Peter illustrated their contribution by dissecting in detail an incident where three closely following cars going into a corner resulted in the middle one being spun out. Whilst at first sight it looked like a clear "assist" from the third car making contact with the rear of the second, the Driver Advisor had a different view. He took the incident back to the entrance to the corner where all three cars hit the kerb and bounced in the air and took it through frame-by-frame. The second car was seen to be bounced higher into the air than the other two, and the driver applying opposite lock when he returned to the tarmac – a sign that the car was carrying less speed than those ahead and behind him. The following car then had no opportunity to avoid the now slower car, and contact was inevitable. In this case the conclusion was that "the driver behind was not found to be wholly or predominantly responsible", which is the FIA preferred terminology for "Racing Incident" and would have had the outcome "No Further Action".

Peter started his motor racing career in marshalling. At one event, after struggling to understand a decision from the Clerk, he discussed it with him and was invited to join the training programme and see what it was like, first hand. He progressed through the MSA ranks, becoming a National 'B' and then a National 'A' Clerk. It was during a meeting with the MSA to consider the applications from marshals for the Grand Prix in the late 1990's that Peter was invited to become Deputy Chief Observer, then Deputy Clerk of the Course, for the GP. This brought him into contact with Porsche, who selected him in 2011 as the Race Director for Porsche Mobil 1 Supercup. In 2016 he also became the Race Director for an American series called Pirelli World Challenge, which he continued until 2019. As SRO acquired the rights to PWC in 2018 he was invited to join their team of officials, which he continues to do. He was asked to speak at the FIA Race Directors Seminars in 1999 on track limits, as Charlie Whiting knew that he had plenty of relevant experience through Porsche Mobil 1 Supercup! This also led to him being invited to join the FIA working committee on track limits.

Questions were put to Peter from the meeting:

You talk to the drivers on circuit? Yes, in Porsche Mobil 1 Supercup I can talk directly to drivers by radio on circuit either collectively or individually. General messages might be "yellow flags at turn 4, car in gravel trap", or "safety car in this lap", or I can issue a final warning to a specific driver about track limit violations "final warning turns 4 and 8".

What language do you use? English, which is generally accepted as the international language most commonly used. I use a limited vocabulary of standard messages and make a point of speaking clearly, without accent, so that my messages can be understood, particularly if English is not the native tongue of the drivers.

What is your view on Track Limits – is it cheating? Whether it is done intentionally or not, if a driver intentionally exceeds the limits, then that is potentially an unfair advantage and should not be allowed. At the moment, it is primarily monitored by Judges of Fact who report into Race Control and appropriate action is then taken. Several companies are trialling automatic in-car systems which will send messages to Race Control when a car exceeds the track limits, and we hope it will link through to the timing system as well. Whatever we do needs to be fair and consistent for all drivers. Different championships have different criteria, but all have an escalation process in their regulations such that a first offence is noted, and further offences incur an increasing level of penalties. We also look for one-off incidents such as cutting a chicane and gaining an advantage, which would have action taken immediately.

Do you agree that there should be a standard set of Drivers' Briefing Notes for F1? Drivers are complaining that there are two different sets depending on the Race Director. There are guidelines from FIA on what should be included in any briefing. What might vary is the briefing style and length, I keep mine to no more than 15 minutes as that is the typical attention span in my opinion.

With your "circuit consultation" hat on what do you think of the first corner incident at Silverstone GP? The halo system did a fantastic job. As with all incidents of this type there will be a thorough investigation by the FIA and the results will be published in due course. If there are recommendations to make, then those will be issued as well.

Do you think F1 should continue to go to the older circuits, as happened during Covid? The drivers loved the old circuits as it gave them fresh challenges, but there are two issues here. One is needing to bring the older circuits up to the same standards as the existing ones, and I don't mean in terms of safety but rather the facilities, paddocks, access routes, etc. Second is the multi-year contracts that the existing circuits have with Liberty Media. But the media tells us that there are some other circuits under consideration and maybe we will see different circuits in the coming years.

What is your view on light panels? Light panels provide an extra level of safety. At F1 events, the panels are located to give the best view to the drivers and as much warning as possible, so they may be located in advance of flag positions. The light panel operators are located in safe positions where they can see the part of the circuit that they are observing.

What was your first taste of motor racing? I was taken to Oulton Park aged 11 and saw Denny Hulme win the RAC Tourist Trophy in a Lola-Chevrolet T70 Mk.3 GT and I was hooked! I went whenever I could and then

started at a race school but ran out of money before getting my first race. I took up marshalling initially at Oulton Park, then went round other UK and international circuits.

What do you think of racing then and now? I still love classic cars, and I will be one of the Clerks at Snetterton in September for an event with a number of classic races. The modern cars can be equally thrilling, for example, in Porsche Mobil 1 Supercup at Spielberg recently, the top 20 cars all qualified within 1 second of each other. That is young drivers taking their machinery to the absolute limit!

What memories do you have of marshalling on Isle of Man 3 Hills Challenge in 1990s when BRMRC took marshals across to help marshal the events? I have very fond memories of marshalling with many great friends! I went there for a number of years, working the radio control and in some ways that was my first introduction to clerking.

What was your biggest change when you went from marshalling to Race Control? Needing to understand the regulations. On the bank we react to what we see and report accordingly, but in Race Control we need to know the regulations to be able to make correct decisions quickly. For example, different series have different regulations regarding what happens if a driver stalls on the grid at the start of the Formation Lap but gets going before being passed by the last car. In one of W-Series races at Silverstone recently, a driver received a penalty from the Stewards because, after she was delayed leaving the grid on the Formation Lap, she did not regain her grid position within the distance specified in the regulations. The Race Director needed to know the regulations to report the driver to the Stewards, who then issued a penalty as soon as possible.

Chris thanked Peter for his excellent presentation, and for answering all our questions. Peter wished all marshals well and noted that BMMC was in good hands with Nadine promoting marshalling interests, and how impressed he was that she had been asked to present one of the trophies at the Silverstone F1 to represent the marshalling community.

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

Newsletter Deadlines

All members of the Region are invited to contribute articles to the Newsletter. Newsletters are published in the following months:

January, March, May, July, September & November

If you have any articles that you would like to see published, can you please email the Newsletter Editor by the 20th of each publishing month at: sm.news@marshals.co.uk

Regional Committee Meetings

Would you like to attend our Regional Committee Meeting to see how the Committee works for you? Meetings are held 12 times a year on a Monday virtually via Zoom, 19.45 for 20.00. Ten of these meetings are virtual for anyone wishing to attend with the first and last meetings being face to face with venues to be confirmed, dependant on current COVID-19 guidelines at the time.

Future South Midlands Committee Meetings will be virtual using Zoom

Anyone who wishes to attend to observe should notify the Secretary a week before the meeting so that they can be sent the relevant link.

Meetings for 2022 are:

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

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