

# BRITISHMOTORSPORT MARSHALS' CLUB



## MARSHALS' POST

THE NEWSLETTER OF THE SOUTH WEST REGION OF THE BRITISH MOTORSPORT  
MARSHALS' CLUB

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[www.marshals.co.uk](http://www.marshals.co.uk)

MOTORSPORTS ASSOCIATION RECOGNISED FOUNDED 1957

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# The Chairman's Chat

Wendi Batteson, South West Chairman .....

## SW Regional Committee Chairman's Chat – April 2017

Dear SW Members

I hope you all enjoyed the contents of your Goody Box in celebration of the Club's 60<sup>th</sup> Anniversary.

National Council are looking for a Kart representative to join National Council. If any of you have an interest in Karting and wish to become more involved, then do please let me know.

We successfully carried out our speed training day at Boscombe Aviation Museum and apart from a slight hitch in not getting into the premises on time I think it went very well and was enjoyed by all who attended. My big thanks go to Alex Hodgkinson, our training officer who pulled it all together for an excellent day.

I'd also like to take this opportunity to congratulate Mike Devine for having been marshalling for 60 years. The Committee were proud to be part of his award of Lifetime membership, which was presented recently at Gurston Down. Keep up the good work Mike.

If any of you would like to help out at the BMMC recruitment stand at the BTCC event at Thruxton on 6 and 7 May 2017, then team Wilson would welcome some help and support. Please let me know as soon as possible.

If there is anything you wish the committee to take forward on your behalf then do please let any one of us know. Similarly, we are always looking for articles to go into our newsletter so any little stories you have please send direct to Karen Connolly our Newsletter Editor for inclusion in the newsletter. Email [sw.news@marshals.co.uk](mailto:sw.news@marshals.co.uk)

All the best and stay safe

Wendi Batteson  
South West Chairman  
British Motorsport Marshals' Club

## Training

After the success of our training day in March I am very encouraged by the feedback I received. It is important that we tailor our training to your needs and your feedback is important so if you still have any questions or anything you'd like to discuss then please get in touch.

I am aware of a few marshals who are missing signatures from their PRC. I would urge you all to check your PRCs and ensure you have received the right amount of signatures for the modules you completed. These were:

- First Marshal On Scene (FMOS)
- Fire Theory
- Flag & Communication
- Report Writing
- Leadership

If you are missing these signatures **but** you received a certificate from myself on the day then this does count as a "signature" and when you come to upgrade, simply forward a copy of this certificate to the MSA and they will accept this as evidence.

**If you did not receive a signature and you are missing signatures in your PRC then email me at [sw.training@marshals.co.uk](mailto:sw.training@marshals.co.uk) with your full name as it appears on your PRC and your MSA ID number and postal address and I will get a certificate sent to you asap.**

If you're unsure simply get in touch and I'll hopefully point you in the right direction.

Furthermore, despite me promising to take pictures of everyone I totally forgot! So, if anyone did take any, please feel free to upload them to social media and tag either BMMC South West on Facebook or mention @BMMC\_SW on twitter. Alternatively, email them to me as an attachment to [sw.training@marshals.co.uk](mailto:sw.training@marshals.co.uk)

*Alex Hodgkinson*  
Training Co-Ordinator  
British Motorsport Marshals' Club

## BMMC Life Membership – Mike Devine

In this the 60th year of the BMMC, and in recognition of his 60 years of service as a Marshal, BMMC South West Region were honoured to present Mike Devine with a lifetime membership of the BMMC at the Gurston Down Hillclimb Test Day on 2 April 2017.



*David Patrick*  
Social Media & PRO  
British Motorsport Marshals' Club

## It all started 60 years ago....

The year was 1957 when the most common television was a Marconi 12 inch black and white. I, Michael Devine, then known as Mick together with a friend thought it would nice to go and watch the scramble at Beenham Park near Reading. We ended up marshalling the event and that was my introduction into Motor sport. The next event was grass track racing at Tadley, Hampshire, followed by an autotest in the car park at AWE Aldermaston.

After a few years went by I got to know more about the hill climb at Great Auclum, which was convenient as at that time I lived at Burghfield. Over the years I made a number of marshalling friends and they 'twisted my arm' into going to the racing car show in London which is where I first joined BARC. The next venue was a little known place called Thruxton and at that time the then Chief Marshals were Fred Reeves and Stan Hunt. Fred Reeves told me about a hill climb called Gurston Down. After Great Auclum closed down there was only Gurston that I was familiar with. What can I say about Gurston... the hardest aspect of Gurston is getting to know the characteristics of the course but so rewarding when you nail it. Then we have the marshals themselves what a bunch of GITS they are! Must be a good bunch as we all keep coming back for more and finally we have a committee that has to run the course and cannot be an easy job. Here are a few memories of Gurston:-

- a. I once stopped a meeting as a Post Chief because heavy rain had water logged the course, and was not safe.
- b. There was a huge incident when 'Stanleys' got demolished. Two of my friends were on that post at the time. I happened to be on 'Hollow' and called it in.
- c. Then another memorable time was when the 'Evo' went into the bushes after the finish line. I was on 'Berks Rise' with Dave "Gibbo" Gibbs. Dave went charging up the course at a flat out run, he gets nearly to the finish line when I passed him in the course car with a friendly smile. Dave insists to this day I had a smug grin like the Cheshire Cat, and never fails to remind me of this.
- d. Dave and I were both on 'Shepherds Hut' and I had forgotten my chair, so ingeniously I substituted it with an upturned cement bucket. This turned out to be a bad move... as even with my gentle weight (ahem!) the bucket split and a billowing cloud of dust came up between my legs. Dave was so concerned for my safety he sat crying on the ground! Once he had pulled himself together (and me out of the bucket) I messaged Race Control. It went something like this,  
  
"Shepherds to control"  
  
"Yes Mike" replied Roger  
  
"I have a slight problem... I sat on the cement bucket and its collapsed." Said, I  
  
Roger in a sympathetic way and after a slight pause said, "Oh dear!" That is how I came to earn my GITS name of "Liza GIT"
- e. Last but not least, in my driving school days I would be paired with a true gentleman, Stan Hunt. Stan and I shared quite a few moments and talked about a great many things in his life. These are memories I will cherish forever and unfortunately will never be repeated.

So, when you ladies and gentlemen drivers come down the hill at the end of the day and put your hands together and say "Thank You", that little gesture means a lot to us marshals, as it means we have done our jobs correctly.

Now it's the BMMC's 60<sup>th</sup> Anniversary and my 60<sup>th</sup> year of marshalling I think I am just starting to get the hang of it and might even start to like it!

Best wishes

*Mike Devine*  
Examining Post Chief Speed  
and Race (SW0448)

## New Regalia Member Introduction

Greetings one and all, just a quick note to introduce myself to you all. My name is Ian Harrison, but am mostly known within the marshalling fraternity as "Harry" and am graded as Post Chief (*Race*) and *Examining Post Chief* (*Speed*).

I have been marshalling since 1999, *but regularly marshalled both Stage and Road rallies* during the 1970's and early 80's. I can normally be found at Thruxton or Gurston Down Speed Hillclimb, but also marshal at Castle Combe, Prescott and Wiscombe Park on occasions.

Should you require any items of regalia I can be contacted in accordance with the details included within the BMMC (SW) website or at the locations *mentioned above*. Please note however, that I do not regularly have access to the internet, or social media, so it would be appreciated if any requests could be made at the locations already mentioned.

I would also like to say that we are all heroes in orange in our own selected categories/disciplines of motorsport and *are responsible for our own safety*, the safety of our teams, competitors and spectators, therefore I believe SAFETY is our priority.

Regards

*Ian (Harry) Harrison*  
SW Regalia Officer  
British Motorsport Marshals' Club

## Free entry to Showcase Classic & Sports Car Gala for Volunteer Marshals

[On Sunday 7th May](#) we will be holding our "MG Showcase Classic & Sports Car Gala" at Cowdray House in Midhurst, West Sussex.

It's shaping up to be a terrific event, with over five hundred British classic and sports cars of many different marques, some dating back to the 1930s.

To ensure a safe and pleasant event for everyone, we need marshals to help on the day, guiding attendees into parking spaces, and directing traffic on the Cowdray estate.

We'd be most grateful to any of your members who would volunteer their time on the day (minimum 3 hours) to join our team.

*(We will arrange the rotas to ensure that all volunteers have time to enjoy the event.)*

Marshals will have:

- FREE** entry to the event (normally £29 for classic car entrants).
- Full briefing and instructions
- 1.5 hour shifts
- Water & welfare provided
- Covered marshals' stations with seats
- First aid support provided by St John Ambulance operatives
- Professional fire support from Event Fire & Rescue operatives

The event will feature live music throughout the day, including jazz, a brass band, and a 1940's vocal harmony group, and there will also be stalls to browse, along with food and refreshments.

So, anyone volunteering for half a day will still be able to enjoy all the above ...for FREE!

Full details of the event can be found at [www.showcase-classic-cars.events](http://www.showcase-classic-cars.events)

I'd be most grateful if you would kindly forward this email to your members, to allow them to respond to me at [andy.harris@computer-assets.co.uk](mailto:andy.harris@computer-assets.co.uk) **entering their details below.**

1) Name:	
2) Email address:	
3) Phone No. / Mobile No.	
Availability <a href="#">on Sunday 7th May</a> : <i>(please delete as required)</i>  AM PM Both	
Availability <a href="#">on Saturday 6th</a> and <a href="#">Monday 8th of May</a> <i>(Helping to organise traffic setting up and disbanding the event)</i> <b>(please delete as required)</b>  <a href="#">Saturday 6th</a> <a href="#">Monday 8th</a> Both Not available	



<p>7) Are you bringing a classic car onto the Showground?</p> <p>Yes (Reg/Make/Model) No</p>	
<p>8) Detail any experience of marshalling <i>(not essential, we're just curious!)</i></p>	
<p>9) Do you have any duty preferences? (E.g. car parking/directing traffic/security/Other)</p>	

Thank you in advance for your support

*Andy Harris*  
Showcase Event Chief Marshal

## **New Range of Branded Teamwear for BMMC Members**

We are delighted to announce that the BMMC is launching a new range of TEAMWEAR.

These items have been specifically selected to wear alongside your everyday marshalling kit or as standalone items.

The clothing logo has been selected alongside the website address to give a clear identity and brand image. This has worked very well on the existing range of headwear, caps etc.

Prices have been secured at a very competitive level for the quality of the garments.

Take a look at the redesigned regalia section of the website - <https://www.marshals.co.uk/regalia/>

Other clothing suppliers with BMMC logos are Harlequin Clothing – [www.harlequinclothing.co.uk](http://www.harlequinclothing.co.uk)

Wilkinson embroidery - <http://www.wilkinsonsewembroidery.co.uk>

and Sharon Foxley – [www.motormugs.co.uk](http://www.motormugs.co.uk)

*David Patrick*  
Social Media & PRO  
British Motorsport Marshals' Club

# Insight

Vnuk

## Vnuk

### How it affects you

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#### What is 'Vnuk'?

'Vnuk' is a European Court judgement given in September 2014. Mr Vnuk was injured when a tractor manoeuvring a trailer in a farmyard in Slovenia knocked him off a ladder. He tried to claim compensation for his injuries from the insurer of the tractor.

The Slovenian court had to consider how Slovenia had implemented the EU Motor Insurance Directive into its local law. They referred a question to the European Court, to clarify whether the need for compulsory third party insurance should include use of a vehicle as a machine (rather than as a means of transport) away from public roads. Slovenian law only required compulsory insurance for use of a vehicle as a means of transport on public roads.

The European Court ruled that the requirement for compulsory insurance should cover any *use* of a vehicle, so long as that use is consistent with the normal function of the vehicle.

#### But we're in the UK, not Slovenia?

Every country in the EU must reconsider their local law because of the Vnuk ruling. We don't know precisely when the UK Government will begin the formal process of leaving the EU and we don't know how long that process might take. In the meantime, the UK remains part of the EU and is obliged to consider how the Vnuk judgement impacts UK law and in particular the Road Traffic Act.

#### Why have we only heard about Vnuk in the last few weeks?

The Government launched its consultation on 22 December, bringing the matter into greater public focus and leading to media coverage of the issue.

#### Why does this affect motorsport?

The Vnuk judgement affects all vehicles which are not currently required to have third party insurance. This includes everything from electric bicycles, golf buggies, quad bikes and ride-on lawn mowers, through to forklift trucks, agricultural machines and construction plant. Even static vehicles in museums and SORN'd vehicles would be affected.

All motorsport vehicles from karts, single seaters, saloons, rally, rallycross and cross country vehicles, trials cars, production cars in autotests, and even land speed record vehicles and Formula 1 cars would be required to have compulsory third party insurance. Many competition vehicles are already road registered, taxed, MOT'd and insured, but this insurance is usually limited to their activities on public roads, and not during competitive sections. A similar situation applies to vehicles on trackdays. No insurance policy is available to cover such a compulsory obligation.

## What is the MSA's position?

The European Motor Insurance Directives since 1974 have encouraged harmonisation of rules for compulsory motor insurance across the EU, to provide adequate compensation to victims of accidents. This allows vehicles to move freely across the EU without the need to take out separate insurance policies in every country. It also promotes a healthy and competitive market for insurance companies to provide such motor insurance policies.

It should not be the purpose of the Motor Insurance Directives to regulate compensation for injuries or damage in motorsport. Other sports do not suffer from similar compulsory third party insurance requirements, whether it be cycling, football, rugby, golf or any others.

Motorsport competitors willingly take part in competitions and understand the risks they take. They may insure their vehicles against damage caused, and they may insure themselves against accident or injury. Over 100 years of case precedent in the UK has defined how competitors in sport may be liable to each other for injuries.

The MSA has an umbrella insurance policy which covers public liabilities up to £65million for all events run under MSA permits. All competitors and officials also have the benefit of an umbrella personal accident insurance policy.

The MSA believes that motorsport should be excluded from the Motor Insurance Directive. The MSA supports the UK Government's preferred option in the consultation, which is to change UK law only when the European Commission has amended the Motor Insurance Directive (referred to as the "Amended Directive option" in the consultation document). Any other outcome runs the very real risk of stopping regulated motorsport for an estimated 200,000 participants, and pushing it into illegal unregulated events. It would also fundamentally damage the UK's motorsport industry with over 40,000 jobs and worth £10billion to the UK economy.

## What has the MSA been doing about Vnuk?

The MSA has been concerned about the possible consequences of Vnuk since late 2014. Since then we have been lobbying in Westminster, Brussels and across Europe to build support for amending the directive. The process to amend the directive has already begun.

The MSA has been working with a wide range of groups including the Motorsport Industry Association (MIA), the Association of Motor Racing Circuit Owners (AMRCO), the Auto-Cycle Union (ACU), the AMCA and the MCIA, as well as other European ASNs, the FIA and the insurance industry. We have promoted a strong joint message to MPs, the Department for Transport (DfT), Ministers and Secretaries of State. The Vnuk issue has also been a standing item at Motor Sports Council and MSA Board for more than a year.

## Should I take part in the consultation?

The MSA is formulating its own detailed response and will communicate that response to the UK motorsport community in due course. You may prefer to wait until then before submitting your own response.

## How can I help in the meantime?

Please write to your MP, bringing this important matter to their attention. You may wish to share this article and make the following key points:

- Vnuk has the potential to destroy your hobby and/or livelihood
- As a result it could also destroy an industry employing over 40,000 people across 4,500 companies in the UK, with an annual industry turnover of £10billion.
- The UK is a world leader in motorsport and home to one of the strongest domestic motorsport scenes globally, with an estimated 200,000 participants.

## Lastly, am I breaking the law if I compete in or organise a motor sport event in 2017?

The Road Traffic Act has not changed, which means there is currently no requirement for compulsory third party insurance for motorsport.

## SOUTH WEST REGION

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