

BRITISH MOTORSPORT 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

MOTORSPORTS ASSOCIATION RECOGNISED

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The Chairman's Chat

Wendi Batteson, South West Chairman

SW Regional Committee Chairman's Chat – Dec 17

Dear SW Members

I hope the festive season is full of good cheer and merriment for you all, and a time to reflect and look forward to whatever 2018 will bring.

We had our AGM in October which was pretty well attended. We held a raffle of various items in celebration of the Club's 60th Anniversary and the following members won.

Robert Tillott – Dunlop baseball cap
Maureen Stevens – White knuckle ride
Robert Jordan – 50 Years of Marshalling Book and baseball cap
Anthony Watts – Fleece
Christopher Schuring – Dunlop Baseball cap
Ruth Philips – Model Car and baseball cap
Colin Bushell – White knuckle Ride
Al Clarke – bottle of Plymouth Gin and baseball cap
Christopher Davenport - 50 Years of Marshalling Book and baseball cap
Kayleigh Barry - Model Car and baseball cap
David Holder – Castle Coombe Track Day
Andrew Gunnell - Dunlop baseball cap
Keith Johns – bottle of red wine and baseball cap
Terry Martin – Fleece
Paul Smith - 50 Years of Marshalling Book and baseball cap
Margaret Sharratt – bottle of white wine and baseball cap

Some of you still need to contact me to arrange delivery of these items to you or fleece size and colour for example.

The following awards were made for our trophies.

Becky Joseph-Harden was awarded Cadet Marshal of the year. She has been following her dad round to various events and more latterly attending Camberley Kart Club. She was so pleased when her 11th birthday came round and at long last she could join the BMMC as a cadet marshal. Since then you will regularly find her on the dummy grid helping out. Her enthusiasm for the sport is infectious and she is keen to learn all that she can. I think her dad, Roy can be very proud of her.

The Marshal of the Year Trophy was awarded to Rachel and Phillip Cobley for endless enthusiasm whilst on post and attentiveness whilst learning on post. Their keen eye for detail and willingness to be involved makes them a joy to have on any post.

Finally, the Bellini Trophy was awarded yours truly for, all the hard work and effort having been put in to keeping the S W Region afloat for so many years. I have to say I was very surprised and most definitely pleased that the members at the AGM voted for this. I was sent out during this time, so have no idea what was said or by whom. It came as quite a shock and even now I am still flabbergasted when I think about it. Thank you so much from the bottom of my heart, it means so much to me, words cannot express.

As the New Year approaches, it is time to think about training, and our kart marshal training day will be held on 10 March 2018 at Boscombe Aviation Museum. This will of course include practical fire training, amongst other subjects like flags, radio communications, and leadership skills to tempt you. It is not imperative that you be a kart marshal to attend, all are welcome. If you would like to get your name down for this then please email our training officer, Alex on sw.training@marshals.co.uk

All the best and stay safe. Have a great Christmas and New Year.

Wendi Batteson
South West Chairman
British Motorsport Marshals' Club

Kart Marshals Training Day

It gives me great pleasure in confirming that the South West will be holding a kart marshals training day on the **10th March 2018**.

Every year the south west region organises a bespoke training day for a particular motorsport discipline so that the marshals can remain up to date on the latest procedures within the sport and also network amongst other marshalling organisations and marshals from various circuits and disciplines.

Marshals training days are an important component of motorsport – ensuring events run smoothly and safely for all concerned; as well as providing quality opportunities for individuals to develop their own skills and knowledge in all disciplines and activities, as well as obtaining the relevant signatures to support upgrade applications.

We will be once again taking advantage of the training facilities at Old Sarum Airfield in Salisbury where we have access to indoor and outdoor areas where the training is delivered as well as the fire fighting training area on site to allow marshals to undertake practical fire fighting training under the watchful eye of the airfield fire service. A free lunch to all attendees will be provided and there will also be free tea and coffee available all day.

All of the instructors at the training day are MSA Licensed Trainers and will be delivering the latest content from the MSA training syllabus. Any marshal in possession of a Kart Personal Record Card (PRC) should bring this with them so that the training signatures can be signed by the licensed trainers.

I look forward to seeing you and your marshals in 2018!

Alex Hodgkinson
SW Training Officer
British Motorsport Marshals' Club

Recruitment Ramblings

Well how have we all been doing over the past 12 months? We have had a constant flow of Taster day requests from the Try marshalling for a day website and the BTCC recruitment team (Team Wilson) sending us regular listings, as well as events such as the Silverstone Classic, Race Retro, Autosport show, Classic car show and of course a small number from word of mouth.

We also had a failure of a Recruitment day at Gurston Down where the weather threw a spanner in the works but this happens with the best laid plans. There was also a Recruitment stand at the Reading show which went well where we had an invite to have a stand at the Supercar event at the Dunsfold Aerodrome/Top Gear track but due to the lateness of the invitation we were unable to attend this event. So, if any members know of any similar events please let any of the SW Committee know and we will try our best to be represented but we need a decent bit of notice and if any of you (the SW Regional members) can help on a recruitment stand please let us know.

Also, please remember that when on post with those doing a taster day please take the time to talk to them as this could be the difference between them coming back and joining the BMMC or not.

Christopher Turrall
SW Recruitment Officer
British Motorsport Marshals' Club

A Trip to Williams Grand Prix

Well it all started with an e-mail from BARC HQ on 14th November, advising that I had won a visit and tour of Williams Grand Prix, arranged for 8th December, in the annual marshals draw. So, I left Yeovil with plenty of time to get to Grove in Oxfordshire to ensure I arrived before 10:00 a.m. as advised in the e-mail. Upon arrival at the main gate I was given a map of the Williams site and told to head to the Conference Centre, and Williams Heritage Museum, where upon entry was one of Jacques Villeneuve's F1 cars suspended from the ceiling, and one of 2016's cars on a platform to greet me. I was then directed to a meeting room on the first floor for coffee and biscuits to await the other lucky winners.

We were greeted by Jonathon Williams, who was to be our tour guide, and following a number of questions as to who would be replacing Massa for 2018 were correctly rebuffed, and not answered (which by the time you read this may be common knowledge). However, we were advised that when Massa first arrived at Williams it came to light that a number of his race suits, shoes and helmets were missing, and apparently when asked, Felipe advised that they were at home in Brazil, when requested for them to be returned he said that while at Ferrari this was not a problem, however, he was told that this was Williams, and the equipment was required to be returned for re-use. Following Jonathon's introduction, we headed into the museum, which would also include a tour of the "production" facility.

Upon entering the museum, we were given a video by Sir Frank Williams, and Clare Williams giving a brief history of the Team. We were then taken through the museum, where we were given a résumé of the history of each car on show, which included the first grand prix winning car for Williams, driven by Clay Regazzoni in the 1979 British Grand Prix, an event I was privileged enough to witness from the stands. During our tour we had the privilege to see, and photograph the cars for which brought Formula 1 championships for Alan Jones (FW07), Keke Rosberg (FW08C), Nelson Piquet (FW11B), Nigel Mansell (FW14B), Alain Prost (FW15C) and Damon Hill (FW18). There was also the actual car Nigel Mansell narrowly missed out on his championship in Australia when his left rear tyre punctured, and Alain Prost won the world championship. In addition to competing in the Formula One Championship, Williams have also been involved the design of the Metro 6R4, in conjunction with Austin Rover for the Group B world rally championship, and the particular example was the car driven by Tony Pond on the 1986 Monte Carlo Rally, which was on loan from the lucky owner. In addition to the Metro 6R4, there was a British Touring Car Renault Saloon which Renault requested Williams to design and run in the BTCC, and driven by Alain Menu, Will Hoy, Tim Harvey, Jason Plato and Jean-Christophe Boullion. They were run between 1995 and 1999, and won the drivers' championship in 1997 with Alain Menu. Williams were also heavily involved with BMW in the design, and build of the 1999 Le Mans winning car, driven by Yannick Dalmas, Pier-Luigi Martini and Joachim Winkelhock.

Once we were taken in to Williams Heritage, the division of Williams Grand Prix which runs older Williams Grand Prix cars in historic Formula One, 3 of which have recently been sold between 500k to 1.5 million. All such cars are fully run and maintained by Williams Heritage and taken to the drivers selected events.

Once we had been through Williams Heritage, we were taken into the production and race preparation building. Upon entering the machine shop, the thing that struck me was how clean everything was, you could eat your tea off the floor, it was all so clean. Williams are in the process of updating the machine shop, and I was very impressed with the DMG Mori (Porsche WEC sponsor) 5-Axis machine, which appeared to be machining a gearbox plate. We were informed that in general terms, any machined parts are produced in advance of composite items, due to the lead time requirements. Although these parts are computer designed and produced accordingly, an engineering drawing is available for the machinist to still refer too during production.

Further into the tour of the machine shop we shown an example of a Formula 1 wheel nut. We were informed by a guy called Simon, that Williams produce up to 1000 wheel nuts a year from a special aluminium alloy; one wheel nut is required per wheel, per tyre change, during all practice, qualifying and race conditions, with a total of 80 taken to every race. During the manufacturing process, each wheel nut is sent away for anodising, the front one's coloured red, and the rears coloured blue, purely for

identification purposes. Each wheel nut has two different threads machined into them, a coarse thread for the stub axle holding the wheel in place, a fine thread to hold the other part of the assembly, for which I can't remember, what this is for! But I believe it is for wheel locking purposes. The FIA stipulate that each wheel nut must consist of two parts to ensure the wheels are securely held in place.

After the machine shop, we were taken into the composites facility, which could only be viewed through the glass windows as this is classed as a clean room to avoid any contamination. Jonathon advised that production was quiet at present, as parts for the 2018 cars were still in the design phase, and it is unlikely will be ready for manufacture until after Christmas. However, there was a piece of what appeared to be suspension in manufacture, form carbon composite, which was being formed over a model of the part, and to assist with its manufacture, a hand held hair drier was being used to make the material more malleable to allow it to be formed to the required dimensions. Other than this, nothing else was in manufacture on our visit.

Once complete these parts are put into a vacuum pack, and the air removed to create the said vacuum prior to being placed in an autoclave (oven), and baked accordingly to harden the resin, impregnated in the carbon composite. Williams have a total of 3 autoclaves, two large ones for the larger components, such as the tubs, but it is also possible to put up to a maximum of 6 components in the two larger ovens. Although there was not a lot going on in the composites facility, we were shown a number of front wings. The ting that struck me about these was how substantial they were and due to this I was surprised as to upon contact I was surprised how easily they broke up. One thing that was advised was that the centre section of the wind is dimensionally controlled by the FIA, and this area cannot be used for any additional design concepts. It was also a surprise to see that a number of electrical wires were inserted into the wing to allow for measurement of tyre wear and ride height.

Upon leaving the composites area we were taken into the race preparation shop, in which there were a couple of this years cars being stripped down, which gave us the opportunity to view one of the tubs completely stripped. The thing that interested me with this was that the petrol tank, which is situated directly behind the driver, and in front of the engine, was made of a flexible carbon fibre material, and included a number of zips, which were used to compartmentalise the complete tank assembly. These compartments were connected so that as the tank emptied the fuel drained down to the lower compartments thus removing the opportunity for the fuel to surge inside the tank affecting the handling of the race car. We were also shown an example of a four pot brake calliper, which was designed by Williams, and supplied by a sub-contractor, at a cost of £15K each. There were also a couple of carbon brake discs in view and although fully ventilated for cooling was surprised find that they were probably 3 times thicker than a standard road car disc, and they could be picked up with your little figure.

Upon leaving the Race Preparation Shop, this brought our tour to a close, and we thanked Jonathon Williams for the tour, and took our leave of Williams Grand Prix, wishing them every success for 2018, but whilst we all see two team drivers competing in F1 for Williams, who take the credit for all the success of the team, there are 900 people working for Williams Grand Prix to make this success possible.

On this basis, we should also be aware after watching the Autosport Awards Ceremony this year (2017), one of the awards of which went to the ACO who organise the Le Mans 24 Hours where the President of the ACO confirmed that it took 2000 plus marshals, to marshal the event, I can only suggest that motorsport still requires us marshals to do our job, with our professional approach and enthusiasm, as we always will, without any recompense, in all weathers, because apparently, we enjoy it.

Keep up the good work, many thanks to you all.

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



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THE marshals' club

Website: www.marshals.co.uk

Monza One Off The Bucket List

I was very fortunate to fulfil one of my ambitions in September of this year. Although not marshalling, the wife and I went to the Italian Grand Prix at the Fantastic Monza circuit.

Combined with a stay on lake Como, what could be better. The trip down was a journey and a half, two days sitting on a coach through France and Switzerland. For those of you with back or hip problems I urge you to think twice about taking on this form of transport.

The hotel was ideally situated, directly off the auto route straight to Milan, only 1 hour drive away. Mind you half the time you spent in tunnels so the views were limited. One day at the hotel the on the Saturday off to the circuit for qualifying, or so we thought!!

The coach was full of like minded F1 fans, so we were all taken back when the driver told us that the itinerary worked out by the office staff back home, had us leaving for the circuit at 12.00 noon for qualifying. So you can imagine the discussions on the Friday night. Thank goodness he understood and agreed to start off at 08.00 in the morning. There could have been a riot.

Arriving at the circuit through this essential residential area of Milan was most unusual. Hundreds of locals stepping out of their homes, walking half a mile into the park straight into the circuit. I had heard about it but witnessing it was enlightening. What a great place to live. Can you imagine the local noise objectors getting very far over there.

Below entrance to Park and Circuit



The excitement mounts as you go through the gates, one of the iconic circuits in the world. Looking forward to qualifying

The only problem was, that day the heavens opened and did not relent all day. It was wet, wet, wet. But nothing could deter us from enjoying the day. We took our place trackside just before the parabolica corner. Even in the wet it was a spectacle. Even if I spent most of the time keeping camera and video dry.

Spray was the order of the day.



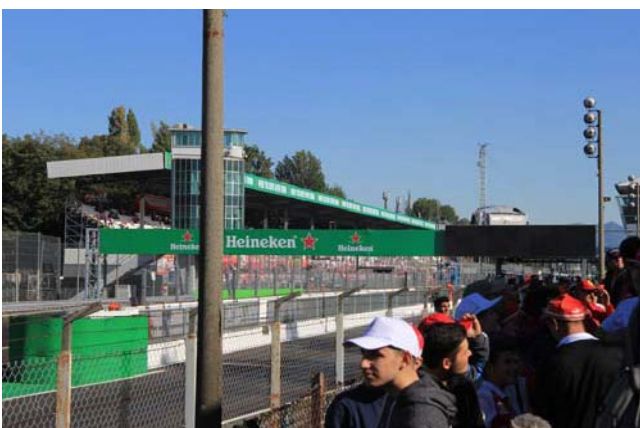
Even the Italian marshals had umbrellas.

The weather really played it's part that day, qualifying kept getting delayed because it was so wet on the track. The Tifosi really were unhappy, by now we had moved to a spot by the pit entry in the middle of the Italian fans. Soaking wet feet and by now the rain had got into every crack in the wet weather gear. Unfortunately we had to leave by a certain time to get back to the hotel for dinner. But would you credit it, ¼ hr after leaving we heard that they had begun qualifying. That just about topped it for us all.

Sunday morning, bright and breezy. Clothing dried, new shoes and would you believe it the sun was shining. The two days could not have been so different. Arrived at the circuit, parked up right next to the entrance. Not many coach parking like that. We found our spot by the pit entry again, (right by the fence) quality! Until the Tifosi started to arrive. Slowly being surrounded and them trying to pass you to get to the front. Time to show them the brits were not going to be intimidated. Have to say this it was the females of the race that were the worse. And what do they smoke over there (old socks and camel dung)!!

Seriously had a great time with the Italian fans, they certainly are passionate about their motorsport, so long as it's a Ferrari.

Pit Entry Viewing For The Race





Good views for the racing, bright sunny and warm all day. Even had to break out the sun cream. Got to meet some Italian fans

Even though I am not a big fan of Hamilton, it was good to have a British driver win the race. Also with british success in the other races. The day seemed to go very quickly after our rather introduction the day before. Time to take in the fans zone, which was covered with artificial grass, much to my amusement. Bought the obligatory tee shirt and cap to wear proudly back home. It was my first trip to Monza, one I will never forget and one I would recommend to anyone . Who is a true motorsports fan. A mecca for any fan and one worth going to. But I would not go by coach again.

One very enjoyable visit attached to our itinerary was a visit to the Alpha Romeo museum in Milan. Like most of you I am usually wary of these included visits. BUT this one was brilliant. It was a new building, having just recently moved to it's present location. There were some old and well known cars to to see. But also some I had never heard of or seen in my life. I showed the photos when I returned home to some of my more elder and more knowledgeable marshalling friends and even they had not seen some of those cars before. A great trip and one well worth doing



Paul Wiltshire
SW Members Secretary & Volunteering Coordinator
British Motorsport Marshals' Club

BMMC TEAMWEAR UPDATE

We are delighted to announce that the BMMC range of TEAMWEAR has been extended to include T-Shirts emblazoned with the "Proud Marshal" logo.



The T-Shirts come in three colours:

Black
White and
Orange

And a range of chest sizes from 34" to 56".

They cost £5.40 plus delivery.

To view the full range of Teamwear pleas go to <https://www.marshals.co.uk/regalia/>

Regards

Eric Ridler
National Regalia Officer
British Motorsport Marshals' Club

South West Region

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