

# 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 – August 2018

Dear SW Members

I hope the season has gone well for you all so far and the heat has been bearable! I know at times I have certainly found it somewhat trying and more especially so when donned in orange overalls! It has been unseasonably warm for us here in the South West and the temperatures are generally what we would go on holiday abroad for! What with the earlier Beast from the East and recently no rain but glorious sunshine for weeks and weeks, it certainly has been a topsy turvy year so far.

You will by now all know, Paul Wiltshire our very own membership and volunteering co-ordinator has been successful in being appointed to National Council as the National Secretary and formally takes up his role from Steve Woolf at the AGM in December 2018. I'd like to offer our huge congratulations on this and thank him for the work he has undertaken for us in his roles. The good thing is we're not losing him from committee. Paul will continue to carry out the volunteering co-ordinator role and I am pleased to say we have Graham Ellis joining us as Membership Secretary, so an enormous welcome to him. If you have any membership queries please now contact Graham rather than Paul.

We also have a new grading officer as Chris Drew found he could not devote much time to us due to his work commitments and the job he has which takes him abroad a lot of the time. A heartfelt thanks for his time as regional grading officer. We too have recruited a new grading officer in Al Clarke so we have very large welcomes all round and I am pleased to inform you of these changes.

We are looking for a Social Media/Web page officer as David Patrick has resigned and finds his new job further down in the South West of the Region makes it difficult for him to attend committee meetings. Again grateful thanks for all he has done and I hope his new job goes well and many of you will continue to hear from him via our Facebook pages.

If anyone is interested in helping out and becoming involved in the Region. Please do contact me for further details.

The rest of your committee stays as is, and congratulations are given as our newsletter editor got married over the summer.

It is that time of year when we come to consider awarding our trophies for New Marshal of the Year – someone who has been new to marshalling over the last 18 months 2 years and has shown enthusiasm and dedication to our hobby and is keen to learn the role they do.

We then have Cadet Marshal of the year – someone who is below 18 and has shown great promise and dedication to marshalling.

Finally, we have the Bellini Trophy which is awarded for outstanding services to marshalling or our club. If you know anyone you consider would be worthy of any of these awards then contact me, or indeed anyone on the committee about them.

All the best and stay safe.

*Wendi Batteson*  
South West Chairman  
British Motorsport Marshals' Club

## **BMMC SW Upgrade Report August 2018**

With the season in full swing, many of us will have gained a lot of experience over the past months and thoughts might be turning towards upgrades. Whether taking the first step from trainee, or looking towards more senior grades, there are some key things to remember (obviously none of which can over-rule the MSA guidance at <https://www.msauk.org/Resource-Centre/Marshals>):

- Ensure you have the required number of attendance signatures;
- Consider whether you believe you are ready for the responsibilities of the next grade;
- Make sure you have done the required number of training days, remembering that there is often a requirement to have completed training on more than one day;
- Once you have met those requirements, request upgrade assessments and get the required number of assessment days and signatures from an Examining Post Chief;
- Make a copy of your records, whether PRC or separate continuation sheets, and finally
- Contact the BMMC SW Grading Officer to start the process.

I'm Al Clarke, recently elected by your BMMC SW committee to take on the role of Grading Officer. Many of you will know me from Thruxton & Gurston Down (and occasional forays to Goodwood, Castle Combe & Prescott). For those who don't know me, hopefully we may get to meet soon. But either way I intend to do my level best to ensure that the upgrade experience is as smooth and pain-free as possible for everyone.

Until next time, I wish everyone a safe and fun time marshalling.

*Al Clarke*  
SW Grading Officer  
British Motorsport Marshals' Club

## Training and Grading – The Facts

All of us should now be familiar with the 'Personal Record Cards' or PRCs which provides physical evidence of what training each of us as had in our various disciplines and for those that wish to upgrade, a record of the required attendance in order to advance to the next grade.

There appears to still be some confusion as to how these PRCs should be managed by those at training days, on post and by the individual marshal concerned, so this should hopefully clear up that confusion.

If you are **not** upgrading:

If you are not upgrading, then there is no requirement for you to get your PRC signed at each meeting. However, the MSA as the sport's governing body will require some proof of your currency at your current grade. So, it is a good idea to keep some form of attendance record. You can download a copy of your volunteering dates from the BMMC database – by clicking on 'My Calendar' and send this to the MSA.

In order to maintain currency, you need to attend a minimum of **four recognised MSA events every year at your current grade** (test days, track days do not count towards this) **and attend one training day every two years.**

If you **are** upgrading:

If you **are** upgrading from one grade to another, you will need to get your PRC signed by the Post Chief (or the person acting as post chief for that meeting) who should write their Name, MSA Number and a short comment about your performance. If your next grade requires a mixture of roles to be performed, this should be recorded by the Post Chief on the PRC.

Once the required number of attendance signatures have been reached, you will be required to have two assessments on post in the role detailed in the PRC. Only Examining Grade Marshals (colloquially called "Black X's") can sign off on an assessment. Examining Grade Marshals will assess your performance in line with current guidance.

If a marshal is seeking track or experienced track grading and handles a major incident during the day, then the Post Chief may recommend that the signature for the day is treated as an upgrade signature. In this case the Post Chief should indicate so on the card and ask a senior or examining grade official to countersign the record card.

*Alex Hodgkinson*  
SW Training Officer  
British Motorsport Marshals' Club

## Upgrading FAQ's

**Q:** *Why are the MSA so keen to look at everyone's PRCs?*

**A:** *Due to a recent number of high profile inquiries the MSA – as the governing body – needs to ensure that volunteers are acting responsibly in their duties and use agreed training methods and practices. It is recognised that without us as volunteers the motorsport world would struggle to continue. However, in order to ensure that everyone gets the same protection, the MSA needs to ensure that standards are maintained.*

*As such our Examining grade marshals are the gatekeepers of those standards – they pass on their vast knowledge and experience and also sign off upgrades to everyone coming through the system. It is therefore imperative that they are abreast of any rule changes which marshals need to be aware of (e.g. flag signals) and ensure they keep practising their specialism. This can only come from attending training days and actively attending events in their duty. So don't feel singled out but feel honoured that your experience is valuable and recognised.*

**Q:** *Who can sign PRCs? I only had a trainee Post Chief on my Post?*

**A:** *In line with current MSA grading information, **anybody acting as the post chief can sign a marshals PRC as proof of attendance.** Only Examining Grade Marshals can sign the assessment/upgrade parts of the PRC.*

*At training days, only MSA Licensed trainers should be signing training module signatures within PRCs.*

**Q:** *Can I submit copies of my PRC to the MSA? I don't want to lose it!*

**A:** *YES! We **strongly** recommend that where possible, only photocopies of your PRC are sent to the MSA, not originals. Your PRC is a valuable document; it is your history sheet of your marshalling career and is essential for those upgrading. Don't risk it unnecessarily!*

## **Blue Book Myths – Suspending/Stopping a Session**

Any session (Free Practise, Qualifying or Race) can be stopped at any time by the Clerk of the Course. This is done in the normal way by waving a red flag at the start line, which is followed by the simultaneous waving of red flags by marshals at marshals posts. At some circuits, these flags are supplemented by red flashing lights.

But, what happens when the session has been stopped?

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are proceeding under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise.

Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag.

Only cars which are proceeding under their own power at the showing of the Red Flag will be classified.

## **Blue Book Myths – Yellow & Double Yellow Flags**

Waved yellow flags are the primary method of communicating a hazard to the driver. The official definition of a single waved yellow flag is:

**Danger, slow down sufficiently to ensure that full control of the vehicle can be retained.**

**No overtaking.**

A double yellow flag can be displayed in order to inform the drivers that there is either a significant portion of the track blocked or that marshals are working trackside. The official definition of a double waved yellow flag is:

**Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary.**

**No overtaking.**

But, are yellow flags overused?

The MSA Blue Book gives a good example as to what signals should be displayed: At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

- A WAVED Yellow at the post before a DOUBLE WAVED Yellow.
- A double waved Yellow flag at the post immediately preceding the incident.
- A waved Green flag at the post immediately after the incident.

If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a single waved yellow flag, followed by a waved green flag, or by a Hazard Area board.

Flag marshals should always **use their own good judgement, and adjust the flags displayed** if it will better convey the level of danger to drivers but it is important to use the yellow flags effectively to convey the most accurate message to the driver, which in turns means that the drivers will acknowledge them. Remember, they must always be waved!

## **First Speed Hillclimb, Cornwall**

There is a **New** and **First** Speed Hillclimb to be held at Watergate Bay, Newquay, Cornwall.

It is being organised in accordance with the new legislation allowing for “closed road” completion.

It is the first “closed road” Hill Climb in Cornwall, and anyone interested in marshalling will be welcome.

Any marshals interested should contact Neil Gould on [neilmgould@gmail.com](mailto:neilmgould@gmail.com) for further information.

I will be marshalling so will let you know how it goes.

*Ian Harrison*  
SW Regalia Officer  
British Motorsport Marshals' Club

## British Grand Prix Report 2018

Time really flies when you are enjoying yourself so I'm told. It's hard to believe that 2018 sees me marshalling at my tenth Grand Prix at Silverstone. I can safely say that the weather had never been this good, there had always been some sort of wet stuff coming down on one of the days. No campsite movement restrictions, no need even to think about wet weather gear, what a real pleasurable change.

The powers that be changed the criteria this year, rather belatedly people were informed it was a 4 day event to which they wanted you to marshal on the Thursday. I did hear some grumbles about that from fellow marshals. The other non-event was that the promised shop on the marshals' campsite which they had asked for people to indicate what goods they would like to see the shop stock, did not appear (more grumbles from the marshals ranks).

So, Friday dawns without a cloud in the sky, radios are collected with appropriate headsets and off we trundle to catch the coach to Becketts inside (Post 23). After a good breakfast roll and a decent coffee post briefing carried out, it was time for the obligatory post team photo.

### So here we are Post 23 Team



Post 23 team members, it is always I think one of the great things about marshalling at this event, that you get to work with old and new friends, also marshals from other countries. This year we welcomed one of our colleges from France who was flagging for us. I was lucky enough to have once again a great bunch of people on post with me.

Becketts is an awesome place to work. Just seeing the raw speed of this years cars with the bigger wheels giving that much more grip. The F1 cars were hardly lifting off the throttle until the entry to chapel. Constant concentration because if it happens there it is very, very quick and sometimes big.

Saturday arrives but we have worked out it is quicker to walk through the paddock to post and I must admit healthier for you. So after another good breakfast and coffee we settle down for the days events. Saturday turns out to be hotter than Friday, my greatest concern was for the health of my team in these very challenging conditions. The organisers did a good job supplying extra water on each post which was greatly appreciated by the marshals and there was always extra stacks in the marquee in the campsite. By some miracle sunshades were found for each post. For those of you who know Silverstone on post 23 inside there is NO shade, you are surrounded by tarmac, concrete and metal. So, with any shade at a premium and the weather so extreme the water and shades were a blessing. We even gave some water to our police colleges who crazily did not have any, I even had to take care of a member of the public (wandering round with no hat or shirt on) I could see him leaning over a barrier and could see he was being sick. It turned out he had not been drinking enough and was becoming de-hydrated. It is so easy to get like that within a relatively short time.



The classic F1 racing was a hit with everyone, watching those iconic machines from my younger days brought back some memories



The only thing from my point of view as post chief that once again spoilt the weekend was the trouble that we had with the radios. Initially some (me being one) were given the wrong headsets for the radios we had. Then when they were changed on the Saturday many of the post chiefs still had issues with them. I could hear messages but could not transmit. Or when receiving a message, it cut out when I pressed the PTT button. The really annoying thing was it was only the Post Chiefs radios that had the problems, as far as I could tell the IO's all worked as did others. Not the best of situations.

The grand prix day came just as hot as the others. As it turned out a fairly quiet one for my post, only one GP2 car spinning off to deal with half in the gravel trap. Good work by the team to get it cleared up very efficiently. The porsches were entertaining as usual, track limits being the usual bone of contention. One good thing was that all the huge dust clouds thrown up by cars did not get blown our way. I don't think the people sitting in the grandstands on Becketts outside could say the same. The good thing was with good care and attention none of the team succumbed to the weather extremes. But if their oranges were anything like mine they could stand up by themselves at the end of the weekend. Had a great weekend with a brilliant bunch of people on post. My thanks to them in very hard conditions for their hard work, it was a pleasure working with you all.

The end of race day party had its usual interviews with drives and team principals, I must say Fernando Alonso was upbeat. Even had a smile from Sirotkin. Ricciardo was the crowds favourite I think.

Daniel Ricciardo never seems to stop smiling, a great character. As usual no show from Ferrari and no show from Lewis up till the time we left. The one good thing was the Australian group that were on. They were fantastic, no need for Mel C, could have listened to them for another hour, brilliant



*Paul Wiltshire*  
SW Competitions Secretary  
British Motorsport Marshals' Club

## 2017 New Marshal of the Year Award

Rachel and Philip Cobley were presented with their New Marshal of the Year 2017 Award at the 50<sup>th</sup> Anniversary Meeting at Thruxton on 3<sup>rd</sup> June by Ian Harrison (Harry), Regalia Officer.



*Ian Hodgkinson*  
SW Regalia Officer  
British Motorsport Marshals' Club

## Regalia Items

<b>Item</b>	<b>Cost</b>
	<b>(£)</b>
Union Jack W/Website	2.00
BMMC Anorak Badge	2.00
BMMC Lapel Badge	2.00
BMMC Tie Pin	2.00

### **BMMC Stickers etc.**

Exterior Stickers	2.00
Long Atmospheric Stickers	2.00

### **Heroes items**

Heroes Woven Badge	2.00
Heroes Woven Badge	2.00
Heroes Lapel Badge www	2.00
Heroes Stickers	2.00
Heroes Key-Rings	2.00
Proud Marshal Stickers	2.00

### **Clothing & Equipment**

Woollen Ski Hats Black	4.50
Woollen Ski Hats Orange	4.50
Baseball Caps - Black	7.00
Baseball Caps - Orange	7.00

### **Sundry Zero Value Items**

Grading Badges	1.00
Large Stickers 7"x7"	1.00

(Please note prices are as last advised).

I can be normally be found at Thruxton, Gurston Down, but also marshal at Castle Combe or Wiscombe Park.

If you need any of the above items please do not hesitate to contact me as per details advised within members of the committee.

Please also note that if you require new overalls these can be obtained at a discount, directly from AWS (tel 01233 638498); you will need to quote your BMMC membership number, and upon a signed delivery you will be entitled to a contribution to the delivery cost.

*Ian Harrison*  
SW Regalia Officer  
British Motorsports Marshals' Club

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