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**MARSHALS
CLUB**



**The Newsletter of the Midland Region of the
British Motor Racing Marshals Club
(Internet Edition)**

EDITORIAL

THE OPINIONS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE BMRMC LTD OR THE EDITOR

The new season is just about upon us. I hope that you have managed to attend a training session. As an aside did you know that the Club spent over £12,000 on training last year? This money, which was reimbursed by the MSA, works out at an average of £60 per Club member.

It is heartening to see that marshalling has been receiving a good deal of coverage not only in the press, but also in TV and Radio. Dave Pierre's dulcet tones were to be heard on local radio, as well as the man himself "live" on BBC TV.

Club membership is dropping and we all need to play our part to keep BMRMC strong and relevant. We are, after all, The Marshals' Club formed over 40 years ago to improve marshalling standards. But we cannot afford to be complacent and live off yesterday's glory; it is imperative that BMRMC continues to represent marshals at the highest levels of the sport. Our voice needs to be heard and this can only happen if we continue to be respected as The Marshals' Club.

We are already under represented on some MSA Committees (e.g. Marshals Training & Grading), and we will not be able to rectify this if we are perceived as "Yesterday's Club". The other Clubs are looking after their marshals' interests, and we need to work with them to ensure that our not only our members' interests but those of all marshals are best served by the relevant MSA Committees.

To achieve this BMRMC needs both a strong and active membership and inspired leadership dedicated to serving its members best interests. We all have our part to play.

DJS

WEB NEWSLETTER

We are experimenting with making parts of the Midland Region Newsletter available on the Club's Web Site. This is the first experimental edition. Whilst similar in basic content to the paper newsletter, it has been edited to remove some information such as telephone numbers.

In future I hope to include colour photos in the Web version.

Your feedback would be appreciated.

For those of you who do not have Web Access, do not worry we will not be abolishing the traditional printed newsletter.

DJS

CHAIRMAN'S CHAT

There has been a mini reshuffle in Committee. Phill Chamberlain has decided that he cannot continue with both the Membership Secretary and Grading Officer positions, and Phill has asked that some one else take over the duties of Grading Officer. I and the rest of the Committee wish to thank Phill for the effort he has put into running the Regional Grading over the past few years. I'm glad to say that Phill will still be continuing as Membership Secretary.

Geoff Mollart has agreed to take over from Phill as Grading Officer, and Nigel Barter is taking over as Regional Competition Secretary as well as continuing as Regional PRO.

So, from now on, please send your completed Grading Cards to Geoff and your Green Slips to Nigel; their addresses are inside the front cover.

It was disappointing to see so few of you at the Regional Dinner Dance earlier this month; the numbers just keep on decreasing every year; even so with only 50 out of 550 we still managed to raise £480 on the tombola. The decline in attendance is something that we as a Committee are hoping to address. So if you have any suggestions or opinions (and I'm sure you do), then please let us know.

I would like to take this opportunity to thank the entire Committee for their on going support.

Arright Mate

DJP

BMRMC Midland Region Sprint Meeting

The Region is again organising a sprint meeting at Curborough, Nr Lichfield on Sunday 23rd May 1999. Last year we ended up with a surplus of around £800 which goes, of course, to swell the Club's accounts.

For this year we have rounds of a number of championships:

- Wadham Kenning - Lichfield 1998 Curborough Championship
- The Paul Matty Sportscars Championship
- The Jaguar Car Club Sprint Championship
- The Club Alpine Renault Championship.

Entries are being confirmed and we look like having a good turn-out. If you are not a regular speed event marshal why not come along and try something different.

Jim Whitaker

LETTERS



**Alan Stevens receives the
Sylvia Edwards Trophy
from Jim Whitaker**

Well, now that the nausea & headache have subsided, (was it the 3rd or 4th large Southern Comfort) it is time to thank the Midland Region committee & others (you know who you are!) for the presentation of the Sylvia Edwards Trophy at the annual Dinner Dance on February 6th 1999.

To say that I was surprised is an under statement, "Gobsmacked" is more like it. I had no suspicion until, just as Jim Whitaker was about to announce the name, something clicked & "OH MY GOD!"

Many thanks folks.

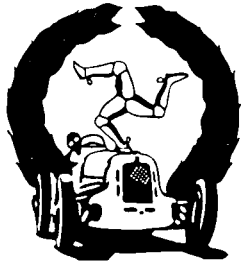
Some of you will know that I am a relative newcomer to marshalling; my story is that I only came along to support my David when he became a trainee. Now, withdrawal symptoms set in out of season.

To close I would like to record my appreciation of all the work put into the running of Midland Region BMRMC, Donington E.S. Team & training days. Once again thanks to all of you!

Alan Stevens



AT THE TWO MINUTE SIGNAL, MARSHALS MUST
REMOVE, BY WHATEVER MEANS NECESSARY...



MANX MOTOR RACING CLUB LIMITED

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Telephone: 01624 670150 Fax: 01624 670149

PATRON: John Surtees MBE, Car and Motorcycle World Champion

Manx Motor Racing Club Events 1999 Marshals required

The Manx Motor Racing Club are to run two events in 1998 which require BMRMC to supply marshals. The format is the same as other years. All boat fares for working officials are paid to the Isle of Man and free accommodation is provided on a bed and breakfast basis with lunch provided on working days. The events consist of:-

May 13/15 a series of 3 hill climbs.

One hill each day. Travelling out on May 12th and returning May 16th.
Volunteering for May by end of February please.

Manx Classic.

September 22 nd	Marshals briefing followed by marshals/drivers reception.
September 23 rd	Pursuit Sprint practice daytime.
September 23 rd	Sea front floodlight Sprint evening.
September 24 th	Hillclimb South of Island.
September 25 th	Pursuit Sprint.
September 26 th	Race meeting Jurby and Sprint.

The events apart from the race meeting are all on closed roads and the Pursuit Sprint is on a 3.5 mile course at the back of Douglas.

Travel out will be on September 22nd returning on September 26th after the race meeting.
Boats run from Heysham and Liverpool.

Special arrangements can be made for travel for our Northern Ireland members.

The usual set up crew will be required before and during the event. If you wish to be involved in this please let us know.

Volunteering by green slip direct to
Carolynn Luck, 6 Arley View Close, Highley, Bridgnorth, WV16 6LW.
Please state grade and badge colour.

If you have any queries please contact Carolynn

Families are welcome but all fares and hotels for non working persons must be paid.

John Felix.

British Motor Racing Marshals Club. Midland Region.

SUNDAY
23rd May 1999

CURBOROUGH SPRINT

The Midland Region of the BMRMC is holding a sprint meeting at Curborough, Lichfield, on Sunday 23rd May, and are looking for your support at this meeting.

So, if you are a roundy roundy marshal and would like to have a look at a speed event, or a speed marshal ready to pass on your wealth of knowledge, all are welcome.

Please support your Region.

Curborough Sprint 23rd May 1999

Name _____

Address: _____

Post Code: _____

Phone (h) _____ (w) _____

Duty _____ Training for _____

Please return to: _____
Robert Williams,
89 Ashville Avenue, Castle Bromwich, Birmingham, B34 6LU.

BRAZILIAN GRAND PRIX 1998

Having spent the best (?) part of the last three years in South America, I managed to arrange the launch of the system to coincide with last year's Brazilian Grand Prix. It was small pay back for many months of living out of a suitcase and eating airline food.

Unfortunately, I could not go on the Friday or Saturday. But bright and early (6 am) I set off for Interlagos. I was slightly apprehensive as the thunderstorms had been going strong all night, soaking the city and keeping me awake. Should I have brought a waterproof jacket? Well it was warm enough and things dry up pretty quickly after a thunderstorm.

Arriving at the circuit at 7am, the queue to enter stretched for over a mile. So much for the advance publicity that said "There's no need to arrive at the crack of dawn, admission is quick!". After buying my ticket and finding the right queue, the mile long queue was for the open terraces on the final corner, I had pushed the boat out and bought a ticket for the stand on the first corner "S do Senna". Unlike the British Grand Prix where your admission allows you to walk round the outside of the circuit from corner to corner, in South America, you buy an admission to a particular part of the circuit, and you have to stay there.

Another difference between the British Grand Prix and the South American races is the dearth of support races. In Argentina a couple of years ago there were no support races at all, here in Brazil we had one support race.



Nelson Piquet Promoted Sportscars were the only support race.

met with FIA approval on previous runs. The safety car was accompanied by both the Sid Watkins' FD car, and a number of the Extrication Units. I had thought that it was just Herman Ebner who tried to throw extrication units round the circuit on two wheels, but the Brazilians put him to shame. These guys were in Ford Explorers, a vehicle not designed to be clogged round the circuit by some simian with a lead foot. They just narrowly missed the gravel on several occasions.

The warm up was quite eventful. Although I guess it was one that Los Hermanos Schumacher would like to forget. Michael stopped out on the circuit, then Ralf (surprise surprise) found a gravel trap. They had just finishing moving his car when Fischecella went off in the same place. About five minutes after this it was time for our lead footed heroes to try and emulate Schumacher Jr. and Fischicella as Panis went off in a big way and Monty Python's Circus took off. Fortunately, Panis was uninjured and the session restarted for the remaining 5 minutes.

Track Action commenced at 8:30 am with the Formula One warm up. All the timings were one hour in advance of those we are used to. Warm Up was from 8:30am to 9:00am, with the Grand Prix starting at 1:00pm, not 2:00pm as in Europe.

Before the track action was the track inspection. Rather than having to stand trackside whilst a convoy of cars pass by, as we do in the UK; the track inspection consisted of each flag point waving every possible flag simultaneously at the single course car as it sped by.

This was followed by a safety car run. Obviously the flagging standards for the Safety Car had not

BRAZILIAN GRAND PRIX 1998

The next item on the program was the support race: a large grid of Nelson Piquet promoted sportscars. Unlike the British GP where they have padded the programme with extra practice for the qualifying races the first time these cars saw the track was on the way round to the grid. They had in total three laps behind the pace car. I don't know if this was the plot, or the observer decided that they would never line up properly, but off they charged into the first corner.

Apart from the predictable spins and surprisingly less contact than you average round of the BTCC, the race itself was a bit of a non event. The difference in talent between the drivers was so great that within a few laps the leader was in amongst the back markers, and the procession continued until the flag.



After the drivers' parade, there was nothing much to do for the next couple of hours, except join in the Mexican Wave that rolled relentlessly round the circuit.

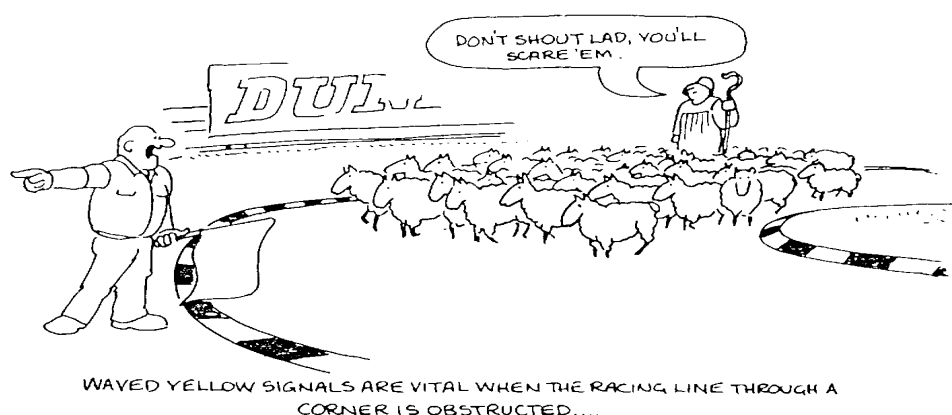
The race itself was certainly more interesting than either the TV coverage or press reports led us to believe. Apart from the two McLarens who were in a class of their own the rest of the field were actually racing, and I think I even saw one Formula One car overtake another (and it wasn't a back marker !).

I know we shouldn't comment on foreign marshalling standards, and that we all have bad days; however when Tuero retired and parked his car in front of the gravel trap the resultant snatch performed by the Keystone Kops gave me plenty of material to use in snatch training sessions.

Despite several thunder claps, the rain held off and with the circuit being located in the City of Sao Paulo itself, the easiest way in and out of the circuit was by bus. In the time it normally takes you to get from the campsite or car park onto the road outside Silverstone I was back in the hotel.

All in all, it was a pleasant experience, although the ticket prices are high, and with the recent devaluation in the Brazilian Real, I wonder whether the crowd will be as big this year.

DJS



NATIONAL TRAINING WEEKEND



Jim Whitaker explains the operation of the Jaguar Fire Tender

A demonstration of extinguisher media on tray fires on the fire training ground



Trainees tackling a car fire

NATIONAL TRAINING WEEKEND



Debriefing after a practice incident.

Trainee Incident Officers discuss how to tackle incidents.



Startline Marshals need to know how to fight fires too.

MIDLAND HILLCLIMBS

The time has come round again for me to thanks all the Midland BMRMC members for their attendance at Prescott last season and hope that you enjoyed it enough to want to join us again this year.

Dates for Prescott

Midland Hill Climb Championship	Sat April 10	Sun April 11
British Hill Climb Championship	Sat May 1	Sun May 2
Classic Car / Members Hill Climb	Sat June 5	Sun June 6
Midland Hill Climb Championship	Sat June 26	Sun June 27
Garden Party and Concours		Sun July 18
British & Midland Hill Climb Championship	Sat Sept 4	Sun Sept 5

Contact Chief Marshal:

Robin Davey, 27 Vallis Road, Frome, Somerset BA11 3EE

Dates for Loton Park *(New Chief Marshal - Jon Beard)*

Club Practice Day		Sun Mar 14
Easter Hill Climb (British & Midland Hill Climb Champ)	Sat April 4	Sun April 5
British Leaders / Midland Hill Climb Championship	Sat May 22	Sun May 23
National B Weekend	Sat Jun 12	Sun Jun 13
Vintage & Club Meeting	Sat July 17	
Classic & Club Meeting		Sun July 18
National A/B Summer Hill Climb	Sat Aug 21	Sun Aug 22
Autumn Hill Climb	Sat Sept 25	Sun Sept 26

Contact Mrs Pat Fisher, 63A Hewell Road, Barnt Green, Birmingham B45 8NL

Dates for Shelsley Walsh

One Make & Members	Sat May 8	
H.S.A. Championships		Sun May 9
British & Midland Hill Climb Championship	Sat Jun 5	Sun Jun 6
V.S.C.C. 65 TH Anniversary	Sat Jul 3	Sun Jul 4
British & Midland Hill Climb Championship	Sat Aug 14	Sun Aug 15
Midland / H.S.A Championships	Sat Sept 11	Sun Sept 12

Contact :

Mr Dave Bell, Rock Cottage, Rock Lane, Upper Saply, Worcestershire WR6 6ER

See you all on the Hills.

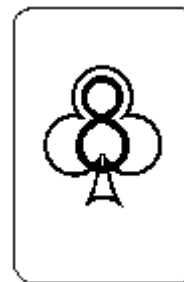
Richard Twist

Gold 25X.



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Events 1999



Chief Marshal

Julian Floyd : 1 Kensington Close, Towcester, Northants. NN12 6JL

e-mail julian_floyd@compuserve.com

Dear Official,

Another year is at an end. On behalf of the organisers of the 8 Clubs and SUNBAC events held at Silverstone in 1998, I would like to thank everyone who helped make them such a success.

Both clubs now have dates for 1999. I would again like to request your help in running these events. As usual, large grids for a wide variety of cars can be expected, providing good racing on both days. For the 8-Clubs, it is our **50th race meeting**, to celebrate this, a number of special events are being planned – more news as the year progresses!

If you are available, please return the attached slip to me at the address above. If you require training signatures in any duty, please let me know. I will make every effort to arrange for you to have the opportunity to obtain the required signature.

Regards,

Julian

I would like to volunteer for the following :

SUNBAC	-	Silverstone 13th March	YES / NO
8 Clubs		- Silverstone 11th September	YES / NO

Name - _____

Address - _____

Post Code _____

Current Grade - _____

Phone Day _____

Training For - _____

Phone evening _____

Preferred Duty - _____

e-mail address _____

THE BACK PAGE



No stranger to dealing with other people's major incidents, Jane Vogwell found herself the unwitting centre of attention at a recent Donington Rescue Training weekend while taking part in a practice incident with the Donington crew when Adrian "Elbows" Carlisle - who was focusing his intention on the job in hand, swung his elbow back, catching her on the temple and laying her out cold.

After doctors collapsing with mock heart attacks earlier in the day - just to keep the DRR crew on its toes during a First Aid session - the Donington crew began wondering whether this was a piece of sneakiness conceived by master of ceremonies Jim Whitaker, but finally came to the conclusion Jane was indeed out cold, stopped walking over her and decided to pick her up!

