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**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***

Team orders seem to be the order of the month. In Greece the Ford Rally Team received many column inches of negative press by asking Carlos Sainz to back off and not push McRae to the finish thus ensuring a one – two finish. Yet less than two weeks later Ferrari effectively do the same by requesting that Barrichello does not push Schumacher in Canada, again ensuring a one two result. Why do two similar situations provoke such different reactions? It's widely acknowledged that most people would dearly love Ferrari to win the driver's championship, but maybe political spin has now reached new heights within Formula One?

Last month I mentioned that, in response to member's requests, we are experimenting with distributing the newsletter electronically; however the response I received was less than overwhelming. In fact the response was so poor that I don't believe that it will be worth the effort to set this up. I have repeated the details in this month's newsletter in the hope that some more of you will want to receive your newsletter this way as well.

Stay on the safe side.

DJS

Chairman's Chat

I was thinking the other day that it is about twelve months since I took over as Chairman from Dave Pierre. I have very much enjoyed my first year at the helm and feel very privileged to be in such a position. During that time we have begun a couple of initiatives which hopefully will enable the Region and the Club as a whole to grow and develop. Publicity and recruitment are two areas that the Club as a whole and the Regional committee are working very hard on.

Council have formed a sub-committee to look at recruitment of new members and the raising of the Club's image and standing. This sub-committee has already started to come up with some interesting ideas and strategies which will be revealed to members in due course. Their particular remit is to try to bring new members into the Club.

Within the Region we have also formed a sub-committee with similar targets. We have begun to look at methods for retaining members and as such we are developing a questionnaire which we hope will give us further direction for our thoughts. In addition we have looked at one or two ideas from other regions (in particular the former South Region and its two offspring) and will be announcing some new policies in the near future. We hope that this will encourage members to stay within the Club by giving them a better service and by servicing their needs.

We have also decided as a Region to take the Club to the NEC for the International Classic Motor Show on 4th and 5th November. Whilst the Club is represented at the Autosport Show in January as a national initiative; this is a regional initiative and we hope that it will be staffed by the Region with support from National Officers. We shall be asking for help in setting up and manning the stand nearer the date. One item of news on this which is so new that Committee members do not yet know is that our booking has been confirmed.

On a different note, one area of marshalling that is in need of new recruits is Rescue. There is an increasing need for rescue units as the number of race meetings increases slowly and more speed event organisers recognise the need for a rescue unit. The number of trained crew is not keeping pace with this and many units are having problems crewing their bookings. If you are interested why not give it a try. The general requirement is two years experience on the bank although some crew leaders also ask for a first aid certificate (mandatory for rally rescue). There is now a detailed modular training programme which trainees follow over a period of about two years before they can be assessed for a full licence. If you are interested talk to someone who currently is working on a rescue unit and try to arrange for a guest day to see if you are suited to the job. Remember it is not all sleeping and reading the paper. For further information give me a call or speak to me at a meeting (or even talk to Dave Pierre).

Stay safe!

Jeremy Edwards

Council Report

National Regalia Officer

Robert Williams has accepted the position of National Regalia Officer with immediate effect. Robert will be assisted in this role by Eric Ridler, the current Regalia Officer for the Northern Region. Robert's contact details are as shown on the inside of the front cover.

National Public Relations Officer

As Chris Hobson has stood down due to work commitments, the vacancy has arisen for National PRO. The National Council is therefore seeking applications from members who feel they may suit the post, so if you feel you have suitable experience please contact Peter Roberts, National Chairman.

Grading

The MSA is still experiencing problems in issuing grading cards and upgrades. In some cases, club members have waited over 7 months to have their upgrades ratified by the MSA.

To allow members to upgrade within the BMRMC, the National Council has approved that suitably qualified candidates will be upgraded by the club immediately where applicable, and issued with the BMRMC upgraded badge. Ratification by the MSA can only follow when the MSA are in a position to do this for themselves.

Year 2000 Registration Cards

There is still no immanent sign that these are about to be issued. Allan Dean-Lewis of the MSA has advised that "continuation cards" should be used to collect upgrading, training and attendance signatures during this period.

Expansion beyond car racing

The national council is currently investigating the possibility of expanding the opportunities offered to members beyond car based motor sport events. To this end, discussions are on going with a number of motor cycle racing clubs to see what they can offer our members.

Electronic Newsletters

Some of you may be aware that an edited edition of "The Marshalling Post" is available on the Club's website (**Error! Bookmark not defined.**). These contain some of the articles in the paper version, but many articles, addresses etc. have been removed as anyone can access the website.

We are now experimenting with making the full version of the club newsletter available in .PDF format to members only. To obtain this, please send an e-mail to me at **Error! Bookmark not defined.** with your name, e-mail address and membership number, and I will add you to the mailing list. I anticipate that the files will be of the order of 1Mb in size.

DJS

Training Sessions At Donington Park

There is a 'wind of change' at Donington Park as anyone who has been there this year will have seen, and there is a lot more to come.

Whilst the circuit management continue to be helpful and as supportive as possible there is a problem with the loss of the fire training area on the infield and no alternative is at present available.

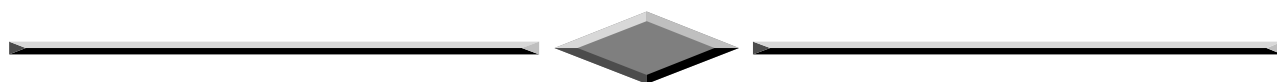
The monthly Rescue Training sessions are unaffected at the moment but the August 19th mid season training is off, unless an alternative venue can be found quickly.

Several possibilities are being actively investigated and I will keep the membership informed, if anyone has any suggestions, please let me know.

It is also very unlikely that our National Training Weekend will be held at Donington Park in 2001 because of ongoing circuit development.

An announcement will be made in due course.

Roger Wheldon
Midland Region Training Officer



During a recent 'Jolly' elsewhere I was in conversation with the drivers from the historic race series who race at several circuits here and abroad, including Donington.

Some of their comments I think are valid, particularly after the recent VSCC meeting at Donington.

They expressed concern at the difficulty in identifying flag points and asked if it would be possible to erect some sort of site screen behind the post, or some other means of highlighting the flag point.

This is really a matter for the circuit operators and perhaps would be better dealt with by the drivers or their clubs, writing to the circuit owners.

Another comment was the problem of conflicting colours, i.e. red jumpers, hi-vis yellow jackets etc on or near flag points, which many of us have seen and is something that observers could perhaps be asked to pay more attention to and should be included in pre race briefings. If the colour distractions are in the crowd, it is much more difficult to deal with.

There was a discussion about flagging procedures and the incident at Donington VSCC post 9, was specifically mentioned, waved yellow for many laps, about half race distance and no apparent green flag at next post, I did mention that it may not have been BMRMC members involved!

All the drivers I spoke to were very appreciative of the work of race marshals and made their comments in good faith and in the interests of safety.

Roger Wheldon
Midland Region Training Officer

Motor Cycle Events

MRO '2000' 6 th Round	Saturday July 8 th	Oulton Park
Bemsee Round 12	Saturday July 15 th	Lydden Hill
Bemsee Round 13	Sunday July 16 th	Lydden Hill
Bemsee Round 14	Sunday July 23 rd	Mallory Park
Bemsee Round 15	Saturday August 12 th	Cadwell Park
MRO '2000' 7 th Round	Sunday August 13 th	Cadwell Park
Bemsee Round 16	Saturday August 19 th	Snetterton
MRO '2000' 8 th Round	Sunday August 20 th	Mallory Park
Bemsee Round 17	Saturday September 2 nd	Brands Hatch
MRO '2000' 9 th Round	Sunday September 3 rd	Brands Hatch
Lord of Lydden/Sidecar Burn-Up September 16 th /17 th		Lydden Hill
MRO '2000' 7 th Round	Sunday October 1 st	Thruxton
Bemsee Round 18	Sunday October 8 th	Brands Hatch
Bemsee Round 19	Saturday October 21 st	Silverstone

Please volunteer to Nigel Barter (Comp Sec) via Green Slips if you are interested, and remember to leave sufficient time.

A Trainee's Travels Part 2

After a good trip to Silverstone in March my next major trip was Cadwell Park in Lincolnshire. The route planner said 2 hours but I always took this with scepticism so an early start was called for. The weather forecast was good with little wind and no rain so I was looking forward to a good day's marshalling.

The instructions arrived which said that my grading or BMRMC membership card was all I would need to get me into the circuit. Once the car was loaded and me in my newly embroidered overall I was ready to go except for the ice on the windscreen. It took only 1Hr and 30 minutes to reach the circuit and as I write this 4 weeks later I have not received one of those love letters from the boys in blue (Speeding ticket) so either I braked in time when I saw the speed camera just outside Lincoln or it had run out of film (PHEW!). I had great fun playing miss the wildlife as I speed along the country roads at 6.30 on a Sunday morning.

On arrival at the circuit it was not until I produced the letter saying I did not need a car pass that the over enthusiastic security guard grudgingly let me in. As usual I was early (yet again!) so I wandered around the paddock and to my surprise I saw at least 6 Ford Capris (I have one of these in my garage at home which for reasons better known to Mr Ford and my Bank Manager doesn't come out to play at the moment.)

At sign on there were several faces I recognised from Donington and the news from the briefing that I was one of the marshals who were hand picked for that day's marshalling gave me great cheer (or was John being sarky). Anyway, I was given posts 1 & 13 which are together down from the pits, from where we had a safe and pretty uneventful day apart from 2 retirements from the first practice session, although I had my spanners at the top of my bag in case one of the Capris suffered an unexpected brake down (I do need a new fuel pump). The great excitement came when we watched a pheasant wandering around at the start of one race (he managed to stay on the grass while the pack passed but decided to cross in front of the rescue unit - they have great brakes don't they)

A good day was topped off with another signature on my card and winning the marshals raffle (good old yellow 14) which after I had spent 10 minutes searching my pockets, my bag, the car, my coat and my lunch box for the elusive ticket gave me £5 which was not bad for my first to this part of the world.

Marc Mills.

LETTERS

Dear David

Would you be good enough to publish the grateful thanks of the Midland Centre of the BRSCC to all BMRMC members who stuck with us at Donington Saturday and Sunday 28/29 May. Their much-valued help enabled us to finish (eventually) a very difficult race meeting. The only thing we were lucky with was the weather.

Once more, many thanks to you all.

Yours, very sincerely

Don Truman
Chairman BRSCC Midland Centre

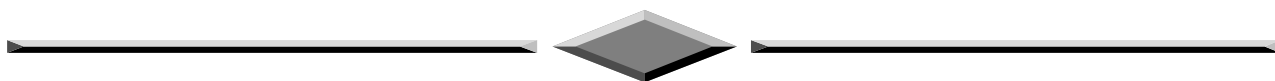
PS For students of philosophy it was a golden opportunity to see "SOD'S LAW" in good and proper working order.

LETTERS

BRSCC Premier Package 28th & 29th May

We would like to thank everyone who assisted us at the Premier Package meeting at Donington over the Bank Holiday weekend. Unlike our previous two Donington meetings this year things did not run smoothly on Bank Holiday Monday and we ended up finishing a difficult programme rather later than we would have wished. Thank you for your forbearance and continued support.

Glyn Lee
Jeremy Edwards
Clerks of the Course



Late finishes, the good news?

It was a great pleasure to marshal the AMOC meeting on the weekend of 3rd/4th July for two reasons. First, some fantastic racing. Second finishing on schedule with decent lunch breaks.

The fantastic racing included Group C, F5000, Thunder sports, Intermarque (or how much bigger can Malcolm Hamilton's E-type engine get?), Porsches, Ferraris and of course Aston Martins.

Despite on Saturday multiple red flags, seven races and two twenty minute 'extra' un-timed practices (Group C and F5000) there was still time for lunch and a finish of 6.00 p.m. The track was damp for most of the morning.

On Sunday, the penultimate practice resulted in major damage to the wall by a Ferrari, which would usually put pay to the lunch break. However, *lunch was taken early* and the practice resumed for after lunch and prior to the scheduled racing. Such a smart decision can make a huge difference to a marshal.

The F5000 race was shortened by the race coordinator from 20 to 15 laps due to a small grid. Again, another example of a mature attitude to scheduling.

For those who weren't there, you really missed out. The incredible dicing by Mike Wilds and Jeff Wilson in the thundersports race and the fantastic sight of the Group C Jaguar XJR11 driven by Win Percy was amazing. Also of note was Gerry Marshall, who is always entertaining, achieving his 596th win in a DB4.

A finish of 6.20 p.m. on Sunday was appreciated.

Again thanks AMOC, you have got it right, please proliferate throughout the many other clubs that screw up so badly. It's also great to have racing on both days.

The final point was that all was achieved *without snatch vehicles!*

D.A. Ellis (Blue 331)

MIDLAND REGION SPRINT

What a way to start our first sprint of the year – take one PC and peripherals, one generator (360 volts – yes!! 360 volts), stand back and watch it cook, regulo 8 – 30 seconds. Sorry Jim, hope all is well. Down to business, an entry of 69 from a Mini (Bret – I hope your girlfriend got it back in one piece) up to a works Pilbeam MP82 – needless to say fastest time of the day – Paul Ranson well done! Again another good turn out of marshals, thank you all very much, look forward to seeing you August 26th for our next sprint.

The day before we had a day with the Lotus 7 Club; got wetter during the day, but a good day anyhow, bets were on for our day's weather – I was confident! We've never had a wet sprint yet and I'd spoken to the Man in Charge. Sunday dawned dry and dry it stayed, sunny all day in fact, just the right weather for Claire Kendall, our newest member who went on to win the BMRMC Members' Cup with a time of 37.18 seconds. Practice went well and timed runs were upon us, only 11.30am by now, our commentator Brian Tustain (Thanks, Brian) wasn't due until 12.30pm. Step forward second mistake of the day – don't walk past commentary position holding commentary forms – honestly I was putting them there ready for Brian. I've never spoken so much before about something I know nothing about, but I do have to say I quite enjoyed it.

Second timed runs came and went, no incidents but a few spins. Time to give everybody a third run – would it all pass so smoothly now? Third mistake of the day, put a lady in a Caterham (sorry, Lorna), add one grass bank and too much throttle too early - Bingo! One bent Caterham, one sorry lady (The Whit's hands on healing worked a treat). Alls well that ends well and we even had time for a fun run, donations from drivers went to Leukaemia Research (The Lotus 7 named charity) – Barbara Swift was extremely pleased with the £120.00 raised and thanked us for our £50.00 donation also.

Peter Roberts was cajoled into doing the prize giving (only so he could kiss the lady entrants) and we were all packed up and on our way home by 6.30pm. Many thanks to many people, but especially Steve Udall, Julian Floyd, Barbara & Roger Swift and all officials.

See you all in August if not before.

Steve Hill
Event Secretary

Marshals & Race Officials List

Vollansport run a mailing list for Marshals and Race Officials from all round the world. Should you wish to join, you can do via <http://www.motorsport.org.uk/marshal/index.htm>

SPRINT RESULTS

Class SB (Classes SA and SB merged) Standard Saloon and Sports Cars over 1400 to 2000cc

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
1 David Crawley	Peugeot 205 GTi	1905	WK	A	43.14	43.04	47.25	43.04
2 David Exton <i>Purfect Tune Motorsport</i>	Ford Fiesta XR2	1597	WK	B	42.15	41.85	41.19	41.19
4 John Allen <i>W M Computing Ltd</i>	Ford Fiesta XR2	1597	WK		43.35	43.19	43.32	43.19
5 Roland Roberts	Honda Prelude	1958	WK		40.88	41.43	41.36	40.88
6 Bret Duncan	Rover Mini Cooper	1275	WK		43.38	43.49	43.42	43.38
9 Steve Wood	MG Maestro Efi	1997	WK		40.15	40.22	40.09	40.09
101 Adrian Crawley	Peugeot 205 GTi	1905	WK	A	42.40	42.46	42.15	42.15
102 Paul Dolan <i>Purfect Tune Motorsport</i>	Ford Fiesta XR2	1597	WK	B	39.97	39.81	39.73	39.73

Class SC Standard Saloon and Sports Cars over 2000cc

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
7 Paul Bass	Ford Sierra RS Cosworth	1993	WK		WD	WD	WD	WD
8 Christopher Weaver	TVR V8S	3947	WK		38.63	38.25	38.75	38.25

Class 1A Road Modified Saloon & Sports Cars up to 1400cc

Driver <i>Entrant</i>	Ca	CC	Cham	Shar	Run	Run	Run	Fastest
10 Robert Swain	Austin Mini	1380	WK		40.69	40.33	40.18	40.18
11 Andrew Astbury <i>Purfect Tune</i>	Vauxhall Astra	1297	WK		43.38	43.44	43.79	43.38

Class 1C Road Modified Saloon & Sports Cars over 2000cc

Driver <i>Entrant</i>	Ca	CC	Cham	Shar	Run	Run	Run	Fastest
14 Tony Smith	Ford Capri	2792	WK		39.49	39.72	39.19	39.19
15 John Walker <i>Corinthian Stone Ltd</i>	Honda Integra R	1800	WK		37.37	37.47	37.58	37.37
16 Nigel Ingram	Morgan +8	3500	WK		37.10	36.60	36.95	36.60
17 Paul Green	Porsche 911SC	3000	WK		38.86	36.48	36.80	36.48
18 Mark Holmes	Ford Sierra Cosworth	1998	WK		40.26	40.14	38.72	38.72

Class 2A Road Modified Kit, Replica and Spaceframed Cars up to 1700cc

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
19 Colin Rann	Westfield SE	1700	WK		37.93	37.48	37.15	37.15
20 Owen Shipley	Westfield SEI	1600	WK		38.98	38.97	38.67	38.67
57 Allan Haighton	Caterham 7	1700	WK		39.30	38.16	38.62	38.16

SPRINT RESULTS

Class 2B Road Modified Kit, Replica and Spaceframed Cars over 1700cc

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
22 Julie Newman	Westfield SEi	1998	WK	C	43.96	45.03	Fail	43.96
23 David Owen	Westfield SEI	2000	WK		38.48	37.96	37.86	37.86
24 Peter Baker	Dax Cobra/Jaguar	5300	HSA		37.95	38.12	38.01	37.95
25 Terry Dutton	Caterham Seven HPC	2000	WK		36.35	36.36	36.26	36.26
26 Simon Thornley	Westfield SE	1796	WK		34.96	34.21	34.32	34.21
122 Andrew Platt	Westfield SEi	1998	WK	C	37.44	37.66	38.02	37.44

Class 2L Road Going Lotus cars up to 2000cc

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
28 John Mead	Lotus Mk 14 Elite	1216	SDC		47.36	47.04	46.96	46.96

Class 3A Modified Production Cars (excluding Kit, Replica & Spaceframed cars) up to 1400cc

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
30 Claire Kendall <i>FastCat Racing</i>	Vauxhall Nova	1380	WK	D	37.18	74.84	37.31	37.18
31 Colin Lawrence	Rover Mini	1380	WK		40.63	40.52	40.34	40.34
32 John Tiso	Morris Mini	1380	WK		37.25	37.75	37.04	37.04
33 Andrew Dovey	Austin Mini	1380	WK		38.22	38.19	37.48	37.48
130 Laurence Bond	Vauxhall Nova	1380	WK	D	35.93	35.67		35.67

Class 3C Modified Production Cars (excluding Kit, Replica & Spaceframed cars) over 2000cc

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
35 Andy Goy	Rover 200 Coupe	1994	WK	E	Fail	37.75	37.03	37.03
135 Lance Pickering	Rover 200 Coupe	1994	WK	E	36.83	36.13	36.89	36.13

Class 4B Modified Kit, Replica and Spaceframed Cars over 1700cc

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
34 David Jones	Westfield SE	1800	WK		32.03	31.81	31.69	31.69

Class 5A Formula Ford Racing Cars manufactured before Jan 1st 1993.

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
36 Simon Brown	Van Diemen RF84	1600	WK		35.66	35.07	35.70	35.07

Class 6A Racing Cars up to 600cc

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
38 Tony Hunt	Jedi F600	599	WK		31.83	31.65	31.34	31.34
39 Chris Martin	Hi-Tech	595	WK		Fail	34.61		34.61

Class 6C Racing Cars over 1300cc up to 1700cc

Driver Entrant	Car	CC	Cham	Shar	Run	Run	Run	Fastest
43 Ashley Fernihough	Van Diemen VD81 Rover	1588	WK		32.31	31.54	31.58	31.54
44 Mike McDonald	OMS	1300	SDC		32.04	31.33	31.28	31.28

SPRINT RESULTS

Class 6D Racing Cars over 1700cc up to 2200cc

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
46 Rod Law	Ralt RT3	1998	WK	F	32.30	31.83	31.73	31.73
47 Roger Swift	Pilbeam MP82	1995	L7	G	31.50	30.72	30.66	30.66
48 Lynne Whitehead	Pilbeam MP50	1974	HSA	K	31.94	31.76	40.76	31.76
146 Adrian Gyll	Ralt RT3	1998	WK	F	30.91	30.67	32.02	30.67
147 Paul Ransom	Pilbeam MP82	1995	L7	G	29.30	29.20	29.92	29.20
148 Dave Whitehead	Pilbeam MP50	1974	HSA	K	30.45	30.24		30.24

Class 7A Sports Libre Cars up to 1700cc and Hillclimb Supersports cars

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
49 Les Procter	OMS SC 2T	1200	SDC		34.22	33.62	34.02	33.62

Class 7B Sports Libre Cars over 1700cc

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
51 Mike Shilvock	MRE Mk IV	1998	SDC		35.39	35.00	35.00	35.00
52 Jon Waggitt	Ward WD9V	1995	HSA		30.55	30.50	30.45	30.45
53 Malcolm Eaves	Evo V HS	1998	HSA		33.41	33.86	34.07	33.41

Class 9 Lotus 7 Club GB

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
55 Jane Farthing	Caterham 7	1998	L7	H	34.84	35.03	34.53	34.53
56 Barbara Swift	Caterham HPC	2000	L7		39.08	38.33	38.87	38.33
58 Keith Sturge	Lotus Super 7 series III	1800	L7		36.62	37.41	37.73	36.62
59 David Jeggo	Lotus 7 series III	1600	L7		39.49	39.65		39.49
62 Matthew Day	Caterham 7 Superlight	1600	L7		37.59	37.65	Fail	37.59
155 John Jordan	Caterham 7	1998	L7	H	33.87	33.96	34.67	33.87

Class J Jaguar Car Club Sprint Championship

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
68 Cliff Ryan	Jaguar XJS HE	5343	JCC		42.10	41.67	42.55	41.67
69 Eike Wellhausen	Lister Jaguar Knobbly	3800	JCC		34.68	35.30	35.99	34.68

SPRINT RESULTS

Class AR Club Alpine Renault Championship

Driver <i>Entrant</i>	Car	CC	Cham	Shar	Run	Run	Run	Fastest
72 Morgan Thompson	Renault 5 Turbo II	1397	AR	I	40.33	38.37	39.58	38.37
73 Jake Wadham	Renault R5 GT Turbo	1397	AR	J	38.59	Fail	39.94	38.59
74 Sally Sindihakis	Saab 9000 Turbo	2000	AR		Fail	44.61	44.80	44.61
75 David Bishop	Alpine Renault A310	2664	AR		39.08	Fail	41.30	39.08
76 Salv Sacco	Renault R8 Gordini	1550	AR		37.58	37.35	37.86	37.35
77 Jonathan Barltrop	Renault 8G	1397	AR		39.62	38.89	Fail	38.89
78 Jeffrey Lotts <i>Brookfield Developments</i>	Renault R5 Turbo II	1397	AR		38.52	38.56	38.29	38.29
79 Tim Jeffrey	Alpine Renault A610	3000	AR		38.72	38.60	38.42	38.42
80 Nick Wadham	Renault 5 Turbo 2	1397	AR		Fail	37.63	37.87	37.63
172 Adam Keeler	Renault 5 Turbo II	1397	AR	I	37.09	Fail	37.51	37.09
173 Rod Wadham	Renault R5 GT Turbo	1397	AR	J	38.37	38.44	Fail	38.37

Clubs/Championships

AR	Members of Club Alpine Renault
BM	Member of the British Motor Racing Marshal's Club
CC	Contenders in the Wadham Kenning-Lichfield
HSA	Members of the Hillclimb & Sprint Association
JCC	Members of the Jaguar Car Club
L7	Members of Lotus 7 Club GB
NSCC	Member of Nottingham Sports Car Club
PM	Contenders in the Paul Matty Sportscar Championship
SDCC	Members of the Shenstone & District Car Club Ltd
WK	Contender in the Wadham Kenning-Lichfield Curborough



Donington Doodlings



The Richard Seaman and Ron Flockhart Memorial Trophies meeting on the 21st of May came as a bit of a shock, as I will try to explain.

My morning started dry, cool but overcast, arriving on post I discovered my fellow marshals to be of the vintage kind well dressed in corduroy, green Wellingtons and waxed jackets.

Releasing cars from the loop became somewhat of a problem as cars had already circulated back to the loop

while cars were still exiting. At this point, out came the yellow flag and generally waved at any car that moved which brought great concern from everyone especially drivers that were still on the loop. A thought crossed my mind that one, just one, might turn right and head off in the wrong direction – several made an attempt before thinking again.

Practice went without too many hitches spinners and stalled engines being the main casualties. You would think that these vintage drivers would be a little gentler with their machinery, not so. I have forgotten to tell you that my fellow incident Marshal at the cage that day was a very keen chap by the name of Ken. It was his first day on the banking, did he realise what was in store for him – no.

The second race was red flagged due to a bazaar accident at Coppice where a car was T boned and the driver tipped out onto the track, then he was apparently hit again by the same car, think he was a little sore but ok. Excitement carried on at Goddard's with more spinners through most of the afternoon. Ken, more enthralled with every minute of sheer fun and excitement. That being until such a time that it all went wrong.

It did, on race 9 when two cars happened to spin into Goddards and came to a halt blocking the track, several cars managed to weave their way around the blockage, one realising that he was going nowhere stopped before running into the first two cars. It was at this point that I deemed it a reasonable time to slip through the catch fencing to assist in shifting one or more of these cars, so with a little instruction to Ken we set off towards the centre of the corner. Suddenly a loud bang filled the air, we looked round to see the underneath of a car, on two wheels heading off around Goddards towards the vehicles stopped on the circuit. His car did come down eventually on top of another, flattening it and just missing the driver. This driver was catapulted out of his car onto the middle of the track.

Luckily no one received anything more than a cut hand and shaken nerves - that included Ken. The clearing up process was somewhat difficult, the car on top being heavy and some suspension adjusters had punctured the bonnet of the car below. It was a case of lift the top and pullout the car below all went well and no more damage occurred to any vehicle.

It was good to see so many cars in every event and driven with such gusto.

Donington Park was host to a different format of motor racing on the 6th and 7th of May. The presentation as a motor racing show certainly seemed to work and all drivers were glad to sign posters and programmes. Cars were prepared and generally available for the public to gaze into and look around. One Mr Cleland enjoying his popularity.

Weather over the two days was pretty good, only a couple of showers on Sunday afternoon which unhinged the first part of the F3's Saturday, mainly a morning practice with four races in the afternoon.

Donington Doodlings (cont.)

First off, Ferraris and rather a mess on the first lap, one trackside with smashed wheels another with shattered bodywork and a very angry driver who insisted that his car was not to be snatched – we all know differently don't we.

If anyone has been on Redgate - post two - lately they will come across the new snatch gates, which can only be described as non - user friendly. The gates are too heavy, it takes two to open up one of the gates, once the snatch has taken place gravel is dragged into the gap and fills the bolt holes up with gravel, surrounding areas fill up with stones that have to be swept away before the gates can be closed again. If I am not mistaken I feel that this whole area needs rethinking. It's not an ideal situation.

Thomas Scheckter had a coming together with A N Other and plenty of gesticulating and finger wagging took place. With a few body swerves we managed to keep them on opposite sides of the catch fencing. Once again snatch was called upon to collect the trapped cars and once again the palaver repeated. Never seen such vigorous brushing.

The Powertour sideshow wasn't too bad, although the North West Fire Brigade decided not to jump. However, the Pom Pom Majorettes and the Green Flag Girls almost made up for the disappointment. Especially the one at the back, isn't that right Mr Quinn. One would however think that they would have been dressed in green and not red. Now, as for the Pom Pom Girls, well, if they could manage to stay together it would have helped their presentation.

Sundays afforded a lay in bed, as sign on was at 10.30 and the first race wasn't until 14.15, plenty of time to wander around the paddock again and again, quite relaxing really.

It was with great dismay that an MGF. almost reached the tyre wall between post two and four, spectators actually taking a few steps backwards.

The F3s race started on a damp track but all were on slick tyres, as the track dried things became more exciting as time went on. Privilege Insurance British G.T. saw a triumph by the Lister Storm but, it wasn't until the last few laps that the lead changed and the Lister came through to win. It was reported on the local news that Andrew Delahunty was doing his revision work in the press office between practice and racing.

The whole concept of the weekend worked quite well and I look forward to doing it again in July.

GP Observations

Having pondered the reality of having the G.P. in the middle of April, John and I decided that camping under canvas was a no, no, for this year. I remember a colleague telling me he followed the 99 rally around in a Kontiki for five days last November and that it was reasonably priced. The same week the G.P. was moved I had booked and paid the deposit.

Now, sit back relax and wait for the passes to arrive. Which appeared close to the final weekend. Wednesday before, John and I went to pick the Kontiki up and drive it back to my house and pack up as much gear as we could muster. Thursday morning my youngest son and his mate Oliver set off for Silverstone. On the way we rung John to see where our partner in crime was on the road – as it happens we were within three miles of each other he being on the campsite and me just down the road.

John also rang Martin Quinn and asked where he was.

‘Where are you Martin’? said John.

‘Beside you’ came the reply.

There they were facing each other looking out of respective vehicle windows.

After setting up on sight we all wandered down the pit lane. I took my new video camera and took some professional footage that looked really good on a T.V. screen. So after a pit lane stroll and a paddle in the mud we decided some grub would be in order and after a few beers with our resident neighbour Martin it was decided to call it a day – that being after we worked out how to get the beds sorted. Boys in the little bubble above the drivers cab, mine where the kitchen table folds down and John and Jill in the converted luxury lounge.

Friday morning we set off for Brooklands John flagging while I was covering fire. Martin Quinn being up at Priory. Rain for F3000s certainly came with vengeance we all hid in the shelter of an ambulance while it fell, Geoff Bloxham joining us at one point. When the rain eased Collin our observer stepped out of his box not knowing where everyone had gone.

When Jenson Button spun off on Saturday the yellow flag came out at once – I know because I was there I saw it. I also know the person who waved it.

Meanwhile back at the campsite mud seemed to be deeper than ever, tents and caravans had sunk, the ruts where some cars had moved in and out had become deeper.

Once again we had a excellent feed and a few good bottles of beer and settled down much later for some well earned zzzzzzs. At around four in the morning I was woken by some loud noises, it took a few seconds to realise what this din was all about. Now, the two boys, were snoring, in the rear of the van John and Jill were snoring just at that point Pat my wife started low at first then built up to the level of everyone else. Must have been the beer. Being polite I coughed loudly to try and wake them. This appeared to have the desired effect, but snoring built up to it's high level of volume again. Shut up! the only action left open to me now, that did work and I drifted off into sleep once again. Makes a change from the fireworks.

Sunday morning brought a change in the weather, we had the wind and rain now mist, we waited and waited for it to clear, then at last the all clear given then into the first race.

I did enjoy the G.P. our little band were very lucky we managed to stay out of mud relatively well. Keep it in July in future. Congratulations to D.C. on his win and lucky escape.

Ian Dixon

South Mid's Secretary's Ramblings

MUD GLORIOUS MUD – That's what Silverstone 2000 will be remembered for. "Nothing quite like it for cooling the blood?" Don't know about that, it seemed to get up most people's noses, sometimes literally, and seemed to inflame the blood rather than cool it. Silverstone came in for a lot of flak for what happened over the weekend but was the criticism justified?

The weather on Friday and Saturday was reminiscent of the International Trophy in '78 when Keke Rosberg won against the odds in a Theodore. However in those days it was the infield that looked like a ploughed field (because it was), not the carparks. I remember Nikki Lauda having to be piggybacked by a Marshal from his car when he got it stuck in the furrows after going off on the inside at Abbey. In those days barley or wheat was cultivated on the infield by the runways and there was no barrier to prevent cars going agriculturing. Still, Nikki fared a lot better than Ronnie Peterson who was driving the revolutionary Lotus 79. The ground effect car did not prevent him spinning at Woodcote on both warm up laps (2 laps because of the wet conditions), and ending his race in the catch fencing before the start.

The conditions in '78 were atrocious but we did not experience the same problems with the public carparks as this year. That might have something to do with the fact that this April has seen the heaviest rainfall at Silverstone since 1818. The ground is absolutely waterlogged, as many of you realised when trying to put up your tents. At least this year there was no problem in putting pegs in the ground, they just slid in, and unfortunately just as easily slid out. Tents with built in ground sheets had the added luxury of a waterbed for no extra cost (is that why tents were moving around the field, or did they float away?). Michael Schumacher complained that there was too much standing water on the circuit on Saturday. It's not surprising; there was nowhere for it to drain. Normally Silverstone dries fairly quickly and there are only a few places where puddles can be found.

Did Silverstone do enough to prepare the Circuit for what was expected to be a bad weather GP? Well considering the outcome it would seem not, but let's not be too hasty with our criticism and look at the facts. Silverstone first learnt that the GP was moving in November, on paper that gave it five months to prepare. But bear in mind that in addition to bringing forward the normal schedule for building grandstands, hospitality etc the work was having to be done at the worst time of the year (short days/bad weather). While all the preparations were going on racing, school and testing activities had to continue as normal. On top of all this it's well known that the construction industry goes on holiday for most of December/January. There was some concern that the unitary buildings for the hospitality suites would not be available because they were booked elsewhere at Easter. As it was, we couldn't get the Red Arrows for the air display. Despite all this there were contractors at the Circuit every day this winter and if you had driven past the track you would have seen the work being done to provide roads in the carparks (many of which disappeared under water when the water table rose). As Silverstone admit, they did all they could but it wasn't enough.

It has been suggested that Silverstone should've tarmac'd all its carparks. Apart from the planning issues (and the fact some are hay fields rented from farmers for the day), tarmac would increase the run-off of the rain and increase the risk of flooding in Towcester, Buckingham, Milton Keynes and Northampton. Monsoon downpours that fell too quickly to soak into the ground caused the Easter Floods two years ago. The flood defence measures in the region rely on the fact that the ground will act like a sponge and retain most of the rain.

South Mid's Secretary's Ramblings (cont.)

To provide hard-standing car parks at Silverstone would require an environmental impact assessment and the construction of flood defence and drainage measures across Northamptonshire and Buckinghamshire. Apart from the fact there wasn't time for all this, the profit from the GP would not have met the costs.

Anyway, what is everyone complaining about? The FIA got what it wanted, well almost. They got a wet practice, which upset the grid, but the dry race did not upset the F1 status quo as much as a wet one would have. Still they got the added bonus of raising a question mark over the BRDC's ability to host a GP. If one is to believe all the rumours in the press, all grist to their battle to take control of Silverstone/move the GP to Brands Hatch/drop the British GP from the calendar (pick your favourite storyline). My Dutch friends actually said the mud enhanced their enjoyment of the weekend. It added a sense of adventure and allowed them to play with their 4x4s. I would put this down to their perverse and crazy nature if there were not reports in the press that members of the public had written in, in a similar vein.

But what about the race meeting? Well the wet-dry dry-wet wet-wet conditions of practice were a lottery although the qualifying session was a bit predictable. Starting with a wet track but little prospect of further rain it was inevitable that once everyone had a lap in the bank they would wait for the track to improve before making a real effort. Sure enough the last fifteen minutes virtually saw Pole Position change every time someone finished a flying lap. The last five minutes were explosive and the last three were impossible. In these circumstances it is no surprise that some drivers missed the boat. As usual the battle for the front of the grid was between Ferrari and McLaren but not everything turned out as expected. The qualifying times are well publicised so I won't go into them here. However, I did report three drivers for not slowing under yellows at the entry to Vale on their last laps, but as I wrote the report I realised nothing would come of it. Verstappen had ridden the kerb at the entry to Vale and spun off against the bank on the right. Marshals were in attendance, yellows were waved, but these three cars shot through the corner maximising the line and riding the kerb, just as Verstappen's Arrows had. They were risking a repeat of his accident. Although these drivers were making a last ditch attempt for Pole, they hadn't a chance, and neither had my report. Traffic was going to thwart their Pole attempt and the telemetry would show that they had gone through Vale faster on other laps. They could argue they had slowed for the yellow, although considering the timing of the incident I doubt they even saw it.

F1 qualifying is a puzzle. What is the point in giving everyone an hour of qualifying when they probably spend less than fifteen minutes on circuit? At Silverstone some drivers did not use up their full allocation of twelve laps. The best races seem to come when qualifying gets disrupted and the grid does not reflect the championship positions. The FIA have said that they want to make F1 more exciting, why not make qualifying more of a free for all. Let's get rid of the restriction on the number of laps. It will even the playing field a bit for teams who cannot afford to do a lot of testing. The revelation at Silverstone was Minardi, not only did both cars finish, but one actually set a faster race lap than its qualifying lap. Too save costs; let's consider reducing the qualifying session to thirty minutes. After all the teams spend less time than that on circuit at present. Sometimes the majority do not go out until halfway through the session. Although the circuit could get quite crowded, it would be no worse than the last three minutes of qualifying now. It might have the added bonus of getting the engineers to compromise on their aerodynamics and design a car that can overtake. It would certainly shuffle the grids, which can only lead to more exciting racing.

South Mid's Secretary's Ramblings (cont.)

I notice in the press that Irvine could not be penalised for a yellow flag infringement, when he fell off and hit Button's car at Brooklands in practice, because the yellow flags had been withdrawn. I can understand why they might have been pulled in, Button's car was at the back of the gravel trap and there was no obstruction on track. With only waved yellows available the flag marshal had little choice, but I would hope that if "national flag" signals had been in place a stationary yellow would have been shown. The driver was still in the car and Marshals were in attendance. I did hear rumours that, over the weekend some flag posts were told to withdraw yellow flags.

I cannot possibly comment on the circumstances, but this seems an awfully dangerous practice. No matter how many camera shots are available to Race Control their judgement must be clouded by camera perspectives, foreshortening of telescopic lenses, distortions from wide-angle lenses and limited fields of view. The flag marshals have a much better view of the overall picture on the ground. By all means question whether it is safe to withdraw flags, but telling them to do so says you have no faith in their judgement (or training).

Talking of flags, I also heard that an apology was given for telling flags to "blue" backmarkers too early, but that the request had come from the race directors. I had noticed that cars were being "blued" about a lap before the leading cars had a chance of being able to pass. This is getting very close to manipulating the results and could lead F1 into disrepute. If we are not careful F1 will turn into the WWF of motorsport. To "blue" a Minardi as it turns into Stowe when the leader is only halfway down Hanger was nonsensical. The earliest opportunity for passing would be Bridge, but was more probably Copse. The Minardi's were faster in the race than during qualifying, who knows where they might finish if they don't have to keep slowing for "blues"? As an aside it was interesting that over half the laps had been completed before there was any genuine lappery. Was this a result of the tighter controls on electronic driver aides, or just a symptom of a lack of practice mileage? Time will tell, but it was interesting to note that the field did seem to be more evenly matched.

There was only one accident during the GP and interestingly that involved Zonta at Stowe. Not his favourite corner, especially after his double salko over the debris fence in testing the week before! He was not a happy bunny. Did think of suggesting that as he knew his way around he knew where to go to meet the bike we had ordered for him, but thought better of it, he looked so black. A Brazilian spectator asked if he could come forward into the exclusion zone for Zonta's autograph. I suggested he wait until Zonta had cooled down.

We did NOT tell him we had named "the puddle" by the Observer's Box, Lake Zonta or that the dark newt in the pond was called Ricardo and the light newt was called Jacques.

And finally the Northamptonshire Police have apologised in the local press for the mess they made of the traffic management on Saturday and Sunday mornings. They admit that they did not implement the traffic management schemes and one-way systems early enough. Still if you think this year was chaos just wait until next year. Next year the infamous Silverstone by-pass will be under construction. Admittedly they are trying to plan it so that its construction does not impede traffic coming to the GP but! The by-pass is part of a project to "dual" the A43 between the M1 and M40. The work will be carried out in phases starting in September (?) this year and is expected to take two years to complete. Ironical isn't it, Silverstone has been pressing for a by-pass for eleven years and just as it looks like it will prove a benefit to Silverstone and end the chaos of getting into the circuit at GPs, the circus moves home...

South Mid's Secretary's Ramblings (cont.)

Further thoughts on the British GP. I hear Bernie was upset that corporate hospitality takings were down 25%. What does he expect? The GP has become part of the national social calendar and is "The Event" to go to in the middle of July, not Easter. Easter is the start of the social calendar and corporate hospitality would have already planned alternative (traditional) fixtures for then. Corporate hospitality budgets and programmes would be agreed in advance when financial bids are made in September/October, a month or so before the date change was announced. It's a wonder that Bernie could find any companies with a flexible enough budget to squeeze in the GP date change. The danger is that companies have found an alternative event to fill the gap in July, and that event will prove more attractive than the GP.

Corporations will not want to take the risk of changing dates again; they want a firm commitment that can be planned for. I predict that corporate hospitality in 2001 will drop more than 25%, and if F1 does not do something to make itself more entertaining it will become unfashionable and lose its status as a "must go" event on the social round.

The FIA GT, ELMs/ALMs meeting in May was a refreshing contrast to the GP. But it was also amazing how two similar championships could be so different. If anything it highlighted exactly where the FIA is going wrong. The European Le Mans/American Le Mans series has decided to bring together Sportscars and GTs into one formula which replicates the structure of the classic Le Mans 24 Hour races. The FIA on the otherhand try to run two separate formulas, which must double the costs involved. Not only does this lead to thin grids it loses the thrill of two disparate formulas competing on the circuit at the same time. Not only do competitors have to face an endurance race; they have to contend with large speed differentials. The spectator has the opportunity to see a lot of overtaking and the hazards of dealing with backmarkers/overtakers adds an extra dimension that can foil the best laid race strategies. Le Mans has always been successful because it has a multi-class structure. Although it is an endurance race, and as such is very long, there is always a battle to entertain the public. Don Panoz recognised this when he set up the ALM championship. To this he has added American friendship and openness. To see the drivers sitting at tables in the paddock at lunch time signing posters and talking to the public was a welcome contrast to FIA meetings where you might be lucky to glimpse a driver entering or leaving a motorhome from your vantage point outside the paddock fence. The Americans accept they have an obligation to entertain the public, the FIA just want your money.

Having said all that not everything was rosy in respect to the GT/ALMs meeting. There were some quibbles about the programme. Saturday started at 07.30 and ended at 21.00 which was a long day with only one 1-hour break. This could have raised some Health & Safety issues if anything had gone wrong! On top of that Marshals were expected to sign on at 07.30 on Sunday which meant straight to bed after a late meal Saturday night; a sure-fire recipe for indigestion, a sleepless night and tired Marshals in the morning. There were some thoughts that the BRDC could have provided the evening meal for Marshals, as the Americans would have done in the States. This would have allowed a chance to digest the food before going to bed. It seems that the FIA GT timetable was the culprit. It did not give much room to squeeze the ALMs in. The BRDC say they have learnt from this meeting and there will be changes next time!! If the timetable next year looks anything like this year's I can see a lot of Marshals only working the ALMs half of the meeting. The GTs on Sunday were a disappointment after the superb race on Saturday evening. The only other quibble about the weekend; the ALMs race was not long enough to be a true endurance race.

South Mid's Secretary's Ramblings (cont.)

Consider this; at the BRDCMC AGM, Chris Norman revealed that Silverstone Parish Council had been pressing the BRDC to run a 24 hour race for a couple of years. The BRDC were not convinced that the Council is aware of all the consequences and the ALMs race and BTCC night race are attempts to sound out local reactions. Interesting developments eh? Watch this space.

Watched the first round of the new DTMs from Hockenheim the other night. The cars are well presented, although the Audi TTs look a bit behind Mercedes and Opel who are well matched. Pity the BTCC have not adopted this formula, the cars do look the business and sound right. Inevitably, as with all modern formula, they seem to have some difficulty passing each other. At least that's what I thought after a few laps. But as the race progressed tyres and brakes went off and driver ambitions got frustrated, then the barging, nudging, and passing started. Too late to catch Bernd Schnieder who won both races, but next time weight penalties will come into play!

Interestingly the Germans seem to have adopted the FIA idea of waving all flags for this formula, which caused a bit of a problem when cars went off under the safety car. Noticed this at the ALMs meeting at Silverstone. When the safety car came out while a Cadillac and BMW were snatched at Bridge, waved yellows were displayed all around the circuit. This gave no extra protection to Marshals sweeping the track at Bridge and no warning to competitors who had pitted under the full course yellows and were racing to join the back of the pack. Had to ask for double-waved yellows, which left no room for an upgrade, if something else happened. At Hockenheim the situation was made worse by a torrential downpour that turned the event into a speedboat race! Must say the sight of one flag marshal holding a multi-coloured umbrella to shelter himself and his colleague who was waving the yellow amused me.

Just spent the last two weekends doing historic meetings on different sides of the Channel, again what a contrast. The first was an FIA sanctioned event organised by HARC at Zandvoort. Supposed to be 400 entrants but we lost 100 because the circuit cancelled the practice day on the Friday and substituted a test session instead. The meeting was supposed to include a round of a "big-banger" historic Sportscar Championship but they withdrew when the Friday practice was cancelled. Noise restrictions prevented others from testing on Friday, and being unfamiliar with the circuit they preferred to withdraw rather than risk racing "blind". The reason for all this? Money of course! Zandvoort has a limit on the number of days it can run cars on the track without noise restrictions. Arrows had agreed to run a F1 test on Whit-Sunday with Jos Verstappen, so the "noise" day scheduled for the Friday was moved to accommodate the test, which would be a real crowd puller. Needless to say the meeting was a bit thin as a result. Our Dutch friends, who have a bit of trouble appreciating the joys of historic racing, were surprised we had taken the trouble to go over for such a meeting. Walking through the paddock during a break on Sunday and seeing members of the public with vacant grins on their faces drooling over the Bentleys, Astons, Ferraris etc. Being a privileged part of the show made my day.

The second historic meeting was the HSCC double-header on the National Circuit at Silverstone. Only a "Clubbie", but what a fantastic contrast to the FIA event at Zandvoort. Full grids and close racing. You can see where most of the historics hail from. Despite some variable weather a very satisfying meeting. Could have done with a few more bodies around the circuit though. Nice and friendly meeting as illustrated by Lanfranchi stopping to give his old mate Gerry a lift back to the paddock after his Mustang had expired in a cloud of steam at Becketts.

SIDEWAYS VIEW



LIMITS on power and the tyres used by rally cars, better safety information for spectators, coupled with a tough line when they break the safety rules and improved training to help marshals deal with awkward customers are among the far-reaching recommendations from the MSA Rally Safety group.

The group was set up to examine all aspects of rally safety - including vehicle regulations, organising rules, and protection of spectators, officials and competitors. Its work was given added impetus when a young spectator was killed and others injured at a stage rally at Otterburn earlier this year at about the same time as the MSA was

announcing the group's formation.

The group certainly hasn't let the grass grow under its feet, but, that's to be expected, given it included former head of Ford Motorsport (Europe) Stuart Turner, the man who set the ball rolling for the production of the Motorsport Safety Fund's Pocket Guides to Marshalling and Rescue and Resuscitation. Stuart and his colleagues - Tim Stock from the MSF, John Richardson, chairman of the Motor Sports Council rallies committee and the MSA's Tony Newsum and John Symes - have consulted widely within the rally fraternity and the general impression is that they have come up with some excellent proposals.

They are suggesting a sort of apprenticeship and a beginners' licence for new drivers, together with a strong recommendation that all competitors should learn First Aid. Rally cars would be limited to 2-litre, two-wheel drive cars for beginners and all competitors would have to use tyres with moulded treads. Chase cars - a continual source of controversy and often a worse nuisance to the public than the competitors - would be banned completely and consideration could be given to banning more powerful cars from lower events.

On stage safety, the group says all special stage rallies should have a Safety Officer involved in planning from the start and a formal Safety Plan. They should be supervised by an MSA Steward whose role would include event safety. There should be better advice on safety provided for spectators and "Marshals should receive adequate training, including specific advice on how to handle difficult spectators. "Allied to that, the group is also suggesting the MSA tries to develop a national database of Rally marshals and a Rally Spectators' Club.

The group says organisers should not hesitate to cancel a special stage if spectators refuse to follow instructions, running Rally cars through at slow speed to make it quite clear why the stage has been cancelled. It also wants to see all refuelling taking place at commercial filling stations, or limited to specific areas, properly marshalled and with the necessary safety equipment.

For those of you with access to the Internet, full details are available on the excellent UK Motorsport site -http://www.ukmotorsport.com/racmsssa/press_releases

While you're surfing, take a look at the Marshals' Club Web site - <http://www.marshals.co.uk>
Any suggestions and contributions - particularly pictures - gratefully welcomed.

Bob Rae



NEW RALLY FORMAT

The 2000 Network Q Rally of Great Britain features the most compact route of its 68-year history, despite having more special stage mileage than the 1999 event. The Event will cover 915 miles, of which 249 miles will take place on 17 timed special stages.

This year's event will take place completely on the challenging gravel Forestry Commission roads in South and Mid Wales. The rally will start on Thursday the 23rd November, finishing on Sunday the 26th November.

NEW HOST CITY

Having been successfully located in Cheltenham for the last three years, the desire to see a more compact all forest route has also seen a change of Host City. Cardiff (Caerdydd) the Capital of Wales will host the event for the next three years. Cardiff, perhaps best known for its Castle, the new Millennium Stadium and its infamous Cardiff Bay Barrage, also contains the magnificent City Hall, which will house the Rally HQ.

The Cathays Park area surrounding the City Hall will be the location for the end of Leg service on two occasions as well as the parc ferme each night.

EVENT PROVISIONAL TIMETABLE

Sunday 19 th November	Reconnaissance	
Monday 20 th November	Reconnaissance	
Tuesday 21 st November	Reconnaissance	
Wednesday 22 nd November	Shakedown & Scrutineering	
Thursday 23 rd November	Leg 1 - Start 08:30	Leg 1 - Finish 16:45
Friday 24 th November	Leg 2 - Start 06:30	Leg 2 - Finish 21:00
Saturday 25 th November	Leg 3 - Start 07:30	Leg 3 - Finish 17:00
Sunday 26 th November	Leg 4 - Start 11:30	Leg 4 - Finish 14:45

NEW STAGES

The Rally returns to the Brechfa Forest complex not used since 1995 on this event

PEOPLE

Malcolm Neill the Rally Manager for the last 14 years has moved onto look after the MSA's new BRC Round and the MSA's Classic and Historic Events. This has brought about a number of changes to the Management of the Rally, Andrew Kellitt is now the Sporting Manager responsible for all the motorsport aspects, with Tim Foster joining the MSA to become Commercial Manager, looking after the commercial elements of the Rally.

There are two other new faces to the Organising Committee; Lyn Jenkins is the Regional Organiser for the new West Wales Stages; and Anthony Northcote joins the Committee as Chairman of the Training Working Group.