



OUTPOST

The North Region Newsletter

www.marshals.co.uk/north.php

JUNE 2009

Oulton Ginetta incident - TOCA meeting

Most of you will know of the big incident at Old Hall/Avenue involving two Ginetta G50's on Sunday the 31st of May - but not all of you will know how well it was handled. Such incidents are thankfully rare but what this makes it even more unusual is that this incident involved two injured drivers, many marshals, two rescue units and a lot of medics - all working well as a team and all done in front of one of the biggest crowds of the year.

There was a good mix of marshals at the scene - some more experienced than others. We both know from our own experiences that it is natural to question your actions at the scene and 'could I have done better'. We think the answer to that question has to be that it was handled very well. Marshals attended the incident promptly and called for the correct backup, both drivers were extricated quickly and safely, the scene was cleaned up quickly and racing was able to continue without any unnecessary delay.

So, we'd like to publicly thank all those at the scene for a job well done. Let's hope it's a long time before we have to deal with the next one.

We would also like to thank all the marshals involved in the Junior Ginetta incident at Cascades and the Clio "bank bashing" at Hill Top. Even though these were not as serious as the G50 accident, they were also well handled by the marshals, who again communicated very well with race control, rescue crews and medics.

Best regards - **Simon Morrell /Colin Whitter**
(BRSCC/BARC rescue)

Factor 50 Thank you.

My name is Paul Sutcliffe I marshal in the pits at Oulton Park, I am the guy with Malignant Melanoma and I do charity work with Factor 50. I want to say a big thank you through the newsletter to a few people.

Firstly to the Formula Ford drivers and there partners they have been brilliant, they have agreed to put factor 50 stickers on the nose of their cars, see picture attached. To Matt and Ian who run them, for their patience when we have ran out of stickers and waited for some more.

To Barry Thompson and his partner for the donation from the Grand National sweepstake they held. Also to Rachel Bourne for taking the pictures at Anglesey I know she is really busy, A big thank you.

To Di and Jan in the pit lane for organising tickets and stickers when I couldn't make it to Anglesey. To all the lads in the pit lane for all your kind words and encouragement.

Plus to all those who donated for the Factor 50 Ball, Grand prix legends / Aston Martin Racing / Ford World Rally team / Martin Brundle Management / Duke video / Flying Lizard Motorsport we raised over £15,000.00 on the night a big thank you.

If I have missed anybody who knows me **BIG THANK YOU.**

Paul Sutcliffe.
KEEP SAFE



THE CHAIRMAN'S SUMMER THOUGHTS

I have a theory! Barcelona played that European Cup Final in the spirit of Shankly (pass and move) to ensure that Bob Paisley's record of being the only British manager to hold 3 European Cups was maintained. After all, there are a lot of tapas bars in Liverpool (many of them serving meat pie and pork scratching tapas delicacies!). Apparently the city's sports shops sold out of Barca shirts before the match. Multi-cultural or what? Que?

Ah well, Ferrari will only get another F1 World Championship if they take part! If they don't then "Get your tickets now", I say. They would be giving Grand Prix tickets away next year if there were to be no Ferraris, never mind Renaults or Toyotas. Don't know about "the right crowd", but there'd certainly be "no crowding". I, being a Lexus devotee, have long hoped that Toyota would become a force in F1. It'll be a shame if they walk away empty-handed.



I was sitting at home on the last Sunday in May, recuperating from the previous day's AMOC at Silverstone. All of a sudden, the screen was filled with images of all you folks making the BTCC show happen! It was hot in my lounge and looked like a real 'whew, wot a scorcher!' day over there at Oulton. Hope you all remembered to take gallons of water and pints of suncream. Did I see a Ginetta G50 barrelling up Deer Leap with a brave marshal waving a yellow flag to warn him that the grid

was sitting there over the brow? From dawn to dusk there is no such thing as time to relax when we are marshalling. Before, during and after races we are on our toes and alert at all times.

The various Ginetta crashes looked ghastly on TV. I was certainly up out of my chair. It was really great to see all of the incidents being dealt with so professionally. The telly never lies. You are all unsung heroes in the true sense of the words.

And, for our friends in The Principality.... Heb marshals, 'na would mo bod lawer fodura fabolgamp. Please do not forget that.

Have fun, but be alert (especially on Deer Leap!), be safe at all times and use that sun cream liberally (no political inference intended).

Mike Cadwallader

SPQL 2009 The Year of the Environment

Forthcoming dates for your Diary

4/5 July	LeinsterMC/BRSCCNW	Anglesey
11 July	BRSCC NW	Oulton
25 July	MSVR	Oulton
8/9 Aug	BRSCC NW	Anglesey
8 Aug	MSVR	Oulton
15 Aug	BRSCC NW	Oulton
29 Aug	BRSCC NW	Anglesey
29-31 Aug	Gold Cup	HSCC Oulton
14th November	AGM & Hotpot	Supper

Hill Climbs

4/5 July	Harewood
11/12 July	Loton Park
12 July	Scammonden
1 & 2 Aug	Harewood
8/9 Aug	Loton Park
16 Aug	Scammonden
22/23 Aug	Loton Park

Sprint Meetings

8/9 August	Chester MC	Three Sisters
15 August	L&CCC	Three Sisters
5/6 Sept	L&CCC/MGCC	Anglesey
6 Sept	Liverpool MC	Aintree

"How to Run a Motor Race", Part 6

by Dave Brand

Having in the last instalment touched briefly on the importance of flagging & flaggies, now for a more detailed look. The point is made that flag marshals can, by intelligent use of flags, "reduce many of the inherent hazards associated with the sport" but that "they can also interfere with the progress & speed of the race, so this must be done only when the interests of safety demand such action". It was considered that such responsibilities could only be delegated to "steady, cool-headed, quick-thinking individuals. . . who can maintain their concentration for long periods under adverse conditions of all sorts."

Compared with today's flaggies the flaggies of the 1960s had much less to worry about - just yellow, blue, red-&-yellow (oil) & white flags. No worries about "is this a green flag lap or a formation lap", no hazard board to forget to take in at the end of a race, no safety car rules to remember (we do all know the new safety car rules, don't we?) & no red flag to accidentally wave. Was life easier for flaggies in the 1960s? Probably not - flagging's never easy if you're doing it properly!

The discussion on "positions" contains several self-contradictory pieces of advice. Having accepted that the yellow flag marshal has to watch cars "from the time they reach him until they pass into the next flag marshalling area" & that "on some occasions (he) may have to turn his back to follow their movements" & that therefore in the event of a car hitting the flag point he may not be watching it goes on to say that "at positions where it is possible for the yellow flag marshal to watch oncoming traffic, & where protection is provided, he can stand downstream of his partner" but otherwise he should stand facing his partner. I can't envisage a situation where it would be possible to watch both oncoming & departing traffic. . .

Flag marshals are warned not to move from their appointed position unless instructed to

do "except of course to avoid a spinning car." Only if it's spinning?



Care in the use of flags is advised, to "avoid pushing out a flag right in front of a car & possibly cutting off the driver's vision ahead" & to avoid the driver being struck in the face with the pole. Deer Leap, before flagging was moved to the box, was probably the last place where that was possible.

There's an interesting comment under the "Important Observations" heading. Apart from the obvious stuff about mechanical problems, dangerous driving, etc., flag men, because of their experience, "should be able to differentiate between fuel, water or oil droppings." However: "If in doubt taste a small sample of the spilled fluid on the finger - it will be obvious which is oil!" Health & Safety???

More in Part 7!

CALL FOR MARSHALS

Kop Hill Climb Commemorative Run

On 26th and 27th September 2009.

For further information go to the BMMC web site or contact our National Chairman.

Chris Hobson

bmmc.chair@btinternet.com

077889 206809 / 01844 290631

Kop Hill Climb

26/27th September 2009



25 YEARS OF BARC SUPER/SALOONS WITH CHRIS MARIES

Recently the North Western Centre of BARC celebrated the Silver Anniversary of their Sports/Saloon Championship. To mark this milestone for the series which has entertained marshals in this region for 25 years, Outpost spoke to veteran competitor Chris Maries.



One of the key aspects of this category is the fact that the regulations have changed so little since they were drawn up. This allows entrants to invest in machinery safe in the knowledge that they will be able to enjoy the fruits of their financial outlay over a number of years.

Maries confirmed this when he spoke to Outpost, he told us "It has always been a good Championship to do." They say time flies when you're having fun therefore Chris cannot remember the exact figures but he believes he has entered at least one event in more than 15 seasons and used 22 cars. He quipped "I'm never quite sure which vehicle I am going to race!"

For Maries the most enjoyable period of Sports/Saloons was when he first became a regular contender during the 1980s. In those days he pitted his skills in the Mulberry Escort against the likes of Tony Sugden and Malcolm Hamilton who respectively drove a very rapid Skoda and spectacular E-Type Jaguar.

Another highlight for Chris was when he won the title in 1999 at the wheel of a Mazda RX7.

This was the first time he had enjoyed Championship success.

With all his many years of experience Maries highly values the marshalling community. He told us "I have always regarded them as being equals (to drivers)."

When racing abroad Maries has been left trapped in his car while waiting for Intervention Units to arrive therefore he appreciates the approach taken in the UK where marshals immediately leap into action when incidents occur near their post.

To convey the drivers' eye view to marshals he has attended training days arranged by the North Region of the BMMC. This has included taking flaggies around Oulton Park in his Rover road car and telling them to shout when they saw the yellow flag which he had arranged to be displayed. When they alerted him he immediately lifted off the throttle which, as they were taking a corner at the time, triggered a huge tail slide! This enabled his passengers to appreciate why cars don't necessarily slow down as soon as might be expected when warnings are displayed.

Rather than scare any more marshals witless Chris has supplied a document to explain all the factors racers have to take into consideration when they become aware of a hazard ahead of them.

Maries caught the bug for motor racing from his father who owned an ex-works short chassis Aston Martin that had raced at Le Mans. As soon as he was old enough - and had the necessary funds - Chris began competing himself in a Mini Seven. He raced for 5 years until 1974 when family and business commitments took priority.



The purchase of a race prepared Mk1 Escort in the early '80s whetted Chris' appetite for a return to the tracks. While considering the installation of a V8 engine he suddenly realised that it was a historically significant ex-Broadspeed car so instead he sold it for a healthy profit.

Shortly afterwards he raced in Formula Ford 2000. In one event he lined up on the same grid at Oulton Park as a young man called Ayrton Senna. While the Brazilian hotshoe took the chequered flag on the Saturday Chris jokes it was Wednesday before he finished! The amply proportioned Maries admits "If I am honest, I am not the right shape for single-seaters! I'm alright getting in because gravity helps me, it's getting out that's the problem!" However some years later he raced across Europe in Historic Formula Ford - this enabled him to enjoy outings at some classic circuits such as Spa, Dijon and Monza.

On the whole Chris prefers his racing cars to be road based as he finds it more interesting to try to tame their compromised handling.

For 2 years he entered the Renault 5 GT Turbo one-make series. A highlight from this era was a 15-lap duel with Barrie Williams on the GP layout at Silverstone. Eventually they finished in a dead-heat for second but Williams was awarded the place because he had started further back on the grid

The Renaults weren't exciting enough for Chris and the accident damage also proved to be expensive so he bought the ex-Bob Trotter special saloon V8-engined Escort. When Chris tried out the car before purchasing it at Donington Park it was on old tyres which caused the car to twitch sideways every time Maries touched the accelerator. He had found the animal he had been searching for... "I'll have this!" he thought.

After buying the car on the Thursday it made its Sports/Saloons debut in two races at Oulton Park the following weekend. In the second of these he had a big crash at Lodge

when dicing for the lead with Malcolm Hamilton which virtually wrote off his new toy. Having restored the body and chassis to their former glory Chris went on to enjoy many happy years in this vehicle.

On one occasion he went into the final day of the season with a shot at winning the BARC(NW) Sports/Saloons title behind the wheel of what was now known as the Mulberry Escort but a shunt on the run down to the first corner put him out of contention.

Chris then moved into the TVR Tuscan Challenge. He feels he brought a number of other competitors into the category as by preparing his car himself he proved that the support of a large, expensive team was not required to become a pacesetter.

The Tuscan were "good fun" but the cars became too sophisticated and easy to drive. They no longer provided Chris with the challenge he looks for when racing.

Maries then had the honour of being recruited by Mike Newton to be his co-driver and driving coach in the British GT Championship. Seeing himself primarily as a clubman Chris is very grateful to Mike for giving him the opportunity to experience such fantastic machinery in a high profile arena.



Maries was especially thrilled to get behind the wheel of the Saleen S7R in which he did his fastest ever lap of Oulton Park. This was a 1 min 35 secs qualifying time on the International Circuit. Alas in the race itself the car was involved in a pile-up at Knickerbrook which was triggered by a sudden torrential downpour.

It was during this period that Chris had a major health scare when he suffered a heart attack. Amazingly, having been prescribed with a course of clot busting drugs, he had his helmet back on just 12 weeks later. Not being someone who does things by halves Maries returned to the track for a 4 hour event on the 14 mile Nordschleife at the Nurburgring. To prove his fitness Chris had driven the race transporter to Germany!

Aside from competing, Chris is also a circuit instructor. He was one of the first local people to be employed when the racing school opened at Oulton Park in the late 1980's. However he blotted his copybook a few years ago by getting involved in a collision during some demonstration laps and has not been asked back since! Despite this he still passes on his wisdom at the Three Sisters, Rockingham and Donington Park venues.

Chris enjoys giving one to one tuition and gets a great deal of satisfaction when his students are able to lap significantly faster by the end of the day. Nonetheless, he is always careful to rein people in when they begin to approach the limits of their capabilities. It is for this reason he has never been scared when he has been sitting in the passenger seat out on the track.



This season Chris is again a leading light in Sports/Saloons at the wheel of a MK Indy which powered by a standard engine from a Suzuki Hyabusa motorbike. Maries assisted MK in amending the design for competition use and his success in the little white kit-car has opened up a whole new market for the

Yorkshire-based manufacturers who previously targeted their design for road use.

Excitement is almost guaranteed when Maries' name is on the entry list. In the most recent Sports/Saloon encounter on 20th June (which is nowadays sponsored by Performance and Economy Chip Tuning) he finished third just 2 hundredths of a second ahead of Chris Allanson.

Dave Williams

Acknowledgement of Photos to Chris Maries, Eric Ridler and BARC NW

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### **Vacancy on Committee**

The regional committee wishes to enlist the help of a member to serve on the committee to administer recruiting in the North Region. Up till now this duty has fallen on Nadine's shoulders but she is unable to continue due to the level of work involved with her other duties.

The Recruitment Officer would be responsible for running the recruiting initiatives in the region. At the moment there are just three major events where recruiting takes place - F3/GT, BTCC and Gold Cup meetings. They would be responsible for setting up the club shelter and liaising with MSV for trade space at events. Also they would need to co-ordinate additional help in manning the stand.

For further details please contact Nadine Lewis or Eric Ridler.

## HEALTH SPORTS EVENTS IN 2009

**! Good Expenses for Marshalling !**

**On this years BIKE RIDE EVENTS**

All the events are for good charitable causes. Thank you for helping us in the past. We do need your help again this year and to promote this healthier life style.

Money will be paid cash or cheque on the day and is per person, some busy posts will require two marshals Some double posts are available, this means extra money for you.

**12 July - Manchester to Blackpool - £40 to £70**

In aid of Christies Hospital. The route starting at Manchester, on to Leigh, Wigan, Charnock Richard, into Preston and out through Kirkham on route to Blackpool. No Double Posts on this event.

**06 September - Manchester 50 & 100 mile circular - £35 to £100**

In aid of Christies Hospital. The big one, 100 mile ride to Nantwich and back travelling through lovely country-side and roads near canals, not the one to miss. There is a smaller route of 50 miles for those who wish to have an early finish. Lots of double posts are available.

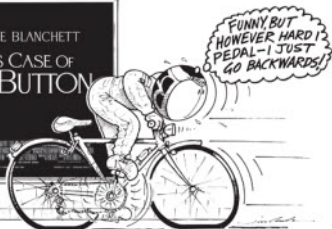
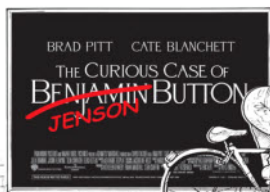
We really do need your help, if you and/or your friends are available on any of the above dates, or for more information e-mail or phone.

Bill Wilmer

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## REGALIA PRICE LIST

| Description                                          | Price  |
|------------------------------------------------------|--------|
| BMMC CLOTH BADGES, LAPEL BADGES & STICKERS           | £1.50  |
| BMMC GRADING BADGES                                  | £1.00  |
| 'HEROES ALL' T-SHIRTS - original version             | £5.00  |
| 'HEROES' CLOTH BADGES or STICKERS                    | £1.50  |
| 'HEROES' LAPEL BADGES or KEYRINGS                    | £1.50  |
| LEATHER WELDERS GLOVES                               | £3.50  |
| WOOLLEN SKI HATS - BLACK , NAVY or ORANGE            | £3.00  |
| PROBAN OVERALLS- SMALL (Suitable for Cadet Marshals) | £12.00 |

## CLEARANCE LIST

|                                          |        |
|------------------------------------------|--------|
| BODYWARMERS XXL - XL - S - XS            | £20.00 |
| ORANGE QUILTED JACKETS XXL - XL - L      | £10.00 |
| THERMAL GLOVES                           | £3.00  |
| WATERPROOF GLOVES                        | £5.00  |
| HI-VIS WATERPROOF JACKETS (XXL & L only) | £25.00 |
| HI-VIS WATERPROOF TROUSERS               | £12.00 |

Poloshirts and Mugs also 'Heroes' T-Shirts and mugs, Sweatshirts and Fleece Jackets are available by mail order. Catalogue and Order forms can be downloaded from the club website or from Eric Ridler, BMMC NRO

New Overalls are only available from AWS RACEWEAR - [www.advanced-wear.co.uk](http://www.advanced-wear.co.uk) or Tel: 01233 638 498

For all other enquiries contact the Regional Regalia Officer or: The National Regalia Officer - Eric Ridler  
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## NEWSLETTERS

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## NEWSLETTERS VIA EMAIL.

Please consider carefully if you really need your Outpost printed and posted to you. Unfortunately one of the side effects of our successful recruiting is the hugely increased cost of postage, materials and time printing off nearly 320 copies of this newsletter.

If you would like to receive your newsletter via this method please send an email as follows:- in the subject line just put 'Newsletter' and add your Full Name + 'YES' in the text then send it to -

Eric Ridler at: [northnews@ntlworld.com](mailto:northnews@ntlworld.com)

Do not send 'NO' messages.

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