



OUTPOST

The North Region Newsletter

www.marshals.co.uk/north

SEPTEMBER 2010

JOHN MITCHELL - CHIEF STARTLINE

It is with deep regret and sadness, that I have to announce the passing of a fellow marshal. John died on Tuesday 31st July 2010. John was member of BRSCC / BARC for over 30 years and was chief Startline at Cadwell Park before coming to Oulton Park where he stayed for over 10 years. He was a very friendly, likeable man, always very professional in the way he went about his job which he really loved and he also loved his cars. (Jaguar and TVR)

He was diagnosed with Malignant Melanoma 30 years ago on his leg, early this year he was diagnosed again but this time on his hand, where it was treated at Christies Manchester. Then while on holiday he found a lump under his arm, again he had to go back to Christies, where the Melanoma had spread. However he was also diagnosed with bone cancer and then they found it had spread in to his kidney. He underwent treatment (chemotherapy) for the cancer in his kidney; the others couldn't be treated until the kidney was somewhat clear.

While under treatment John had to stand down as Chief Startline, but his love for the sport carried on as a judge, but in July he was too ill to carry on and stood down altogether.

He will be sadly and greatly missed by his fellow marshals and friends at Oulton Park and in particular by the Startline team.

REST IN PEACE JOHN, GOD BLESS

Paul Sutcliffe on behalf of BMMC / FACTOR 50

In this issue of the Outpost you will find the following items: -



The John Peel of Motor Sport - Ian Smith
By Dave Williams
Pages 6-8

The winner of the BMMC early renewal prize - Tony Carwithen give us an insight into his prize day at the Palmersport Bedford Autodrome.
Pages 4-5



Read about the latest performance by the "Stig" as he helps Mike Newton and Tommy Erdos with their latest win in the RML/AD Lola HPD.
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Full details of the BMMC North Regional Annual General Meeting to be held on Saturday 20th November 2010 - Page 3

Get your Hotpot Supper tickets NOW - Order form on Page 10

THE CHAIRBEING'S AUTUMN THOUGHTS

I'm really pleased to advise that we received a handsome "thank you" to all of you from the AMOC Officials after the August 21 meeting at Oulton. The club, and their drivers, really do appreciate the high quality of marshalling that they enjoy up here.

Talking of AMOC; a number of us were hoping to extend our collection of year bars. Unfortunately, the AMOC Comp Sec had left the bag of badges on his desk. I'll try to capture some at the next AMOC meeting (Donington on October 9 - a great day if you are free) and bring them along to our AGM/Hotpot Supper evening on November 20.

You'll see the AGM and Hotpot evening announcements in this and the next Outpost. I have promised to do a shorter AGM address this year, so you can come along with no fear of being bored by my droning-on! The AGM part of the evening is quite relaxed - and short! We then get onto the fun side of things; eating hotpot, winning a raffle (fab prizes this year) and sinking a few drinks (those not driving, of course). Get your tickets from Nadine. You have to be there!!

We've only got a few meetings left this year at Oulton. I hope to see you all out there to round-off an excellent season. I'm sure you are all aware of the tightening-up of the admission to circuit procedures. These are the result of a bit of thoughtless typing on 10 10ths, and are quite understandable from a commercial perspective. You see the ticket prices, they are a valuable contribution to our getting to do our hobby.

Please ensure that you do bring your personal ticket when coming to a race meeting. Your guest ticket, if not given to a personal guest, should be returned. If you have not received a ticket for a meeting, please come to the circuit, park before getting to the ticket booths and present yourself to the circuit

gate staff. They will contact the circuit office and Race Control to confirm your bona fides before letting you into the circuit. Please be patient and polite during this process. The gate staff are our friends and are enforcing the company's stricter entry policy as a result of our own silliness.

Formula 1, eh? I am a staunch Ferrari man, but do have a strong feeling that it would be fab if Mark Webber got the Championship. No betting this time, just hoping. Think of all those energy drink sales in Australia. Think of all those unsold cans if the fickle finger of fate pointed to the Young Master instead!!

Be careful out there during these last few meetings. Concentration at all times is vital.

Mike Cadwallader

North Region Chairbeing

SPQL: 2010 The Year of Health and Wellbeing

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### Forthcoming Events

|           |              |          |
|-----------|--------------|----------|
| Sep-25/26 | BRSCC NW     | Anglesey |
| Sep-25    | BARC NW      | Oulton   |
| Oct-02    | 750 MC       | Oulton   |
| Oct-16    | BRSCC NW     | Oulton   |
| Oct-28    | BRSCC NW/ACC | Anglesey |

### Sprint Meetings

|        |             |               |
|--------|-------------|---------------|
| Sep-19 | Longton&DMC | 3 Sisters     |
| Oct-03 | Wigton MC   | Kames Classic |
| Oct-17 | Longton&DMC | Anglesey      |

### Hillclimb Meetings

|           |            |            |
|-----------|------------|------------|
| Sep-25/26 | Hagley&DMC | Loton Park |
|-----------|------------|------------|

### Sprint & Hillclimb Meetings

For further information and volunteering please contact Bill Gray (details on the back page of Outpost). Details of the venues can be found on the North Region pages of the BMMC website.

**BMMC North Region**  
**Annual General Meeting 2010**

Notice is hereby given of the Annual General Meeting of the North Region of the British Motor Racing Marshals Club Ltd (known as the British Motorsport Marshals Club). The meeting is to be held at the British Legion Social Club, 2 Bradburns Lane, Hartford, Northwich, CW8 1LS, on Saturday 20th November 2010 at 1930hrs.

**AGENDA**

1. Apologies for absence
2. Minutes of the 2009 AGM (copies available on the night)
3. Chairman's Report
4. Secretary's Report
5. Treasurers Report
6. Election of Committee Members
7. Members Propositions

In accordance with the Club Rules K.3.3 and K.3.4, the following Committee Members stand down by rotation and offer themselves for re-election.

Eric Ridler  
Dave Cleaveley  
Andy Holley

The Regional AGM is required to consider any resolutions proposed and seconded by fully paid up members and lodged, in writing, with the Regional Secretary not less than 14 days prior to the date of the Regional AGM.

Signed: Gordon Knight  
North Region Secretary  
Issued: 13th September 2010  
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Please note the AGM is open to fully paid up members only. Guests for the Hotpot Supper, please wait until 2015hrs (may be sooner depending on the chairman's report!)



A big thank you to all those that helped with our recruiting campaign at the Gold Cup meeting, they are as follows:

Dave Tildsley, Ruth Harrison, Cheryl Aspin, Eric Ridler and Paul Sutcliffe.

Despite spending most of Saturday hanging on to the tent in the gale force winds, it was quite a good weekend. We were luckier than the stand next to us which was hit by a sudden gust on Saturday wrecking the awning



Tony Horsfall - Recruitment Officer
~~~~~

**HOTPOT SUPPER**

**20th NOVEMBER**  
**GET YOUR TICKETS**

**NOW!**  
**FULL DETAILS**  
**ON PAGE 10**



### My day at Palmersport Bedford Autodrome.

It's always nice to win something especially when you didn't even know you were in the draw in the first place! That was the case when I received a call from George Copeland earlier in the year telling me I'd won the star prize in the Marshals Club membership renewal draw. "Great" I said "what is it?"

"A full corporate trackday at Bedford Autodrome courtesy of Jonathan Palmer and MSVR/Palmersport" was the answer. Not an offer I could possibly turn down.

Well the big day arrived and off I went- I'd heard many good things about the setup down there and I wasn't to be disappointed. After signing on (and a driving licence check) the day started off with a hearty full English breakfast, followed by a mandatory introduction/ safety briefing. All participants are grouped into teams of about 15/20 people. Some attending as individuals but most as corporate guests, but everyone mixing in well within the groups. It's pot luck as to what you get to play with first, but our group started with the Porsche 911 and Renault Clio's.



First for me was the Porsche 911 JP3. I found it pretty easy to drive in fact (driving fast was another matter!)

With upshifts looking after themselves and only downshift (via a paddle change) and braking to worry about. Biggest problem I found (and throughout the rest of the day) was knowing where I was on an unfamiliar Circuit. The Autodrome has in fact 4 different Circuits for use on the variety of cars available so you have to be a quick learner to know which way the next corner goes. With its very nature of being an airfield circuit, there are very few landmarks or reference points. Although things are helped with corner boards, brake boards and turn in and clipping point cones and in most cases instructors telling you where you should be.

The Renault Clio Cup Racer with front wheel drive, I thought would be a little more familiar to me, but was in fact probably the hardest for me - due to the fact I kept moving my hands round the steering wheel and losing the paddle shift changes!

A slight change of pace followed when we moved over to the Caterham pursuit area and Off road course. The Caterham pursuit is basically a very simple Autotest course where you compete against the clock, and a fellow team member on a mirror image course.

A complete contrast to the high speed stuff was the off road course in the Land Rover Defender. Very impressive was the fact that you would climb a 45 degree incline and back down the other side without a touch on the throttle - quite a weird sensation.

Onto then what was for many the highlight of the day and the run in the Formula Jaguar single seater. After a couple of laps behind a



Course car to show you round - off on your own you went. After having an instructor at your side for the earlier cars you really were on your own for this. I have to admit now that I've changed my opinion somewhat regarding drivers and blue flags. While there is so much else going on, when I saw the blue flag, it was very difficult (for me anyway) to concentrate on the driving, braking and cornering and trying to find a space to let the other car through. From the sublime to the - errr - different then with a session in the Karts. I really had forgotten how heavy and boneshakingly awkward they were to drive.

Back to reality then with a run in the Palmer Jaguar JP1 2 seater sports car. I still can't believe how deep you can run into corners, brake, then plant the power down and get the speed out. My lap times probably showed my complete lack of confidence in this. Although



all the time the instructors are egging you on once they have a feel for what your capabilities are.

With the morning session over it was back for a cooked lunch where after being able to compare notes and times with a few others we were soon back out for the afternoon activities.

First up this time was the mighty BMW M5 GTP. Again a paddle shift box and plenty of power under your right foot and a good length of circuit to get the maximum potential.

The Circuit activities concluded for us with the Caterham Superlights. At last back to a "standard" gearbox that I recognised! At the start of the day in the briefing, you are told to "stay between the white lines and keep off the kerbing" but as the day wears on you find



how far you can push these limits. Shall we say some of the instructors encourage you to be very "economical" with the black bits. The Caterhams respond great to this in their own tail happy way. Thankfully we had a gloriously warm day for our outing. Not sure I would have been so sure in the wet. Never having done too much "oversteer" cornering.

All too soon the day was over and back to the Hospitality Unit for tea and snacks and a presentation to the best drivers of the day in the individual categories, and the team with the best results. The trip home seemed remarkably slow!

To summarise the day:-

Favourite Car - The BMW - so much muscle. The in-car video you're supplied with on a memory stick afterwards showed my top speed for this one at 110mph - Faster than I managed in the single seater (although on a different Circuit)

Most fun Car - The Caterham Superlight.

Most difficult Car - The Clio. Couldn't get the hang of that gear change, but still managed to lap a second and a half quicker than the Porsche!

Squeaky Bum moment - When the instructor in the Jag 2 seater decided it would be best for me to straight line one of the chicanes to let a faster car through - I was driving, but he was steering !!

As with all things connected with Jonathan Palmer, the presentation, organisation and facilities were superb.

My thanks to Jonathan Palmer, Palmersport and of course the British Motorsport Marshals Club, for giving me the opportunity for such a great day out I would probably never otherwise have experienced.

**Tony Carwithen**

## THE JOHN PEEL OF MOTORSPORT



Since the 1960's Ian "Diz" Smith has spent most of his spare time promoting and facilitating grassroots motor racing - be it marshalling, organising events, co-ordinating championships or overseeing members of the general public having their first taste of high performance driving at racing schools.

With his dry Scouse wit, passion for his hobby, love of Liverpool FC and full grey beard he can be regarded as the John Peel of motorsport. Just like the legendary disc jockey, Ian's focus was usually away from the mainstream with an emphasis on maximum fun and enjoyment for all involved. Both men liked to champion the underdog to the extent that they were often brought into conflict with those in authority.

For Ian it all started in 1964 at Aintree in the days when the home of the Grand National Steeplechase was also regularly used for 2- and 4-wheeled competition. Initially he marshalled at the weekly test days but then helped to provide safety cover for race meetings at the Liverpool circuit and Oulton Park. In fact Diz's debut on the banks was the final event on the full Aintree Grand Prix layout.

Before long Ian became an active member in the Northern Centre of the British Motorsports Marshals' Club and was soon part of the committee. Ian's efforts must have been greatly appreciated as he was voted Marshal of the Year in 1969 although he modestly tells us "It was not due to me being the best marshal but because I did the most days!"

Four years later Smith was drafted in to take up the post of Competition Secretary at the Aintree Circuit Club after the previous incumbent left at short notice. Ian recalls "She had thrown her teddy out of the pram... however this is an art form I was to become very accomplished at." Therefore it was a case of being in-at-the-deep-end as Ian explains "I was given a copy of the Blue Book and told I was organising half a dozen race meetings that year... and the first one was just six weeks away."

During the 1970s Diz regularly battled to promote club racing at Aintree in the face of the Brands Hatch empire particularly with regards to last minute changes to the season's fixtures. In 1975 he brought matters to a head. Where previously he had re-arranged his calendar to avoid staging events on the same day as nearby Oulton Park, for one particularly Saturday he laid on a lucratively sponsored non-Championship F3 race at Aintree when there was also a meeting down the road at Tarporley. [Diz gleefully remembers "I was even cheeky enough to take a full page advert in the programme at the preceding Oulton meeting, which they failed to spot."](#)

Needless to say, in the Autumn of 1975 Ian received a 'phone call from Brands to agree a complementary schedule at both tracks for the following year and the Blue Book was even amended to prevent two meetings being run in close geographical proximity on the same day.

[Diz is proud to say "as a result of the 1975 battle, that from 1976 - for the next few years - there were two regulations put in the Blue Book that weren't there in 1975. Firstly you couldn't pay more prize money for a class than the recognised championship paid {I paid double at the F3 meeting} and secondly you couldn't hold race meetings on the same day at circuits less than 40 road miles apart. I class that as a result."](#)

An additional complication was that Ian had to select the Aintree dates in accordance to the wishes of his landlords from the horse-

racing fraternity. Motorsport could not begin on Merseyside until that year's Grand National had been run (fortunately the venue had just the one annual equine festival in those days) and it had to end by September so that the grass had 6 months to recover before the biggest spectacle in the world of jumping. Furthermore a sizeable bill was received whenever a car crashed into one of the legendary (and very solid) fences.

Because of its port Liverpool has strong links with Ireland and Aintree Circuit Club was no different. To entice drivers over from the Emerald Isle arrangements were made to collect their racing cars from the docks at 07:00 on a race morning and take them the 6 miles to the circuit. All they had to do was load them onto the ferry the night before.



Copyright - Alan Cox

This led to Diz helping out a young Irishman who went on to great things. His name was Eddie Jordan. Ian recalls "We were hawking around the country in a VW Transporter pickup with a Crossle on the back. A terrifying experience!!! But at least I was mentioned in his autobiography, even if I didn't make it onto This is Your Life!

"I tell people I used to run Eddie when I suppose I just worked a stop watch, hung a pit-board out and did his entry forms. Who knows where I'd be now if I'd stayed with him? Certainly not freezing my nuts off at the Three Sisters Racing School, that's for sure!!!!"

In the late '70s, Ian's started talking and writing about the sport he loves. As well as filling in for absent commentators he began reporting on meetings at all the Northern and

Midland circuits for Motoring News. He was also their Mondello Park correspondent for a while. During this time there was an "incident" involving Mark Thatcher... but he says the marshals will have to ask him about that themselves!

In those days Irish motorsport had a unique way of operating as Ian fondly remembers, "The first time I went over there the bar was open at signing on! However the oft quoted saying was 'To be sure, to be sure... It'll be OK' and it usually was. Mind you it has got more safety conscious in recent years - nowadays the beer delivery truck drives round the track in the same direction as the cars that are testing!"

In 1979 a friendship which was to stand the test of time was formed with Richard Peacock when Ian became involved with the Aintree Racing Drivers' School. This developed into him becoming Richard's trusty assistant. Ian told us "Not only was I co-ordinating the School and Corporate Days but also 'managing' the Racing Team. Well... at least I thought I was the main man!"

Ian was also the "Despatch Manager" for Richard's Crossle agency. Actually this job title was allocated to him when he demanded recognition for helping out when returning parts to the manufacturer. Over the years the word "Despatch" mutated through Desperate, Despair, Dezzzy and Dizzzy to become his now infamous nickname Diz.

Smith is still involved with what was once the Aintree Racing Drivers' School although it has



Copyright - Phil Rainford

undergone a number of metamorphosis including changes of name, ownership and location - hence he is now on hand as punters are through their paces at the Three Sisters track in Wigan and Donington Park too.

With Ian's support, Richard Peacock was the inaugural FF1600 Champion of Oulton in 1982. Three years later the dynamic duo founded the Formula E category which catered for older Formula Ford chassis. This was covered in detail in the August '07 edition of Outpost but needless to say the end result was some of the best racing ever seen at Oulton Park. However it didn't fit in with the corporate strategy for the 1990's of circuit owner Nicola Foulston and she effectively killed off the series. This is a decision that rankles Diz to this day!

The full extent of Ian's ire is revealed in the following recollection of the affair "Ms. Foulston commissioned some market research company - or the like - to tell her what 'product' was best suited to her market place. Championships were graded from A to F. If I recall, A was Touring Cars and SuperBikes down to F for what were perceived as grass roots, minor classes. I think A, B and C were welcome at all of her four venues, D at Snetterton and Cadwell only and E and F would not be allowed to soil her tarmac. Formula E was somewhat ridiculously graded as F.

Bear in mind here that the British F3 Championship was only Graded as C, but Citroen 2CV and the Big Boys Beetle Cup were Grade B. This was so, so, so, so very stupid." He is not a happy man...

Nonetheless Ian continued to be involved with many of the Champion of Oulton competitors and at the turn of the Millennium he took over the role of Championship Co-ordina-



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tor from Tom Dooley. By this time, in recognition of the rounds staged at the Ty Croes circuit on Anglesey (which opened in 1997), the category had been renamed North West FF1600.

The circuit at Anglesey was the brainchild of Richard Peacock with Ian being heavily involved in its operation until he wound down his involvement in recent years. This underlines the major influence the Dynamic Duo have had on motorsport in this region for more than a quarter of a century.

Despite spending less time in the western wind-swept end of North Wales the retired civil servant remains very active. Aside from assisting the guests of [www.racing-school.co.uk](http://www.racing-school.co.uk) Ian also co-ordinates the BRSCC F3 and National FF1600 series as well as overseeing Matt Hawkins who has taken over that role with the local Formula Fordsters in what is now known as Northern FF1600.



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Ian also has a far more peaceful relationship with the current owners of Oulton Park which now falls under the control of MotorSports Vision, headed by Jonathan Palmer. Although he no longer has regular dealings with the circuit he says "The team there clearly have a good understanding of club level sport."

**Dave Williams**

## RML AD Group Secures a Second Le Mans Series Title

A conservative run to fourth place at the Silverstone 1000 Kilometres, the final race of this year's Le Mans Series, was more than sufficient to secure an unprecedented second set of LMP2 titles for RML AD Group. With a total of 75 points, the team's regular pairing of Mike Newton and Thomas Erdos reclaim the drivers' title they last won in 2007, while RML also collect the 2010 LMP2 team title. They were helped along the way by significant contributions from both Andy Wallace and Ben Collins, who each shared the team's Lola HPD Coupé for part of the season.

The result confirms RML as one of the most



successful teams in the LMP2 category in the current era, having finished as runners-up to the title in both 2005 and 2006, and winning the class at Le Mans those same two years. In June this year RML recorded another podium finish in the 24 Hours, making 2010 one of the team's most rewarding seasons, and it's not over yet.

"This has been a great performance by the whole team," said Ray Mallock, Founder and Chief Executive of RML. "We came into this weekend leading three championships - the Le Mans Series, the World Touring Car Championship and the British Touring Car Championship. Our declared objective at the beginning of this year was to win all three, so today's result ticks off the first of those boxes, and in some style. The Lola HPD has been superbly

reliable all season, and the drivers have done a great job of delivering the championship in the best tradition of endurance racing; by being consistently on the pace yet keeping out of trouble."

### Next year?



"With some significant details of the 2011 regulations still to be determined it is not yet possible for us to make any firm decisions," stated Mike Newton, "but we are committed to putting a new package together for next season, and we have every intention of defending our title." Those regulations are likely to be settled in the coming weeks, and a statement will follow. In the meantime, the team's title-winning Lola Coupé is now for sale, either as an LMP2 contender or as the basis for an LMP1 package under the modified regulations.

All images by *Peter May, Dailysportscar*

A full report of the whole weekend can be viewed at: <http://www.mazda-lola.com/>

I am sure you would like to join me in sending our sincere congratulations to Mike Newton our Vice-President, Tommy Erdos, Ben Collins and all the RML/AD team for a job well done and look forward to more of the same next year.

**Eric Ridler**

(Dear Father Xmas could I please have a nice sports car that I have my eye on!!!!)

# Northern Outpost Social Hotpot Supper

Hartford Social Club,  
2 Bradburns Lane,  
Hartford, CW8 1LS

Saturday 20th November 2010

Bar open 2015 to 2330hrs

Supper served at 2100

£5.00 per ticket in advance.

Open to all marshals and families,  
Drivers, doctors and first-aiders.

Contact NADINE LEWIS for tickets  
at Oulton Park or by cheque made  
payable to "Nadine Lewis" and send to:  
"Catalina", 2 The Nursery, Beach Road,  
Hartford, Northwich; CW8 4UH

Please send me ..... Tickets (print in capital letters)

Name:

Address:

Postcode:

Telephone No.

# 50 YEARS OF MOTORSPORT MARSHALLING



George Copeland



## 50 YEARS OF MOTORSPORT MARSHALLING BOOK

By George Copeland - £20  
ISBN: 978-0-9561756-0-1

This book is an attempt to record the history of motorsport marshalling in the UK and the British Motorsport Marshals' Club (BMMC) in particular. The history is not well documented and it took two years of fairly intensive "digging" to extract enough information to form a reasonably accurate record.

All profits from the sale of this book will go to Marshals' Club funds. For more information and an order form go to the BMMC web site: [www.marshals.co.uk](http://www.marshals.co.uk)

OR to pay by Debit/Credit card telephone Eric Ridler on 0161 904 9724

Member's Price - £15.00 incl. P&P

Non-Member's Price £17.50 incl. P&P

## REGALIA PRICE LIST

| Description                                          | Price  |
|------------------------------------------------------|--------|
| BMMC CLOTH BADGES, LAPEL BADGES & STICKERS           | £2.00  |
| BMMC GRADING BADGES & UNION JACK BADGES              | £1.50  |
| 'HEROES ALL' T-SHIRTS - original version             | £5.00  |
| 'HEROES' CLOTH BADGES or STICKERS                    | £2.00  |
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| PROBAN OVERALLS- SMALL (Suitable for Cadet Marshals) | £12.00 |

## CLEARANCE LIST

|                                      |        |
|--------------------------------------|--------|
| BODYWARMERS XXL - XL - S - XS        | £20.00 |
| ORANGE QUILTED JACKETS (XXL only)    | £8.00  |
| THERMAL GLOVES                       | £2.00  |
| WATERPROOF GLOVES                    | £3.00  |
| HI-VIS WATERPROOF JACKETS (XXL only) | £15.00 |
| HI-VIS WATERPROOF TROUSERS           | £8.00  |

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  
41 Norwood Drive, Timperley, Cheshire, WA15 7LD  
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## NEWSLETTERS

Next Copy Date -11th October 2010  
Publishing Date - 18th October 2010

## HOTPOT SUPPER

20th NOVEMBER  
GET YOUR TICKETS

# NOW!

FULL DETAILS  
ON PAGE 10

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