

## SE CENTRE SEASON KICKS OFF IN STYLE

The BRSCC South Eastern Centre's 2010 season kicked off somewhat belatedly over the weekend of June 12 and 13 with a 17-race meeting using Brands Hatch's 1.2 mile Indy Circuit. Saturday took a long while to brighten up, while Sunday was altogether more pleasant.

The Ma5da MX5 Cup kicked off proceedings, Congleton's Paul Sheard claiming victory in the opening 20-minute encounter. A reversed grid spiced up Saturday's programme closer, but it didn't take Sheard long to move to the fore and repeat his earlier success.



The visiting Cannons Motor Spares Tin Top Saloons and the Motorlawyers Fiat Challenge runners were combined for a 20-minute race. Reading's Andrew Mitchell took overall and Cannons honours in his Peugeot 205 GTi, with Muford's Arthur McMahon victorious in the Fiats. Sunday's curtain-raiser saw the same outcome.

A dramatic mid-race coming together took out battling leaders Alex Craven and Chris Needham in the BRSCC Formula 3 series race. Chatham's Mark Terry won the eight minute restart in his Dallara F302. Craven spun out of the lead in Sunday's second race over 25 minutes, handing victory to Morecambe's Needham in his Dallara F302.

The massed ranks of the BRSCC Euro Saloons and Sports Car Championship in association with Arrowpack International also needed a restart after a start line shunt. A 20-minute rerun was claimed by Worksop's Dave Cockell in his Ford Escort Cosworth. Cockell was another to spin away a race lead in Sunday's battle. Lincoln's Kevin Wendt maintained first spot in his BMW E46 M3, despite the attentions of Hove's Ilsa Cox in her Seat Leon Cupra.

A tardy start in the 20-minute BRSCC Formula Jedi race dropped pole-sitter Richard Mitcham back to fourth, but he benefited from an early Safety Car intervention to tail Evanton's Andrew Dunn, moving into

the lead on lap eight. Mitcham seemed to have thrown away any chance of victory in Sunday's qualifier by stalling on the Green Flag lap and regaining his pole slot, receiving a 10-second penalty for his transgression. A blistering drive saw him make up the margin, despite an early safety car intervention.

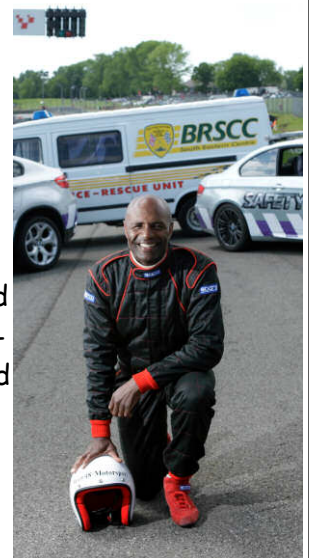
On the same weekend as Le Mans, sports car action was provided by the Itchy Feet BRSCC OSS Championship. 20 minutes rather than 24 Hours was the race duration, Caerphilly's Graham Cole taking the Chequered Flag on both days in his Jade Trakstar.

The BRSCC's 500 Car Club origins were recalled in the 15-minute 500 OA race. Nigel Ashman made his trip from Market Harborough worthwhile heading home the runners in his Kieft CK52.

Joining the action on Sunday were Dunlop TVR Challenge competitors in a combined race with the Quafe Intermarque league. Steve Hall claimed overall and Intermarque spoils, with Londoner Keith Vaughan-Williams taking TVR honours in his Tuscan. Hall repeated the feat in Sunday's finale, ahead of Hugh Marshall Tuscan.

Stembridge's Chris Morgan headed the pack home after 20 minutes of frantic Super Mighty Mini action. Mark Burnett was leading the Mighty Mini 20-minute race when it was Red Flagged four minutes early.

On a weekend where attentions were divided with World Cup football, it was apt that Safety Car duties were performed on the Sunday by ex-England international and AC Milan striker and aspiring racing team manager Luther Blissett. Luther also carried out some podium presentation duties.



**COLIN MANN**

## Next Event—Marshals' Information

### **Brands Hatch—Caterhams and Fords Meeting**

#### Saturday 21st August 2010

Signing on 7.15 —8.00 am  
Briefing 8.15 am\*  
On Post 8.35 am\*\*  
Start 9.00 am

#### Sunday 22nd August 2010

Signing on 8.15—9.00 am  
Briefing 9.15 am\*  
On Post 9.35 am\*\*  
Start 10.00 am



\* For all marshals at the foot of the Control Tower.

\*\*Please phone Race Control promptly to check the telephone and report equipment problems.

**Please note: If you have volunteered but cannot do the event please return your tickets to Mildred ASAP.**

#### **For all events:**

**Entry:** by ticket only, at the request of MSV. Tickets will be sent by post. Please enter by the Paddock Gate in Scratchers Lane off of the A20. Follow signs for the Paddock. You will receive two tickets—one for you and one for a guest.

**Parking:** This is on a first come, first served basis and is in the top section of the Outer Paddock. When this is full please park outside the circuit as directed by MSV staff.

**If you have not volunteered for this meeting but you are now free to do so, please contact Mildred Wiltshire (Marshals' Secretary) on 020 8302 1638 or by email: [mildred@brscc.co.uk](mailto:mildred@brscc.co.uk).**

**Any late changes to these arrangements will be posted on the BRSCC SE Centre website: <http://www.brscc-se.co.uk>**

#### **Signing on:**

This will be in Hailwoods at the bottom of the Outer Paddock. Please remember to sign on when you arrive — preferably against your printed name on the relevant signing on sheet. This is an MSA and a Club requirement and you will only be covered by insurance if you sign on. If you arrive after signing on has finished please report to Race Control where you can sign on and be allocated a duty and post for the day.

**Signing on Sheets:** You will find that our signing on sheets will have "Track Marshals (Race); Experienced Marshals (incident marshals) and Experienced Marshals (Flag)" on the top. You can still just do flagging if that is your preference or be an incident marshal if that is what you would rather do. You will only be asked to do other duties if we have an urgent need for you to.

#### **Health and Safety:**

We strongly urge all marshals to wear eye protection and ear plugs/defenders whilst marshalling at our events. Free safety glasses (for loan during the day) and ear plugs are available at signing on so please ask for them. (If you borrow safety glasses please return them to Anne at the raffle or give them to someone who is going to the raffle.)

## Thank you BRSCC

On Saturday, 5<sup>th</sup> December 2009 I attended the BRSCC annual Dinner held in the Kentagon at Brands Hatch, along with several of my Judge colleagues. During the evening a Raffle took place and Yellow Ticket 29 was called out - it was mine! Then to my surprise I discovered that the prize was a Helicopter ride over London.

Later, in the Christmas mail, a letter arrived from Brian Jones advising me that I would be receiving a voucher pack and information for the flight with 'Adventure 101', in due course. When it arrived it gave me details of how to book my actual flight on-line which I duly did, selecting the aerodrome, date & time that I wished to fly, and back came a confirmation of my flight details - all very easy. I marked the date on my calendar and then just waited for Saturday, 24<sup>th</sup> July 2010 at 1pm. to arrive. Luckily this was a marshalling free weekend for me.

The day arrived and looking out of my bedroom window I was pleased to note that there were all the signs of a lovely hot summer's day, with very little cloud. A perfect day I thought, I had chosen well. I packed the cold box with some refreshment for the day and set-off at 10am for Redhill Aerodrome. Arriving in plenty of time I was able to watch a lot of flying activity of both small fixed wing aircraft and helicopters. The place seemed very busy and I started to wonder which Helicopter I would be going in.

At 12.30 I went into the London Helicopter reception where a nice young lady took my details and later gave a short briefing to me and the 4 other passengers who were to join the flight. We were told how to board and leave the

helicopter, the wearing of the seat belts, the use of the radio headsets and the survival safety equipment. Finally we were introduced to our pilot, then it was off to the helicopter.



A nearly new jet-engine red & yellow 6 seater was parked just outside the hangar. We climbed in. I had the single front passenger seat alongside the pilot. The others were on a single bench type seat behind. Belts done up, headsets on and before I knew it the engine had started and we were airborne. We climbed from take-off to 1500 feet in a very short time almost without noticing it, no stomach troubles or popping ears etc. Virtually no noise or vibration, the seats were very comfortable and a great view all round from the windows.

The pilot then explained our route which was to take us North over Richmond, then along the Thames to the Thames Barrier, turn and head back to Redhill Airfield, all in half an hour. During the flight the pilot gave a commentary of where we were and what we could see. Familiar places such as the Houses of Parliament, Downing Street and the Tower of London look quite a different shape from the air.

All too soon we were back on the ground, having travelled a long way in a very short time. A most enjoyable experience. A few pictures with me at BH.

Thank you BRSCC. Paul R Phillips

## Speedy Recovery John

We would like to wish John Hallett a speedy recovery. John is usually to be found as Post Chief on Post 22 when his duties as a postman allow him. John is one of our most respected Post Chiefs & his dry sense of humour was missed at our meeting in June. He is now out of hospital & recovering at home. Get well soon, John.

## WANTED—Chelsea Autolegends

We are looking for marshals for the above event on 5th September 2010 at the Royal Hospital Chelsea. Duties will include locating vehicle exhibits in the correct location and assisting visitors during the day.

## Marshalling Contacts

**Chief Marshal**  
**Anne Rothberg**  
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**Marshals' Secretary**  
**Mildred Wiltshire**  
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**Membership & renewals:**  
**Jo Ward**  
BRSCC, Holmesdale Busi-  
ness Centre, Platt Indus-  
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Email: jo@brscc.co.uk

This will be a novel and exciting event and you can visit the event's website at:  
<http://www.chelseautolegends.com/>

If you would like to volunteer for this event then please email [redacted]