



# MARSHALS POST



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## EDITORIAL

Although it is some months since the last MARSHALS POST appeared, this latest issue shows that the Club has not been inactive in the interval - with the Club officially represented at events as far south as Kent and as far north as Caithness.

No Club can exist without members. SMMC gains its strength - and its reputation - from its members and their marshalling activities. To all motor clubs who feel that there is no need for a specialised marshalling club in Scotland, we would say "read on". To those SMMC members who have been out and about this season in the Club's name, we express our thanks for their help and enthusiasm. This issue tells of some of their doings.

MNCG

## RESCUE UNIT - BRANDS HATCH 1982

As members will have seen from previous issues of MARSHALS POST the Club's Rescue Unit was asked to attend this year's Marlboro British Grand Prix at Brands Hatch. This followed its registration with the RAC MSA as an approved Rescue Unit. The Unit was crewed by four Club members also registered as rescue crew with the RAC MSA following the training day at Oulton Park held earlier this year. The four were Andy Birrell, Club Chairman Frazer Madder, and Andy and James Stronach.

Due to the infamous congestion around Brands Hatch on practice and race days, it was decided to stay on site in a locally hired caravan. This was found at very modest cost and became a comfortable home for the crew for five days. Due to our early arrival we found a good pitch behind the stands at Paddock Hill and Wednesday saw us firmly established.

On Thursday came the Unit's first venture onto the track to prove one essential point: would a 9ft 3ins Sherpa fit under the low Brands Hatch bridges? Fortunately, it did, although with only inches to spare. Some of our passengers during the weekend, however, were not so easily convinced and cries of "Duck!" when approaching the bridges were met with anxious looks and bowed heads.

Once we has familiarised ourselves with the circuit, which is bigger than it looks on TV, we then had to come to terms with cooking and the dishes. Cooking proved easy as following a great deal of planning by Frazer a menu was prepared and stuck on the wall, and rigidly adhered to. Andy Stronach thought he has solved the dishes problem on the first night by smashing them, but this did not meet with unanimous approval and from then on Andy was only allowed to handle the plastic plates.

Friday was the first day of practice and at sign-on the crew's papers were examined. We were also issued with our programmes, badges, free packet of cigarettes, and a daily allowance of £2.00. Try asking for that at Ingliston! We were then told that the Unit was to be stationed at Hawthorn Bend for the whole meeting. For those who don't know the circuit, Hawthorn is at the end of the long downhill straight under the Dunlop Bridge and is the fastest corner on the course. The Formula 1 cars were timed by speed trap/

trap as passing the apex of the corner at 145 mph following a run down the hill in excess of 160 mph.

A corner taken at this speed requires special protection and a 75ft run-off area was followed by five rows of catch fencing and a tyre wall. This was a very interesting construction and saved two drivers from serious injury during the weekend. At least four layers of car-size tyres about 5ft high fronted a row of tractor tyres which were secured by large wooden stakes driven into the ground and all of this was tightly bound with plastic and nylon tape.

During the weekend the Unit crew dealt with two incidents at the corner. The first occurred during second practice when Bruno Giacomelli's rear wing broke before the corner sending him out of control, through the catch fencing and into the tyre wall. We were told by marshals who had previously marshalled the post that if you blinked, you would miss the accident, and this proved no exaggeration. Giacomelli's car was a red and white blur when it passed through the catch fencing and must have been travelling in excess of 80 mph when it hit the tyre wall. The impact broke the stakes holding the rear wall of tractor tyres and shifted the whole assembly back 6ft. The car was badly damaged but the driver perfectly okay. He did of course have to be driven back to the pits at the end of practice and this gave Andy Birrell his one-and-only opportunity to chauffeur a Grand Prix driver around Brands Hatch.

The second incident took place on Lap 4 of the Grand Prix when Jarier and Serra collided, with Watson spinning to avoid the accident. Serra took off and flew over the first row of catch fencing before being slightly slowed by the other rows, and then hitting the tyre wall, leaving the car resting upside down against it. The Unit crew assisted in righting the car and extinguishing the resulting fire and again the driver was fortunate to escape injury.

Watching the Formula 1 cars going through this corner over the weekend demonstrated without doubt that the Regulations have to be changed to slow them down. It is not possible to build circuits which can contain them and it is a matter of time before a tragedy occurs. This very nearly happened at the French Grand Prix and already two drivers have been killed and one seriously injured this year.

There was, of course, the usual supporting programme with the large saloon cars, especially the Rover 3500s, proving the most exciting. There was also a varied air display and as far as the Unit crew were concerned, the star of the weekend was the Harrier, which has ground effects down to a fine art!

Visitors to the caravan to keep us from becoming homesick over the weekend were plentiful. It was good to see Richard Allen and his wife, who gave the crew a lesson in sewing. Woody Woods and his Pecker, Colin Goode and his family and the "Good Lord" Jonathan who still owes the crew a round of drinks.

Overall, it was a great weekend with the Unit being shown to be on a par with, and in some cases better equipped, than some of its English counterparts. It was also an education for the crew who will be rushing back if possible. It makes up for all those Knockhill Sprints! It was also, of course, beneficial to the Club's image as a whole and spread the good word as to the identity of Scotland's only Marshalling Club and registered Rescue Unit.

A D Birrell

## ARNOLD CLARK SCOTTISH RALLY REPORT

The Club marshalled five Stages and two Passage Controls on the Scottish.

112 members signed on at these Stages and Controls necessitating an estimated 12,000 miles of motoring in visiting the various locations.

Our Stage Commanders were Andy Stronach at Cardrona, Knockhill and Rest & Be Thankful. Colin Goode for Bin I and Bob Ross for Bin II. Many thanks to them for running the Stages, setting them up and clearing the debris afterwards. Thanks also to those of you who turned up to help the Stage Commanders and we do hope that you gained an insight into the work that goes towards running a successful rally stage. Although we tried very hard, the Club did not win the award for the best marshalled stage, this honour going to 750 Motor Club responsible for Special Stage 21, Craigvinean near Dunkeld. Two important factors that counted towards their success were that the Stage Commander was present and easily identifiable at the Stage start when the HQ Pilot car arrived and also that they had a back-up system to their buzzer for Flying Finish/ Stop Line communications. Next year these two points won't let SMMC down.

Looking at Club members who were occupied on other duties attached to the event produces a longer list each year and goes to show that SMMC personnel are accepted as experienced and varied characters capable of filling the many duties required by an international event.

In alphabetical order:

Leslie Bisset

Convenor of the Scottish Rally Committee and Deputy Clerk of the Course, Leslie also mans the Passage Controls at Aviemore during the overnight halt on the Sunday evening.

Ken Foulis

Wizard road rally navigator who continues to occupy the left hand seat on the Scottish by navigating the Clock Car which many of you will have seen as first HQ Course Car through your Stage. Ken covers the entire route and this year had to change cars on Sunday morning at Knockhill when the Chevette in which he set out from Glasgow the previous afternoon decided it had had enough and was dumped forlornly in the paddock. The replacement mount was a Leyland Princess which at least managed to complete the remaining and major part of the route.

Peter Francis

Ex-SMMC Committee member and Chief Paddock Marshal at Doune Hill Climbs, Sector Marshal/opening car covering Stages Castle O'er, Twiglees, Devilla, Knockhill, Blairadam, Ben Aigan, Rosarie, Monaughty, Culbin, Glencoe, Barcaldine, Rest & Be Thankful and Succoth Range. Peter had a change of navigator this year. Due to the fact that Mike How was driving a Range Rover service barge, Ken Wallace from Lowland Tyres stepped into the near-side seat of the Opel for his first Scottish and apparently thoroughly enjoyed himself.

Mike Gascoigne

SMMC Secretary and Observer at Ingliston. Sector Marshal/opening car covering stages Cardrona, Elibank, Yair, Craik, Balunton, Drumjohn, Knockdon, Drummond Hill, Errochty, Clashindarroch, Gartly, Bin I & II, Glenurquhart, /

Glenurquhart, Port Clair, Inverinan and Inverliever. Mike used a Cortina 2.3 Ghia which had previously been hammered as a route recce car and it apparently showed, with various underside bruises to prove it, not to mention half a sump guard and a dubious exhaust system.

Colin Goode

SMMC Committee member, Ingliston flag marshal and always flags at the Grand Prix. Colin was a Courier for Results and Clocks which requires the ferrying of all sorts of paper bump to Rally HQ which the Sector Marshals had collected when closing Stages. Bearing in mind that earlier you will have read that Colin was SMMC Stage Commander at Bin I on the Monday morning, to fit that in with the Courier's job kept him pretty busy.

Bob Jeffrey

Chief Medical Officer at Ingliston and supplier of good stories to relieve Rescue Unit Crew boredom. We take the opportunity to congratulate Bob on becoming MR Jeffrey as he is now qualified FRCS. You may have gathered that Bob is a doctor and his stint for the Scottish was duty dog at Cardrona, the Club Stage on the Saturday evening, Forest of Ae in Dumfriesshire during the early hours of Sunday morning and later that day back with the Club again at Knockhill.

Angela Lord

Wife of Scottish Rally Clerk of the Course, Jonathan. Angela used to be a teacher in Edinburgh and moved to Glasgow when she married the "Dear Lord" who has a "part time" job with an establishment in Blythswood Square. During the event Angela's job is one of those unseen backroom staff who assist other officials when a crisis erupts - like having mislaid a meal ticket.

Brenda Lord

Mother of Scottish Rally Clerk of the Course which must have been a full time job before his marriage. Brenda is the lady at Doune Hill Climbs who hides behind all the result boards she carefully produces in the Duckhams Caravan as the event progresses. Like her daughter-in-law, she is a personality of the backroom team, handling competitor results and collating information.

Jonathan Lord

Scottish Rally Clerk of the Course and Secretary of the Meeting, Jonathan is often an RAC Steward on many of our National rallies and also appears at Knockhill and Ingliston Race Meetings. During the Scottish he sits in rally HQ for four days looking at a telephone and answering it now and then when Sector Marshals wake him up. No kidding though, the Scottish is lucky to have Jonathan at its helm.

Ewan McCall

Known normally as "Gutties" now moved himself and his Mrs to Cirencester in Gloucestershire where he has taken up timekeeping at RAC Speed Events, concentrating mostly on hills and sprints. With his usual precision and accuracy Ewan navigated the sector car for the Club Chairman and, like all other Sector Marshals, never saw a competitor in action throughout the event.

Frazer/

Frazer Madder

SMMC Chairman, Scottish Rally Safety Officer and Sector Marshal/opening car for Stages Strathclyde Park, Dalbeattie, Glengap, Ladywell, Craigvinean, Fonab, Aultmore, Whiteash, Ordiequish, Mandally, Glenloy, Leanachan, Knapdale and Minard. All this was driven in a trusty Cortina Estate which completed its third Scottish as a sector car and that without any underside protection. It must be said though that Inverness-shire fences are made of the same wire that Ford Motor Co. use to locate Cortina exhaust systems.

Fiona Ralley

What a name for a report on the Scottish! 'Fee' as she is better known to those on the Rescue Unit teams is a doctor who enjoys dogs and riding her horses. Leaving four legged friends behind, she travelled with Bob Jeffrey providing medical cover during the Saturday/Sunday run.

Lawson Rennie

The man you see when cresting East Brae at Doune, where Lawson keeps things running smoothly doing a lot of brushing and pushing behind competitors who are perhaps more suited to driving a rotavator. Lawson is a First Aid Instructor and was a member of the SMMC Rescue Unit crew and also navigated the Unit during the event's four days duration. Like the Sector Marshals his job afforded very little possibility of seeing any competitive action during the rally.

James Stronach

One of the clubs RAC MSA Licensed Rescue Unit personnel, James steered our Sherpa Rescue Unit over one thousand miles of Scotland visiting stages at Strathclyde Park, Ae, Knockhill, Drummond Hill, Whiteash, Ordiequish, Port Clair, Barcaldine and Rest & Be Thankful.

David Swinton

Ex-SMMC Chairman and Honorary Life Member, David was a Clock Courier and navigated the Datsun Patrol seen during the Saturday/Sunday Stages between the Start at Glasgow's Holiday Inn and Aviemore.

Dan Wright

Dan who now lives at Letchworth which is in Hertfordshire has, like Ewan McCall, a long journey just to get here and home again. Dan is part of the Results Team and was seen at roadside telephone boxes all over the country at any hour of the day or night extracting times from competitors' cards and phoning the information through to Rally HQ.

Next year? Well, planning is already underway and thankfully Arnold Clark was convinced that he got a good deal for his investment so we will see his organisation as the event's major sponsor again in 1983.

J F Madder

#### ALTERATION TO CLUB CALENDAR

The following amendment should be made to update your Club calendar.

25 September: Pirelli National Rally - Delete

LOMBARD/

## LOMBARD RAC RALLY 1982

This year the Club has been asked to marshal the Cardrona stage which will be on Tuesday 23 November. It is likely that the sign-on time will be about 8.30 pm and that the closing time should be around 1.00 am Wednesday 24 November.

The event will be mailed during early November in the normal manner but those wishing to attend might like to know approximate details in advance.

For those who have not marshalled this stage before it is situated approximately 4 miles south-east of Peebles and therefore about 30 miles from Edinburgh.

There will be a briefing meeting, probably held in early November, and details of this when they become available will be given in MARSHALS POST.

J F Madder

## THANKS DEPARTMENT

Members who regularly (or indeed irregularly) turn out to marshal at events for the Club may often wonder whether, given all their discomforts and grumbles, anybody anywhere ever gives their presence and help a second thought.

Fellow Marshals - be of good heart, you are not forgotten! The following is just a selection of the letters of thanks which the Club has received in the last few months. So the next time you get shouted at when it's not you're fault, or when you run out of coffee on a rally and it's still 2 hours before the closing car is due, or when you wonder whether the horizontal rain at Knockhill is provided specially for the Marshals - smile to the person next to you and remind yourself that it's your hobby.

Once again I would like to take this opportunity to thank you for your assistance with Marshalling on this year's rally. Without your help it would not be possible to run such an event. We look forward to seeing you and your team on next year's rally.

Donald Jack  
Chief Marshal  
Jim Clark Memorial Ecosse Stages Rally

On behalf of the organising team of the 'Granite', I would like to thank both you and your crew of marshals for making the running of the event possible. As you are probably aware by now this year's event took a greater toll on the competitors than usual. The result of this meant that you had to wait around in the stage rather longer than at first anticipated. I hope that the delay did not detract from your day's enjoyment - at least the weather was better than last year! Once again - thanks.

Dave MacKintosh  
Chief Marshal  
The John Clark BMW Granite City Rally

On behalf of the MG Car Club I must thank you for the duties you did on Saturday's Sprint at Knockhill. It is only by such enthusiastic help we are able to put on such super events. Thank goodness it was the usual MG Knockhill weather! (Despite the rather wet practice period).

Douglas W Mickel  
Hon. Centre Secretary  
MG Car Club Scottish Centre

MNCG

MARSHALLING ATTENDANCES - OVERALL TOP TEN

The following list details the Top Ten positions overall as at 14 August - ie Lothian Sprint at Knockhill:-

1	Frazer Madder	162
2	Andrew Main	133
3	Andy Birrell	110
4	Ewan McCall	95
5	Colin Keenan	92
6	Mike How	78
7	Neil Dickson	69
8	Keith Brown	62
9	Jim Robertson	61
10=	Iain Daniels	59
	Andy Stronach	59

The four at the bottom end had better watch their tails for there are quite a few people in the high 50's who will very soon be gunning for a Top Ten position. Remember, only SMMC mailed events count towards a credit.

In the next MARSHALS POST there should be a Top Ten for the 1982 season which will look very different from the above list. It is still well nigh impossible to produce it at this stage in the year as there are a great many members with an equal number of attendances.

J F Madder

LETTER TO THE EDITOR

Having now retired plus having trouble with arthritis in my left hip, hence cannot stand around for long spells, I wish to give up my membership. It's nothing to do with the increase to £3, I feel you waste good stamp money on me.

I have always enjoyed reading your Newsletters and feel that Dave Swinton and Mike Gascoigne did a great job when they started up SMMC from the old BRSOC Scottish Centre.

May/

May you go from strength to strength, and I would like you to put the enclosed £5 in the Rescue Unit fund.

All the best

Yours sincerely  
ALEX R CAMPBELL

IAN ROBERTSON

As this MARSHALS POST was being prepared, we heard of the sad news that Ian Robertson had died, following an illness. Ian had been an SMMC member for several years and many of you will have come across him marshalling on stage rallies. His good humour and willingness to help will be sadly missed.

MNCG

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