

ANNUAL GENERAL MEETING

The first Annual General Meeting of the Club was held in The Royal Scot Hotel, Edinburgh on Thursday 11th April. About a quarter of the membership was present. The Meeting approved the Report by the Committee and the Accounts. The acting members of the Committee were re-elected, and were joined by Colin Goode and Mike How.

Wide-ranging discussions also took place on such varied topics as Membership Cards, a Marshals' Insurance Scheme and the possibility of introducing a Rescue Vehicle as well as a Central Register of active marshals throughout Scotland for use by Clubs organising competitive events. It was also agreed that the success of the Training Day at Croft should be followed up by efforts to arrange a similar event at Ingliston between all the Clubs in Scotland which organise speed events.

It was generally agreed that the Club is in an excellent position to expand both its membership and its influence on the motor sport scene in Scotland.

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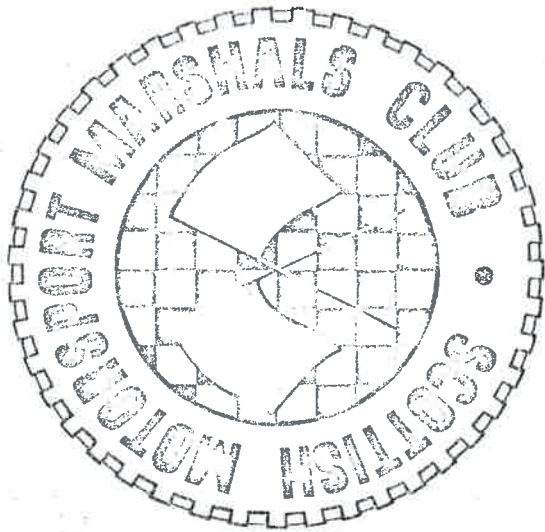
Hill-climbing is returning to Doune, and the first Meeting this year, which it is hoped will be a round of the 1974 National British Hill Climb Championship, is to be held on 22-23 JUNE. Note it in your diary.

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SCOTTISH MOTORSPORT MARSHALS CLUB
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COMMENT

Of all the aims of the Club, perhaps the single most important one is the promotion of higher marshalling standards, not only amongst the Members of the Club but also amongst all marshals throughout Scotland at all types of motor sport events. The standards of drivers in competitive skill and professional approach have increased enormously over the last few years, and if they are to continue to compete in the degree of safety which they have come to expect, then the marshals, who are primarily responsible for their safety, must adapt and improve their techniques to meet the demands now put on them.

It is not sufficient for the organisers of events to rely on their past safety record as a reason or excuse to relax their attention to marshalling standards. Constant improvement can only be achieved by regular and thorough training, not only of marshalling recruits who obviously have to be brought up to an adequate standard of efficiency to allow them to look after the safety of drivers /

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drivers, but also of existing marshals, who too often are not self-critical enough of their own approach to the responsibilities which they are accepting when they go marshalling.

This is where the Club can be at its most effective. Not only can it press, as a body representing marshals, for more attention to be paid to marshals' training by Clubs and organisers who are in a position to do this, and whose interests depend on a high standard of marshalling: it can also set an example by providing facilities for its Members to train to do their job properly. It was for this reason that the Club arranged for Members to take part in the Training Day held at Croft at the beginning of April, and which there is a report elsewhere in this issue.

But higher marshalling standards mean more than competence in the business of safety. Marshals are also required to assist in the administration of events, particularly as timekeepers on Falties, etc. The Club also recognises the need for efficiency in this respect, and arrangements are already in hand for "Fally Marshal-ling Training Sessions" to take place at the end of May to improve marshals' use of chronometers and the recording of times on Stages.

It is the intention of the Club to continue to provide its Members with opportunities to train, to improve and to take a keener interest in their marshalling activities.

Next Issue: The Club's influence in Scottish motor sport.

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MARSHALS POST

Whistles

David Swinton - Chief Marshal

A smaller Marshals Post this time, as the Editor has pinched my usual spot for a report on the Training Day at Croft. During race meetings it is often virtually impossible with the din of racing engines and exhausts to attract the attention of other marshals who are looking in other directions. A simple and cheap answer to the problem is a good whistle which can be given a lung-ful as required. The "Acme Thunderer" metal job is probably the best, coming in at around 50p at the last check. I would recommend all track-side marshals to wear a whistle - a most useful bit of equipment - and probably the cheapest you will be required to use.

THE TRAINING DAY AT CROFT

*22 Members of the Club attended the Combined Clubs' Training Day for Marshals held at Croft Autodrome on 6 April organised jointly by the British Automobile Racing Club, Darlington & District Motor Club, the British Racing & Sports Car Club, Northern Race & Rally Rescue Marshals Club, Nottingham Sports Car Club and the British Motor Racing Marshals Club. It was, from this Club's point of view, a great success.

Theoretical training in the morning on track marshalling, fire marshalling, flag marshalling and observing was followed by a fire fighting practice, and in the afternoon by practical training on the circuit during 'staged' but realistic races. Amongst the Members present, the Club provided 4 training instructors. The event was smoothly run and extremely well thought out, and the Club's thanks are due in particular to the event Co-ordinator, Les Bentley, who made the Scottish visitors most welcome.

Several lessons have been learnt from the visit to Croft:

1. The general standard of marshalling in England is high and is an example to marshalling in Scotland, which has to cope with the same standard of competition with considerably fewer opportunities to train and practise.
2. The chance should be taken next year if it arises to send a further party of trainees to the Croft event.
3. The format of the Training Day would be ideal for a similar event which could be held at Ingliston in co-operation with other motor clubs in Scotland. Indeed, Ingliston could provide much more in the way of lecturing and catering facilities, and being more compact than Croft could allow for a greater degree of control over the practical training out on the circuit.
4. The success of such a Training Day depends largely on the amount of co-operation shown by all the Clubs which make the effort to organise it.
5. Almost without exception, the English Clubs were impressed with the turn-out of the Scottish Marshals, who took the trouble to wear correct and sensible marshalling clothing, and not the light shoes, nylon anoraks etc which their own Members appeared in. A lack of gloves during the fire fighting practice was also very noticeable.

MEMBERS SCENE

This will become a regular column containing news of Members and their activities, and also, hopefully, a forum for ideas which Members may care to express in public. If that sounds like a disguised request by the Editor for Members to write articles, letters etc, then it has served its purpose. Please feel at liberty to write in with your comments on the way the Club is run, on marshalling anecdotes and on your particular grievances - everything lawful will be printed subject to availability of space and the stamina of the Editor's typing finger.

Dan Wright, closely involved in the reshaping of Douglas Niven's Bosscot, is going to Lotus to try to keep Colin Chapman's adhesion on the right side of slippery - what shape will Lotus have in a few years' time, Dan?

Body mods continue to be in vogue - John Clelland should have his Chevron back soon after his nasty at an Ingliston Practice Day earlier this year - Mike Dolomite is still without wheels after flipping his Gascoigne - David Swinton gave a beech hedge a moment to remember with his 1630 Tiger during the Border Counties.

Rumour has it that Johanna McGuigan is about to appear in a full-race 850 Mini, nomex and skiddid to take on the wee saloons.

Ian Baird, who manages to marshal on more occasions each year in more places throughout Britain than anybody else around, produced a cine-camera at the May Ingliston - stories of a 70 mm technicolour full-length training movie for marshals are wide of the mark - but watch this space for developments.

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REVISED CALENDAR

The following are the revised dates for the Rounds of the 1974 Shell/Scotsman Scottish Rally Championship. Note them in your diary.

8-13 June	INTERNATIONAL SCOTTISH	21 Sept	SAITIRE
6 July	JIM CLARK MEMORIAL	5 Oct	VALENTINE
24 August	* BURMAH	26 Oct	BORDER
7 Sept	HACKIE		

(* Provisional date)

Continual subjection to the noise levels encountered at motor sport events is often uncomfortable and can have adverse effects.

Noise is made up of two elements. The first is pitch - ie long or short sound waves, low or high frequency - which is divided into frequency bands measured in hertz. The other element is volume or loudness measured in decibels. The human voice is transmitted at 125 - 500hz, an engine revving to 9000 rpm at around 600hz plus. While the recognised safety limit of sound volume is 86dba if the noise is intermittent (as with a series of passing racing cars), the volume of a racing car exhaust note can reach about 110dba. Protection should therefore be found which reduces noise in the high frequency range, while not cutting out the volume of ordinary human speech lower down the scale. Ear Protectors do just this, as can be seen from the following table.

Noise Frequency	125 hz	250 hz	500 hz	1000 hz
Volume Reduction	20 db	27 db	34 db	42 db

The dba and db scales are different, but comparable. If 86dba is the safe limit in a motor sport environment, then 89db at 600hz is the recognised safe level. The Protectors give a reduction of 35 db at 600hz, which brings the noise of racing cars well within the safe limit, while still only reducing speech frequencies by 20db, which allows ordinary conversation to be heard without strain. In other words, Ear Protectors do the same job as a couple of bits of cotton wool, except that the wearer does not have to take them off to listen to sounds quieter than those which he is trying to deaden.

It should be obvious therefore that Ear Protectors should be worn for safety as well as comfort. Many marshals already make use of these, and they are to be thoroughly recommended. The Club is now giving Members the chance to buy these at very attractive prices. Considerable research has gone into finding the most efficient and least expensive models, and one out of both types has been chosen - with ear-pieces filled with plastic foam or glycerine. The glycerine ones are more expensive and more easily damaged, but tend perhaps to be more comfortable to wear. Details will be sent to Members on request with notes on prices etc.

If any Member is in doubt as to the effectiveness of Ear Protectors in a motor sport environment, may we suggest that he asks someone wearing a set to borrow them for a few minutes. Most of those who do use them say that they would not now marshal without them.

Echoing the Club's successful run in last winter's Castrol Quiz, and to while away your time until marshalling in Scotland gets into top gear again, the following questions have been set by Mike How to test your knowledge of motoring and motor sport.

Send your answers to the Club at the address shown on the back page of this issue. The Club will present a THERYOS FLASK (an essential part of every marshal's equipment) to each of the first five Members submitting all-correct answers by Monday 24th June. In the event of more than five all-correct answers being received by that date, the first five drawn from a hat will receive prizes.

Have a go and prove you are the wise guy you always thought you were. The answers will be published in the next issue of the Newsletter, together with the names of the winners.

1. Name 6 circuits in Europe and North America beginning with the letter 'M'.
2. Who won the first Kleber/Wheelbase Rally Scholarship?
3. On a 1" Ordnance Survey Map, at what intervals are inter-sections of longitude and latitude shown?
4. Which British production car has the largest engine?
5. In the 1973 RAC Rally of Great Britain, who were the drivers of the cars which came 1st, 2nd and 3rd?
6. Which make of car won the 1973 World Constructors Championship for Formula 1 cars?
7. How many Grands Prix did Jackie Stewart compete in during his Formula 1 career?
8. Which make of car was built in Dumfries?
9. Who won the Scottish Formula Ford Championship in 1973?
10. What type of motor accessory do the following all produce - Peco, Astrali and Phase 4?