



MARSHALS POST



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MARSHALS TRAINING

As mentioned in the previous issue of MARSHALS POST a meeting was held at the Car Club in Edinburgh last month to discuss how the Club could best achieve a greater degree of marshals training in Scotland, both for rally marshalling and for marshalling at speed events. The meeting was attended by many Members and also amongst those present was Hugh Dewar, Director of the RSAC and Clerk of the Course for Scottish Rallies.

A wide ranging discussion took place with almost all those present expressing their own views on marshal training generally and how the Club could involve itself in training in particular. It was generally agreed that it would be necessary for separate training to take place for rally marshalling and for speed event marshalling, that the Club was capable of organising its own rally marshals training programme and that the co-operation of the two clubs in Scotland which organise race meetings would be required to achieve a satisfactory speed marshals training session.

The meeting also agreed that adequate finance for the proposed training is essential if the training programmes are to be worthwhile. While the possibility of direct sponsorship by a commercial concern could not be ruled out, it was felt that more reliance would have to be put on obtaining finance from the RAC/ACU Training Trust. It was also pointed out that finance may possibly be available from the Scottish Sports Council.

The meeting agreed that for rally marshals training it would be preferable to hold the training session in a forest with at least one competitive car present. It was hoped that the Forestry Commission or a private woodland owner would agree to make at least two miles of stage track available free of charge and it was also felt that it would not be difficult to find competitors willing to be present with their cars. Hugh Dewar on behalf of the RSAC expressed the hope that a series of rally marshal training sessions could be held in different parts of Scotland and made available to members of local clubs. If this was arranged it was felt appropriate that the Club should co-ordinate and run each training session using local assistance where required.

As far as speed marshal training is concerned, the meeting agreed that it was essential to hold this either at Knockhill or at Ingliston, preferably Ingliston. The latter would clearly require the approval of RHAS as owners of the circuit but this problem was not felt to be insurmountable, even though fire fighting training might have to be held outside the circuit.

The meeting concluded with agreement that a sub-committee should be formed to research, finance and organise marshals training on behalf of the Club and the names of half a dozen Members were put forward for this sub-committee. The main SMMC Committee is meeting shortly to take stock of the developments to date and the sub-committee's work will start as soon as possible after that. Members will be kept advised of progress in future issues of MARSHALS POST.

MARSHALLING TIPS

One of the points raised by a Member at the recent Marshals Training Meeting was the advisability of track-side marshals carrying screw drivers. Most lightweight panels on competitors' cars are fixed by simple screw clips. Where bodywork damage occurs during an incident, panelling may have to be removed during a rescue operation or if the vehicle requires a tow to the paddock. More often than not at present the lack of a screw driver delays the prompt dealing with the incident.

Several Members now carry safety quick release knives for cutting seat belts or helmet straps. The number of times when these knives are required are thankfully few and far between but the knife sheaths provide a simple place to hold a screw driver. For a small outlay track marshals could improve their efficiency by carrying a screw driver.

As most Members will know, qualification for becoming a crew member on the Club's Rescue Units is basic first aid training, but track-side marshals can also improve their helpfulness to the medical teams during an incident by having a basic first aid knowledge. The British Red Cross Society runs first aid training programmes in most areas throughout Scotland during the winter months. Any Member wanting to be trained in basic first aid can find the address of his local BRC Society branch in the telephone book - and the winter can usefully be spent in improving your efficiency in this way for next season.

MARLBORO BRITISH GRAND PRIX 1983

Once again the Club was asked to provide a Rescue Unit for the British GP and I have been asked to write about the trip from a personal point of view.

Although the Sherpa and Renault are both now Licensed Rescue Vehicles with the RACMSA the larger and newer Renault was the obvious choice for the trip. The van was to be crewed by six of the ten Club Members who had been licensed as Rescue crew by the RACMSA at the training day at Silverstone earlier in the year and were as follows:

Frazer Madder Team leader and quartermaster. Frazer joined Equity during the weekend and when he met Alain Prost was delighted to discover that he was not the shortest person at the event.

Andy Stronach who had such a smashing time at last year's GP was pleased to see plastic plates were now supplied.

Lawson Rennie His first GP. If he had waited till next year he could have got in at half price as an OAP.

David Swinton Former SMMC Chairman and ace compressor starter. He arrived sporting his Subaru anorak, Lotus jersey, LSC hat, Scimitar T-shirt and Hyandai briefs - what doesn't he sell?

Bob Jeffrey Team doctor. Both Bob's command of the English language and his bald patch were heavily featured on TV. Bob together with Doune Doctor Graham Ballantine are the only Doctors registered by the RACMSA as Rescue crew in the UK, a fact which has not gone un-noticed by the RACMSA. We were in effect the only Unit which could provide a complete crew trained together as a team.

Andy Birrell My second GP. Modesty inhibits any further comment.

We/

We left at 6.00 am on 13 July and after a 6 1/2 hours drive arrived at Silverstone. Colin Goode had arrived on Monday and had already pitched camp and set up our caravan. The caravan was kindly lent to us by the Daventry division of the British Red Cross Society and together with an awning made a comfortable home for us.

Sign-on on Thursday morning confirmed we were to be at Copse for the weekend, the first corner after the start line and also the point where the pits exit road merges with the track. The corner was an excellent position to watch the races and also allowed us to keep track of who had and who hadn't completed their pit stop.

On arriving at the corner we familiarised ourselves with it and confirmed we covered from there to Becketts-in: a long way. The observers gave a short briefing which included some useful reminders. How many Members know the various hand signals for Doctor, Rescue Unit, etc? If not, ask! Briefings are a thing which should be adopted by Scottish Observers, as are incident officers who take charge of all those matters relating to an incident, thus allowing the Observer to get on with his job. It also soon became apparent that the number of marshals at Copse alone exceeded the total number of track marshals at an Ingliston Race Meeting.

At lunchtime on Thursday and Friday the Unit was parked outside the Renault pit and this gave the crew the opportunity to see the cars and stars close up. Access to the pits was severely restricted and I considered the opportunity of free access to the pits the perk of marshalling the event. The technology of Grand Prix cars is staggering and can only be appreciated at close quarters.

It was also during lunchtime the David Ike of the BBC first saw the Unit and the quality of its equipment. He realised the potential for the feature on Grandstand and arranged for a Toleman F1 car to be made available on Friday evening after practice. No doubt most of you have seen the result but if not both Frazer and I have it on video and can arrange a viewing (for a small fee!).

Frazer also showed us that the RAF can teach you to speak "proper" and gave a first class interview although David Ike had to take a second bite at the cherry. The driving to the incident with and without the camera crew necessitated a lot of horn blowing which naturally drew a large crowd. One large lady who had to run off the track also found that her "boob tube" was not designed for running in - much to the delight of both the camera and Unit crews.

Although purely promotional, the mock rescue staged for the BBC did show us all how difficult it is to lift somebody from a single seater even though the car was undamaged and the "casualty" very light and small. I also wonder how many Members have undone one of the new generation of crash helmets which do not have chin straps. I only know of one in Scotland at the moment but no doubt they will become more common and those Members who marshal in England should certainly be aware of them. They also appear regularly on Scottish and RAC Rallies, worn by the leading drivers. Formula Ford driver Lance Gauld has one and I know he would be delighted to show Members how to undo his helmet if asked. Don't be shy, as the differences are fundamental and an incident itself is no place to discover how it works.

The TV coverage was of course first class and gave the Club, the Unit and Renault excellent exposure during prime viewing times. There were many at Silverstone who wished for a similar opportunity.

Then/

Then there was the heat. Every day in excess of 80 degrees and on Saturday 90 degrees plus. Renault measured the temperature of the track surface at 130 degrees on Saturday. The weather would have been great for spectating but dressed up in overalls, balaclavas and heavy boots it was no fun. We were saved from melting completely by the tap and sink in the first aid room under the observer's post and a great deal of water was splashed.

Then we tried to find a shower in the evening but there were only six showers for the whole circuit and after 2 days only 1 worked properly. My disgust at these arrangements was shared by many and this was the only black mark against an otherwise excellent circuit.

The GP was as ever preceded by the Red Arrows and although the haze obscured the high altitude work the low flying was fantastic. Many people wondered if the GP could follow such a display but the atmosphere generated but the race was extraordinary. Twenty-six cars coming straight at you at 120 mph in a large bunch is a sight not easily forgotten.

I am pleased to say that the rescue equipment was not needed throughout the F1 race although Bob was required to attend one of the historic drivers, a F3 driver with a broken finger and some sunstroke. Ask Bob what the Finnish is for 'broken finger'!

As usual we met a lot of people from the Scottish scene down there who shared the hospitality of the Scottish section of the camp site. Jonathan and Simon Lord again arrived to pitch their tent just outside our front door. As requested this year they brought their own beer - next year they might bring some for us as well! Norman Thomson and family are always welcome visitors and their contribution to the bar was appreciated.

Peter Foubister (Elk) arrived in a car borrowed from "What Car" magazine towing a caravan borrowed from "What Caravan" magazine - he did buy his own food! Fred Gallacher the co-driver, provided the Irish jokes and Peter Grimwood, Tony Fletcher, Nick Clarke and wife and others provided the company.

Before the editor cuts any more I'd better conclude. It was a great trip and the venue preferable to Brands Hatch. Thanks to the rest of the crew for the laughs (mostly at my expense) and to Dianne and Frazer for the organisation and purchase of supplies. Can I go again next year please?

ADB

ANOTHER INTERNATIONAL RALLY

Fancy marshalling on another International Rally before this year's RAC? The Rothmans Manx International Rally are always in need of marshals and are prepared to provide a discount on travel costs to the Isle of Man and back for those interested in marshalling this year's event.

The rally is to be held on 15/17 September, all over public roads in the Isle of Man officially closed to the public by Manx legislation. The rallying on the Island is spectacular and the rally itself has a special atmosphere all of its own. Pace notes are permitted to the drivers who use racing tyres throughout and the rally is part of the European Rally Championship and the final round of the Rothmans RAC British Open Rally Championship.

The/

The Isle of Man is most easily reached from Scotland by ferry from Stranraer. Members who would like to marshal on this event and who book through Man Travel will on production of their official marshal's Warrant at Man Travel's Office in Douglas be entitled to a 5% cash discount on the cost of travel. Official marshal's Warrants are obtainable from the rally organisers by completing and submitting a Marshalling Application Form. Copies of these are obtainable from Club Secretary, Mike Gascoigne (day phone 031 225 8566).

MNCG

McGILLIVRAY'S CORNER

One of the Club's more active marshals, Iain McGillivray, has agreed to contribute a regular article to MARSHALS POST, giving reports of his doings, anecdotes, rumours and any scandals which come to his ears. He is keen to hear from any Members who have anything to report in future issues. Here is his first article to be going on with.

The Club's AGM in June touched on the subject of marshals' petrol costs and this inevitably was the cue for Dave Swinton to remind us yet again about how he used to manage a Doune weekend for £1. Quite honestly, this is of no comfort to those marshals trying to cope with today's prices.

After 4 days and 900 miles in an Arnold Clark hire fleet Renault Traffic on the Scottish Rally, I had seen some impressive rallying, heard several rumours and enjoyed many amusing incidents. The Rally turned out to be a bit more expensive for Rothmans than they have expected as 2 of their cars were returned slightly re-arranged. Jenny Birrell rolled her Manta onto its roof on a stage near Fort William early on the Sunday, but she was able to continue on the Monday after a few "running" repairs. It's amazing what sticky tape and plastic can do. John Cowan's Manta course car with Mike Gascoigne navigating hit a rock putting a hole in the floor immediately beneath Mike's legs. Shortly afterwards he assured me that he didn't need any of the anti-diarrhoea tablets which has been included in the ambulance medical kits.

I had the opportunity to talk with Alan Douglas of BBC Reporting Scotland fame at Glendevon, 5 yards outside the ATC boards. Alan and driver Andrew Cowan both denied driving too quickly despite arriving 24 minutes early on a road stage of only 90 minutes. He was particularly anxious that as many people as possible write to the BBC telling them how good it was to see motorsport on TV so that we can see more in the future.

Rumour has it that immediately after the noise test beside the Holiday Inn on the Saturday, one of Erwin Weber's mechanics pushed a welding rod up the Manta's exhaust and pulled out two baffles! I also heard that two Ford service barges had been seen going into Wales carrying Sierras.

The weather for the June Doune weekend was absolutely perfect for everybody except the poor track marshals who were cooked in their overalls. The highlight of the meeting, at least for those on posts 2-4, was the speed with which Kenny Allen went through that section of the hill. The event was the highlight of my marshalling career as I won a bottle of Bells (donated by George Tatham) in the marshals' draw. Not so lucky was Ian Daniels whose bottle of wine turned out to be the cheapest plonk that the Secretary of the Meeting could find.

The marshalling at Doune is very well organised as two of the Club's Committee are on the Doune organising Committee, and so the marshals' interests (except petrol money) are well looked after. The next weekend at Knockhill for a Rallycross meeting came as a shock. An 08.15 Sunday morning/

morning sign-on is bad enough, but the wait until 10.55 for the first practice was too much for most people. The Club marshalled two posts - Dobbies and the next post 150 yards onto the loose surface. Dobbies has, of course, been a "closed shop" for some years under the control of Colin Keenan, who is to be seen prancing about with an extinguisher in one hand and the Blue Book in the other. I was amazed at being allowed to marshal a mere 40 yards from the post covering part of his sacred tarmac. When racing finally started it was exciting and probably worth waiting for. Hopefully the event will be organised a bit better next year - worth going to if we're invited back.

It would appear that Jimmy Jack had problems with his eyesight on the Saturday of the April Doune, fortunately at the caravan beside the start line and not on the hill at speed. It was an unfortunate case of mistaken identity in a very embarrassing position on top of the table outside the caravan. The moral of the story is don't turn your back on Jimmy Jack if you have long blonde hair and wear blue jeans.

I expect that most members will by now know that the Club's Rescue Unit appeared on BBC TV's British Grand Prix preview. I was interested to note that this is the first time I have seen Frazer Madder out of the Unit and not driving. I wondered if he would have driven had the cameras been on the other side of the track. A more modest entrance was made by Dave Swinton who, being camera shy, didn't remove his balaclava. Andy Birrell was left to drive and not content with an appearance on "Grandstand" has attempted to get onto "It'll Be Alright on the Night". With the Unit's lights and horns on and the cameras running he had a gear selection problem and the Unit shot backwards. Full marks for observation go to Doc Jeffrey for being the first to realise that nobody had gone for the stretcher - but then it was out of camera shot!

RJM

RESCUE UNIT NEWS

When the Club received the new Renault Master van from the Scottish Renault Dealers Association earlier this year, all the Rescue Unit equipment previously housed in the Leyland Sherpa was transferred to the Renault to enable the Renault to be registered by the RACMSA as a licenced Rescue Vehicle for 1983. The Renault was then provided with basic medical equipment purchased out of the Rescue Unit Fund so that it could be made available during the early part of the 1983 season to organising clubs as a Motorsport Ambulance.

Considerable efforts have been made since the beginning of the season to purchase and acquire sufficient equipment for the Sherpa to bring it back to full RACMSA specification and the Committee were able to obtain a full Rescue Vehicle licence for the Sherpa at the beginning of last month. SMMC therefore joins the very few clubs in the UK which run more than one licenced Rescue Vehicle and motor sport in Scotland will now be served by two fully licensed Units manned by fully trained crews.

Although the bulk of the equipment required to bring the Sherpa back to RACMSA specification has been purchased from the Rescue Unit Fund, donations are always a pleasure to accept and the Club's thanks are due to Oxytitre of Edinburgh who have supplied an Oxygen giving set thus increasing the Units' capabilities. Hence also the no smoking signs!

ADB/MNCG

TOP/

TOP TEN ATTENDERS

The following is an updated version of the top-ten attenders list which has appeared in previous issues of MARSHALS POST:

1	Frazer Madder	178	6	Neil Dickson	81
2	Andrew Main	146	7	Mike How	80
↻ 3	Colin Keenan	(105) 125	8	Keith Brown	77
↻ 4	Andy Birrell	124	9	Iain Daniels	72
5	Ewan McCall	101	10	Jim Robertson	70

MARSHALLING BADGES

In addition, the following Members have also received their Club Badge over the last year or so:

Iain McGillivray
Sheila Douglas
John Bennie
Stanley Edmond
Isla Milne

Alistair Pirrie
John Donaldson
Mary Baird
Juliet Johnstone
Neil Russell

Bruce Craig

Congratulations to all of these but particularly to Bruce Craig who has managed to gain his Badge after only a very short time as a Club Member and who lives a considerable distance from most events.

JFM/MNCG

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