



# MARSHALS POST



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## CONTENTS

|  |    |
|--|----|
| 1984 AGM - Wednesday 27 May                        | 1  |
| ALCOHOLIC STAGES RALLY - Iain McGillivray's Report | 2  |
| A WELL MARSHALLED INCIDENT - 1973!                 | 3  |
| VIEWS ON MARSHALLING "ABROAD" - Loton Park         | 4  |
| MORE MARSHALLING "ABROAD" - Manx Rally             | 4  |
| RALLY MARSHALS TRAINING WEEKEND - Blair Castle     | 5  |
| XMAS 1983 QUIZ - Winners and Answers               | 7  |
| THANKS DEPARTMENT - Letters from organising clubs  | 9  |
| MEMBERS NEWS - More of the same                    | 9  |
| ADVERTS - A free service to Members                | 10 |

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### 1984 ANNUAL GENERAL MEETING

The Club's AGM this year is being held on WEDNESDAY 27 JUNE (7.30pm) at THE MOTOR CLUB, 28 NELSON STREET (off Drummond Place), EDINBURGH.

The Club's Accounts for the year to 28 February 1984 incorporating the formal Notice convening the AGM are being sent to members with this issue of MARSHALS POST.

All Members are most welcome. In addition to the formal AGM business, video films on certain aspects of motor sport will be shown. The Club's Committee will be available to answer any questions which Members may have concerning the Club.

ALCOHOLIC STAGES RALLY - Iain McGillivray's Report

I entered the rally knowing that there was no point in attempting to compete against the stomachs of Messrs Allen, Birrell and Dickson. The route covered 775 yards along Rose Street, Edinburgh (east to west) with 14 alcoholic stages. The start was at 7.30 pm and the finish at 11 pm. Maximum time for each stage was 15 minutes with at least one standard alcoholic drink to be consumed by competitors during each stage. Road sections had to be attempted on foot in the correct direction only. Penalties would be applied for possession of car keys (exclusion) or failure to consume a measure of alcohol per stage (1 point per measure).

Seventeen members signed on in the Abbotsford but 6 incurred penalties for a late arrival on SS1. Three of the competitors (Neil Dickson, Jonathan Lord and Keith McGregor) had all travelled considerable distances to take part. Frazer Madder and Jonathan Lord had both been fed a Harry Simpson motorsport haggis in and unsuccessful attempt to provide material to absorb the alcohol. A mention must be made of the excellent road book produced by Andrew Main (Club Steward) which, as well as showing the route, warned competitors of hazards such as main roads, bouncers and poofs.

A number of penalties were imposed by the RAC Steward (Jonathan Lord) against Yvonne Lamb, Tricia Allen and myself for failure to take a standard alcoholic drink on every stage, against Andrew Birrell (Secretary of the Meeting) and Neil Dickson for unauthorised servicing on a road section and Mary Baird for early arrival times. SS11 Gordon Arms had to be cancelled at the last minute due to renovations and so SS10 Rose and Crown was run twice. Mary Baird had set a blistering pace over the first 3 stages by drinking double sherries but couldn't keep this up and after blowing a head gasket on SS10 she had to retire. Paul Woods was on the verge of retiring on SS11 but just managed to get himself going again and completed the stage within 1 minute of his maximum lateness.

Bob Jeffrey (Chief Medical Officer) was in attendance at SS13 and SS14 which were considered to be the most dangerous but, fortunately, there were no incidents for him to deal with.

Out of 17 starters 11 completed the rally, but everyone's sympathy was extended to the competitor who bravely attempted the course on Guinness, only to retire on the last stage. Andy Birrell, Neil Dickson, Keith McGregor and Paul Woods all managed a 15th drink, but no-one was able to match the Clerk of the Course (Frazer Madder) whose 17 drinks were confirmed by Mike Gascoigne (Judge of Fact). And so subject to confirmation by the RAC Steward (he was far too drunk to confirm anything at the time) Frazer won the event. He was somewhat the worse for wear at the Finish and had to get a suspended tow home from the Allens, and probably won't remember very much about his victory.

As the event was such a success I hope that it will become an annual fixture on the Club's calendar.

RIM

Editor's Footnote

The author of this article is to be congratulated on its production for final typing within 12 hours of the Finish of the Rally although the spelling in his draft article reflected the previous night's activities and the paper on which it was written could have been wrung out, bottled and sold in an off-licence.

A WELL MARSHALLED INCIDENT

With acknowledgements to SMRC we reproduce a copy of the May 1974 Ingliston Programme which shows an incident at the "old" Hairpin at one of the 1973 meetings.

All the marshals involved were (and still are) SMMC Members.

Although the marshalling techniques shown are commonplace today, ten years ago it was unusual to see marshals wearing overalls despite the hot weather (see the shirt sleeves of the photographer and first aid men). Note also the ear defenders worn by one marshal and the release knife worn by the marshal in white nomex.

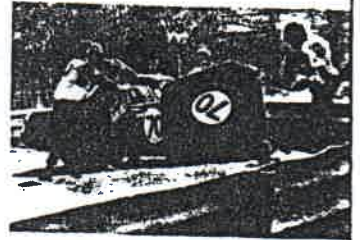
It is also interesting to see virtually every marshal wearing a fluorescent jacket - certainly not the case at Ingliston nowadays.



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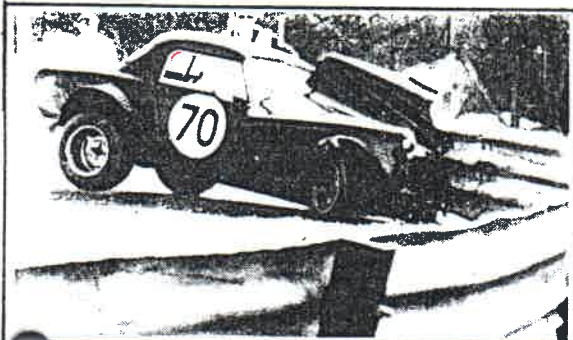


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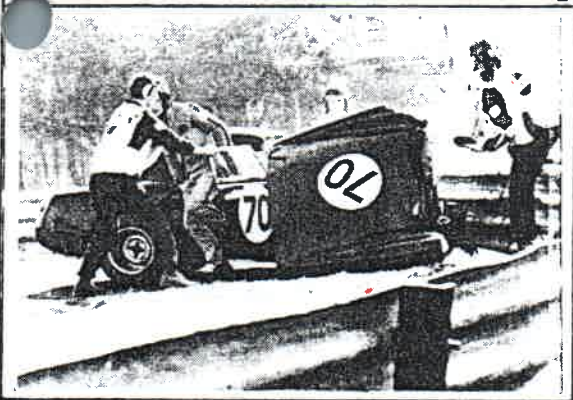
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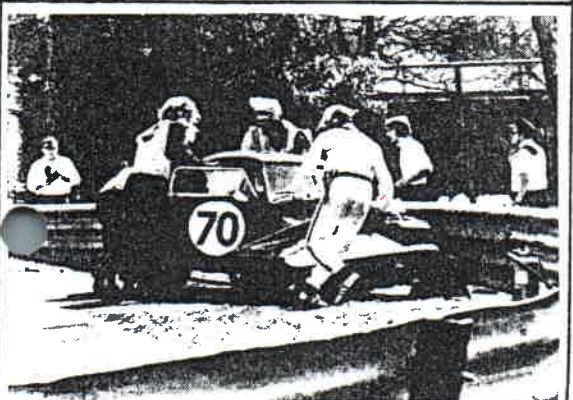
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1.



2.



3.

1. ACCIDENT!

Note that although the incident occurs more than 35 yards from the post, track marshals are evenly distributed along the post area and a marshal is actually on the scene as the accident occurs.

2. DRIVER OUT

The nearest marshal has already crossed the barrier, turned off the ignition cut-out and has helped the driver out. This marshal is being covered for approaching traffic by the marshal (with visor) on the safe side of the barrier. Two other marshals are crossing the barrier, one with a Monnex extinguisher for quick fire knock-down. Another Monnex extinguisher (not visible in the photo) has already been placed near the car's petrol tank.

3. MAKING SAFE

The driver has been helped over the barrier and first aid men have arrived to attend to him. Four marshals man-handle the car clear of the track - one facing the approaching traffic to warn the others of danger.

Total time to clear the incident - 20 seconds.

### VIEWS ON MARSHALLING "ABROAD"

On the Easter holiday weekend, myself (the wife was in bed with flu), Frazer Madder and his good lady ventured over the border to Loton Park near Shrewsbury, Shropshire for the second round of the RAC Pace Petroleum Hill Climb Championship. It was a bit like Knockhill in a way as the sun shone all weekend.

Sign-on was at 11.00 am each day (practice on Sunday, timed runs on Monday). Unfortunately it's one of those hills which cannot start before 1.00pm, even on a Monday, in case they disturb the local gentry from their glass of port at lunch time. This is all a bit inconvenient when you have 126 cars and two dozen motorbikes (some with side cars) to run off in the afternoon plus two top 12 run-offs for Championship contenders. The net result was that on both days we didn't finish until after 6.30pm, so you have your lunch before the meeting starts.

The new top 12 has been introduced to get round the problem of drivers standing down from the old top 10 and letting another contender in to score championship points. So now the top 12 are invited to run off: if they don't participate then their place is not filled and only the fastest 10 out of the top 12 score points.

Many hill climb cars now run on methanol instead of petrol. This is denoted by a bright orange circular disc on the car's bodywork, about two and a half inches in diameter. Unfortunately this is not always obvious when you attend an incident involving this type of car and as you may know a methanol fire is not visible apart from a general heat haze. So all you marshals beware and keep your eyes open for the orange disc.

The "Wally of the Meeting" award went to the marshal who turned up in jeans, sleeveless tee shirt and a pair of pixie boots. After standing about all day in the sun on Sunday he was seen on the Monday morning getting a lotion applied to his red raw skin by the ambulance man. We heard later in the day that he had to be removed from his marshalling post mid afternoon, suffering from sun stroke! By the way, marshals don't seem to wear overalls in that part of the country.

Two good points of the meeting: firstly each day all marshals were given £1.50 at signing-on towards their lunch and secondly there was free draught beer each day for the marshals after the day's work was done. After a hot day in overalls at the start line this was greatly appreciated.

All in all it was a good meeting, reasonably well run after they got their act together but they will have to do something about this 1.00 pm start by either pulling it forward or reducing the entry by 30 cars or so to enable us non-sassenachs to return over Hadrians Wall a wee bittie earlier.

RBA

### MORE MARSHALLING "ABROAD"

Members thinking of marshalling on the 1984 Rothmans Manx International Rally (12-15 September) should contact the Club Secretary at Club HQ for further details, an application form and a note of the discount available on UK/Isle of Man Ferries.

MNCG

RALLY MARSHALS TRAINING, BLAIR CASTLE - A BRIEF REPORT

In all, 71 trainees attended the Training Weekend on 24/25 March. 26 trainees attended on the Saturday (these were Club Members only) and 45 trainees attended on the Sunday drawn from 8 clubs based in north, north-east and central Scotland who had been asked to nominate trainees for the event. 23 officials were involved in the administration of the Training Weekend, a large majority of these being present on both days.

The format of the training was similar on both days of the event. The trainees received indoor lectures (Stage Administration: Time-keeping: Communications) during the morning. In the first part of the afternoon, all the trainees walked through the training Special Stage to examine critically the way in which the Stage had been set up. The rest of the outdoor activity in the afternoon was set aside for the running of the Special Stage as a realistic stage using competition cars and full Stage timing, etc. Road Section Cards, Special Stage Cards and Time Record Cards had been specially designed and printed for use on the training stage during the weekend. 4 cars assisted on the stage on the Saturday and 8 cars on the Sunday.

After the outdoor practical training, all trainees returned indoors at the end of each day for a film on motor sport first aid followed by a brief talk about the film and about motor sport first aid in general, given by one of the Club Doctors in each case.

Reports received by the organisers from independent observers at the event have all been favourable and it is felt that the format of the event is now sufficiently well settled for this to be used for other rally marshal training days to be held in future years.

MNCG

RALLY MARSHALS TRAINING, BLAIR CASTLE - AN ORGANISER'S VIEW

The organising sub-committee began to meet last autumn every 2-3 weeks and gradually increasing to weekly just prior to the event. The only major problem we encountered was trying to find suitable dates for meetings. Mondays had to be ruled out completely as that's the night Andrew Main does his washing, and even worse Yvonne Lamb kept suggesting Sunday mornings at 9am.

We set off north on the Friday morning hoping adequate preparations had been made and spent the afternoon arrowing the stage in the Castle grounds. During a final discussion that night with Frazer Madder it transpired that part of the arrowing could be improved. Richard Allen nobly led a re-arrowing party into the stage shortly before 6am on the Saturday morning and returned to the hotel to discover that the whole of Blair Atholl was in the middle of a power cut. The rest of the day produced more rain than is normally seen at Knockhill in a complete season.

The trainees had three lectures in the morning, Frazer on Stage Management and Setting-up, Colin Goode on Communications and Ken Foulis on Timekeeping. Power had been restored by this time which was fortunate as all three lecturers were using slide/overhead projectors. The lectures were all highly informative and much was learned by those attending.

In/

In the afternoon the trainees walked through the stage with tutors discussing the technicalities of arrowing. It was very wet on the Saturday and I was one of the lucky rescue unit crews sheltered from the rain. Four rally "stages" were then run so that each group of trainees could have a shot at the arrival, start, flying finish and stop line in turn. The rally crews had been instructed to perpetrate the usual competitors "crimes" to give the trainees an idea of what might happen and how to deal with such situations. We were also given a demonstration which the sub-committee had not planned when two trainees proved that a combination of heavy rain, jeans and no waterproofs is one of the most efficient methods of inducing hypothermia.

After a quick change into drier clothes in the Castle the trainees were shown the film "You Can Save Lives" and Dr Donald Ballantine gave a short talk on the film and first aid in general.

At the end of the day the organisers headed straight for the hotel bar for a debrief. Some minor changes for the Sunday timetable were proposed but it took most of the rest of the evening for the organisers to be certain that the plans for the Sunday would work smoothly. There was a lot of discontent when it was discovered that Linda Birrell had been first back and had used the hotel's entire hot water supply in her own bath! That night the clock changed from GMT to BST so all the rally clocks we had used also had to be changed. Ken did this shortly after 1am in his bedroom - I know that officially the clock advances from 1am to 2am but I would have thought Ken could have done this earlier in the evening and not bothered waiting up until the official hour. Adjusting the clocks apparently made a loud clicking noise and this was heard by people across the corridor. The hotel's bedroom walls were not very well sound proofed - but that's another story. "Privilege of rank" now prevails in the Club, it would appear, with the Club Chairman getting the room with the large fourposter bed complete with curtains.

The Sunday was dry and there were no power cuts. We originally planned on 96 trainees from invited clubs but only 45 actually turned up on the day, and in the end we agreed that this was about the optimum number for the format of the training day where the emphasis was on a high ratio of tutors to trainees. We had a better line of competitive cars for this day headed by Ken Wood with his Rover. The training ran similarly to Saturday, the only change being a switch of doctors with Bob Jeffrey on duty.

Jonathan Lord drew on all his experience as an RAC Steward, Scottish Rally Organiser and Rally Navigator and managed to show a remarkable talent for awkwardness over timing, cheating with pace notes and a variety of other offences. Full marks for style go to his driver who used his wipers to remove the start flag from the windscreen a few seconds early, to the amusement of everyone except the trainee start marshal.

We arranged a video film to be made of the day and part of this was a run through the stage in Frazer's car. In an attempt to be as realistic as possible he managed to split the car's exhaust manifold. First impressions of the unedited film are very good and the sub-committee will be preparing a script to give to the film's editor.

I am sure all the trainees will have found the day useful and learnt something. The sub-committee are pleased that it all went according to plan and hope that the Race Marshals Training Day will be as successful.

XMAS 1983 QUIZ - Winners and Answers

None of the answer sheets received for the motorsport knowledge quiz were fully correct but the Winner (RICHARD ALLEN) had the highest number of correct answers (19 out of 20). The answers (as supplied by the quizmaster - Mike How) appear below.

Quiz B was narrowly won by ALISTAIR PIRRIE. The total aggregate mileage travelled by both SMMC Rescue Units in 1983 was 9203 miles. Alistair's answer (9122 miles) was very close.

Quiz A - ANSWERS

1. Name the Scottish driver who won races at Inghliston, Knockhill, Donington and Zandvoort in 1983.

JOHN FYDA DRIVING A MALLOCK Mk24B.

2. Name the only Scottish driver ever to have won the Formula Ford Festival and the car he used to win it.

DONALD MACLEOD DRIVING A SARK.

3. Name two 1983 Formula 1 drivers who have competed at Inghliston.

KENNY ACHESON DROVE A CROSSLE 25F AT INGLISTON IN 1976 AND EDDIE CHEEVER DROVE JIMMY JACK'S MARCH 772P IN 1979. ALTHOUGH MANY IRISH DRIVERS USED TO VISIT THE CIRCUIT IN THE PAST, JOHN WATSON NEVER ACTUALLY RACED THERE ALTHOUGH HE DID ENTER AND PRACTISE A CAR BACK ABOUT 1970/71.

4. What make and model of car was used to win the 1983 Ivory Coast Rally?

TOYOTA CELICA TURBO DRIVEN BY BJORN WALDEGAARD.

5. How many Audi Quattros finished in the top ten of the 1983 Lombard RAC Rally?

4 Cars - STIG BLOMQUIST (1st), HANNU MIKKOLA (2nd), LASSE LAMPI (4th), and JOHN BUFFUM (6th).

6. Who or what was 'Big Rumbly'?

THE SCOTTISH RALLY CHAMPIONSHIP-WINNING TRIUMPH TR7 V8 OF KEN WOOD.

7. Name two Formula 1 cars which have been demonstrated at Inghliston and the drivers concerned.

THERE HAVE BEEN THREE DEMONSTRATIONS - JACKIE STEWART (TYRRELL 003), JACKIE STEWART (MARCH 701) and RICHARD SCOTT (HESKETH 308). OTHER FORMULA ONE CARS HAVE COMPETED AT INGLISTON - NORMAN DICKSON (LOTUS 78), ROBIN SMITH (SURTEES TS17 & TS20) and GRAHAM HAMILTON (SURTEES TS17 & TS20).

8. Who won the 1983 Scottish Formula Libre Championship?

GEORGE MACMILLAN DRIVING HIS BASS ROCK GARAGE/RENAULT SPONSORED RALT RT2/HART.

9./

9. In 1983 two Formula 1 teams were sponsored by clothing manufacturers - name the sponsors.

BENETTON SPONSORED TYRRELL AND FILA SPONSORED BRABHAM.

10. What was the Stage marshalled by SMMC on the 1982 Lombard RAC Rally?

CARDRONA NEAR PEEBLES.

11. Name two GT cars which competed at Ingliston in 1983 which were based on March single seater chassis.

ANDY BARTON'S AC 3000ME IS BASED ON A MARCH 802, JIM MCGAUGHAY'S RENAULT 5T ON A MARCH 742 CHASSIS AND ERIC PATERSON'S LOTUS EUROPA IS BUILT AROUND AN F3 MARCH 803 TUB.

12. Every turbocharged car which was entered for the 1983 South African Grand Prix qualified in front of the first normally-aspirated car on the grid. How many were there?

17 - THE SPIRIT-HONDA DID NOT ENTER.

13. How many successive times has Hannu Mikkola finished in the first two places on the RAC Rally?

EIGHT.

14. Which make and model of car won the 1983 Tourist Trophy at Silverstone?

ROVER VITESSE DRIVEN BY STEVE SOPER (GB) AND RENE METGE (FRANCE).

15. Name the three drivers who drove the winning Porsche 956 at Le Mans in 1983.

VERN SCHUPPAN (AUSTRALIA), AL HOLBERT (US) AND HURLEY HAYWOOD (US) DRIVING THE THIRD OF THE WORKS ROTHMANS' PORSCHE 956s.

16. What capacity of engine is used in Superkarts?

250cc.

17. Name two of the ex-Formula 1 drivers now competing in the CART series in the United States.

MARIO ANDRETTI, DEREK DALY AND TEO FABI.

18. Who broke Tony Pond's monopoly of the Donington Rallysprint by winning it in 1983?

NIGEL MANSELL.

19. Who won the 1983 Open Rally Championship?

STIG BLOMQUIST DRIVING THE DAVID SUTTON-ENTERED AUDI QUATTRO.

20. Alan Douglas, the BBC Scotland TV presenter, competed on the Scottish Rally in 1982 and 1983. Who did he navigate for on each occasion?

IN 1982 HE NAVIGATED FOR IVOR CLARK IN A TALBOT LOTUS AND IN 1983 FOR (CLUB PRESIDENT) ANDREW COWAN IN AN AUDI 80 QUATTRO.

THANKS DEPARTMENT

Jim Clark Memorial Rally

Would you please express my thanks to the members of your Club who marshalled for us on the Jim Clark Memorial Rally.

I hope everyone had an enjoyable day and certainly for a change the weather was very kind to us.

BOBBY SCOTT  
Chief Marshal

John Wilson's Bedroom Stages Rally

On behalf of the organising committee of the John Wilson's Bedroom Stages Rally may I take this opportunity of thanking your Club and its marshals for coming out on Sunday 1 April and doing a good job on that day which contributed greatly to the smooth running of the event.

Your help is very much appreciated...

BRIAN DODDS  
Chief Marshal


MEMBERS NEWS

Congratulations to PETER HOBSON on his recent promotion to Grade 1 RAC Scrutineer...

Watch this space in the next issue of MARSHALS POST for pictorial illustrations of the Alcoholic Stages Rally competitors....

Belated congratulations to NICK CLARKE whose wife Catriona produced a boy recently....

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Kings Court

Kings Court

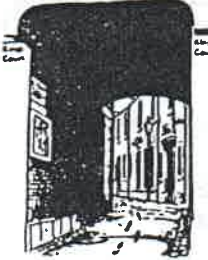
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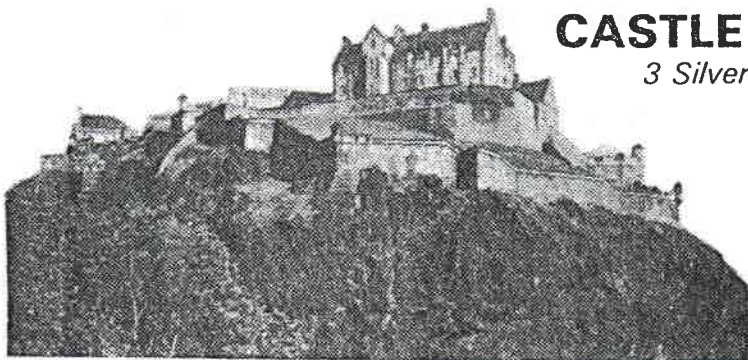
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