



MARSHALS POST



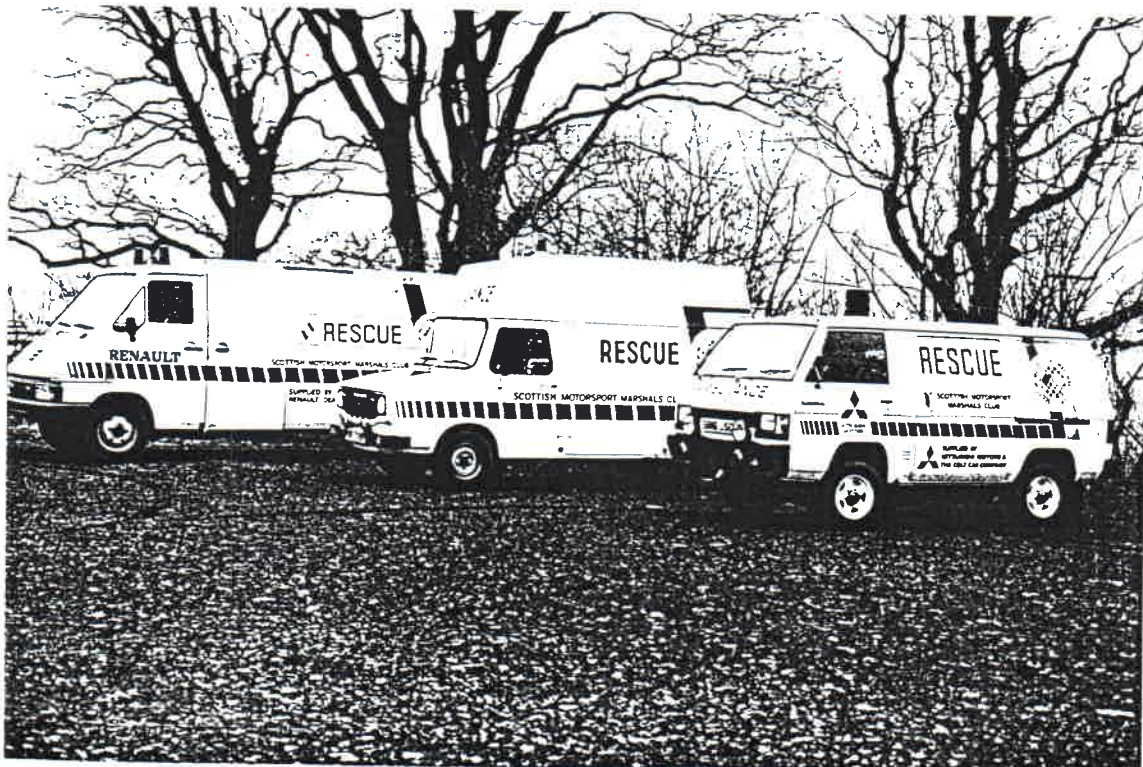
issued by: Scottish Motorsport Marshals Club

No 46

December 1984

CONTENTS

RESCUE UNIT - Number 3	Page 2
ROSE STREET STAGES - No 2 - Friday 28 December 1984	3
CHRISTMAS QUIZ	4
CLUB RESCUE UNITS - new Crew Members needed	4
MALLORY PARK - RIM visits the Circuit	5
LOTHIAN CAR CLUB - Dinner Dance	5
MARSHALLING ATTENDANCES - up to date tables	6
MOTOR SHOW, NEC - some reflections	7
MITSUBISHI RESCUE UNIT - the handover	8
FLAGS - and drivers	9
TROSSACHS RALLY - a demolition derby	9
ADVERTISEMENT	10



HAPPY CHRISTMAS AND A SUCCESSFUL 1985 TO ALL MEMBERS

RESCUE UNIT - Number 3

The Club is proud to announce the provision of a new vehicle to operate as its third Motorsport Rescue Unit.

The vehicle is a Mitsubishi L300 four wheel drive van supplied by MITSUBISHI MOTORS (Japan) and THE COLT CAR CO LTD to whom the Club owe a debt of gratitude for their generosity in not only making the vehicle available but also the considerable amount of work which had to be done to the vehicle before its ultimate delivery.

The Club is also in debt to our Honorary President ANDREW COWAN whose involvement with Mitsubishi (he is manager of their UK-based European rallying operations known as Ralliart) was instrumental in arranging for the vehicle to be made available from Japan.

The Club had originally been advised that the vehicle was to be a left hand drive van - a model not previously imported into the UK. When the vehicle arrived it was found to be a right hand drive minibus with windows all round, passenger seats in the rear, carpeted throughout and with high quality stereo equipment for all passengers. Mitsubishi/Colt agreed to undertake the preparation of the exterior which involved removal of the rear side windows and their replacement with steel, the addition of all external electrical fittings and sign-writing of the vehicle in a style to match the sign-writing on the 2 existing Units (but including the Mitsubishi logo). The Club was left with the task of gutting the rear interior and fitting this out to take the considerable quantity of equipment to be carried in the Unit.

All this work was carried out by Mitsubishi's Edinburgh dealers and by a few SMMC Members over a period of 4 weeks. The preparation was completed just in advance of the formal Press Reception in Chester on the day before the start of the RAC Rally at which the vehicle was formally handed over (see ADB's article elsewhere in this issue). By that time all the necessary equipment had been obtained and the Unit was one of the first to be registered by the RACMSA as a Rally Rescue vehicle.

The vehicle's 2/4 wheel drive capabilities are ideally suited for work on stage rallies but from the outset it was decided that the new Unit should be registered for both race and rally rescue work. For rally duties it carries two stretchers, one of which is removed to make way for a crew seat for race duties.

The two other units (the Leyland Sherpa and the Renault Master) will continue as before although the Sherpa will only attend events if all three units are required on the same day at one or more events.

MNCG

ROSE STREET STAGES - No 2 - FRIDAY 28 DECEMBER 1984

Members are invited to take part in the second Alcoholic Rally consisting as before of all Public Houses in Rose Street, Edinburgh.

Sign-on is at 19.30 hrs in the Abbotsford (map ref. 66/255740) - Rose Street, east end.

Entrants must consume a measure of one standard alcoholic drink in every stage.

All travel between stages will be on foot and entrants found in possession of car keys or with the intention of using same will be excluded.

Stages:	SS1	Abbotsford	SS8	The Pub
	SS2	Cottars Howf	SS9	Kenilworth
	SS3	37 Bar	SS10	Rose & Crown
	SS4	Paddy's	SS11	Gordon Arms
	SS5	Rose St. Brewery	SS12	Olivers
	SS6	Auld Hundred	SS13	Elders
	SS7	Goblet	SS14	Scotts

There is a Passage Control in SS9 and the FTC is in SS14 where results will be declared.

Officials of the events are:

Clerk of the Course	Frazer Madder
Secretary of the Meeting	Andy Birrell
RAC Steward	Jonathan Lord
Stewards Minder	Simon Lord
Scrutineer	Yvonne Lamb
Results Officer	Andrew Main
Timekeeper	Richard Allen
Medical Officer	Bob Jeffrey
Judge of Fact	Mike Gascoigne

Following the May event it is hoped that photographer Richard Allen will put some film in his camera this time.

Mary Baird retired from the May event with a blown head gasket or was it a blockage in the fuel line. Anyhow ace machanic and husband Ian has tweaked Mary into superlative condition and she must be treated as a major threat for an outright win this time!

Last time the dear Lord, alias Jonathan, survived the event only to konk out the following morning. This time he intends bringing his little brother Simon to ensure a satisfactory conclusion. What chance Simon?

No advance entry applications required - competitors should just appear in the Abbotsford at 19.30 hrs.

See you on the 28th.

CHRISTMAS QUIZ

The Club has again set a Christmas Quiz for Members - this year the questions are hopefully easier than in previous Quizes. The questions appear on a separate sheet attached to this issue of MARSHALS POST.

All Members are invited to enter by sending a completed answer sheet to Club HQ. A separate answer sheet is attached.

Because of the possibility of more than one fully correct answer sheet being submitted there are two tie-break questions which Members should also answer.

Answers sheets should be sent to Club HQ no later than THURSDAY 31 JANUARY 1985.

The entrant answering the most questions correctly (or in the event of a tie the entrant answering the tie-break questions in the most appropriate way in the Committee's opinion) will be the winner. The winner's name and the answers will be published in the next issue of MARSHALS POST.

THE PRIZE is a book by Jeremy Walton - "Audi Quattro (The Development and Competition History)" - kindly donated by Richard Allen.

All entries will be considered. Please remember the winner might not have been able to answer every question so incomplete answer sheets may also be submitted.

MNCG

CLUB RESCUE UNITS - new crew members needed

With the Club now running three Rescue Units the need to expand the number of crew members is even more important.

Any Club Member who is interested in becoming a Unit Crew member or who is simply interested in finding out more about what Unit Crew duties involve should contact Club HQ.

As mentioned in the previous issue of MARSHALS POST training sessions for new Unit Crew members will be arranged so that all those interested can see the Units and their equipment in detail and be given expert help on how to learn to use the equipment.

Although membership of the Unit Crews does normally mean a degree of commitment to being available to man the Units at events, the Committee will now consider the possibility of some Crew members being involved on a "part-time" basis. Even part-time Crew members will however require full training in the use of the Rescue and medical equipment.

Those considering full-time membership of the Rescue Unit Crews should remember that a first-aid certificate is required for RACMSA registration for rally duties (recommended for other Rescue duties).

MNCG

MALLORY PARK - RIM visits the Circuit

Having arranged a trip to Birmingham for the Motor Show, I referred to the RAC Blue Book and discovered that the day before I was due at the NEC the BRSCC were organising a race meeting at Mallory Park near Leicester. I called the Club's Competition Secretary and was put in touch with the Chief Marshal who was pleased to add me to the marshalling team. It wasn't until two days before the event that I discovered in the press that I had volunteered for a meeting which was to include seven Formula Ford 1600 races!!!

At sign-on I was sent to a post in the middle of the back straight and it was soon apparent that any cars coming off at the previous corner would not stop until they had reached this section of the track. Despite the large numbers of FF1600s present it was a very quiet day with only a dozen or so incidents on the whole circuit. Three of them occurred at our post all resulting from cars going onto the grass at over 100mph and spinning back across the track towards the in-field. At the end of the straight there was relatively slow corner where much of the circuit's overtaking took place. Unfortunately as the field spread out very quickly I was forced to spend most of the time looking the other way and therefore missed 90% of the action.

I noticed two points that the Ingliston Chief Track Marshal (Bill Wilkie) would probably not have approved of. Firstly many of the track marshals, who belonged to the BMRMC Silverstone Incident Team, wore black overalls without bothering about reflective tabards and secondly at only one of the four posts which I could see did the marshals check the track between races/practices.

I was impressed by the standard of flag marshalling and in particular the prompt use of the yellow. During one race I noticed a waved yellow at the other side of the circuit and looked over in time to see the accident happen - an airborne FF1600 landing on top of the armco.

At the end of a long day (9 races in all) the organisers provided a much needed free pint of beer for every marshal.

I am pleased to report that the "natives" were very friendly and as I was made to feel most welcome I can certainly recommend the circuit to any SMMC Members who find themselves in that part of the world.

RIM

LOTHIAN CAR CLUB - Dinner Dance

The Lothian Car Club's Dinner Dance is to be held in the Caledonian Hotel, Edinburgh on Saturday 26 January 1985. That Club has decided to invite members of other clubs to make up tables of their own at the dance and this invitation has been extended to SMMC Members.

Any SMMC Member who would like to make up a table for this Dinner Dance can apply for tickets to Andy Birrell, 5 Cramond Gardens, Edinburgh. Tickets are fll each. Dress is dinner jacket or lounge suit. Time - 7.30 for 8pm.

ADB

MARSHALLING ATTENDANCES - Up to date tables

Overall Top Ten as at present

1	Frazer Madder	203
2	Andrew Main	172
3	Andy Birrell	141
4	Ewan McCall	105
5	Neil Dickson	96
6	Keith Brown	94
7	Mike How	89
8	Lawson Rennie	86
9	Jim Robertson	84
10	James Stronach	82

It has been a year without further additions to the "100-plus club" but next year looks like being very different indeed with a probable four further names to enter the 'ton-up' league.

Some indeed may edge into 3rd place ahead of Ewan McCall whose position is relatively static, with exception of the Scottish Rally, due to his being domiciled in Gloucestershire.

1984 Top Ten Attendances - 25 Mailed Events

1	Bruce Craig	25	100%
2	Richard Allen	22	88%
3=	Frazer Madder	20	80%
	Yvonne Lamb		
	Andrew Main		
	Paul Blackford		
7	Lawson Rennie	19	76%
8	Paul Woods	18	72%
9	Iain McGillivray	15	60%
10	Graham Couser	14	56%

Many congratulations to Bruce Craig on his 100% achievement. This is the first time since the Club's formation that a Member has managed a 100% turn out in any year.

The Club is very much indebted to the stalwart regulars like Bruce who turn up to events anywhere, anytime in any weather - well done.

It is interesting to compare the two tables. Only three names appear in both. The continuing high percentage attendances by newer Members should result in some of the present names in the overall top ten list being replaced fairly soon. This is a natural and understandable trend, given and average active marshalling "life" of SMMC Members of about six years. The high attendance record of newer members also illustrates marshalling strength throughout the Club but SMMC would still like to see Members turning out in greater numbers than at present.

Both/

Both tables are affected by some members of the Rescue Unit teams missing out on a signed attendance at a mailed event by committing themselves on the same day to Rescue Crew duties at another event which has not been mailed by the Club. They would very likely have attended the mailed event if not otherwise engaged with the Rescue Units, thereby improving their position in the league tables. This happened on a few occasions during 1984, eg. a Knockhill Race clashed with a Rumster Hillclimb. The Rescue Crew at Rumster were Frazer Madder, Richard Allen, Andrew Main and Lawson Rennie who would probably all have attended the race meeting had there not been a clash - no sign-on credits being given for Rumster.

JFM

MOTOR SHOW, NEC - some reflections

This year's Motor Show was the first one I have attended at which both Ferrari and Renault failed to display Formula One cars. Recent GP results have obviously been too embarrassing for them.

There were a number of motor sport videos to be seen around the Show. The Multipart stand had an excellent film of the recent Donington Truck Grand Prix which included a close-up view of a front tyre blowing out and disintegrating on Steve Street's Leyland Roadtrain. It was fortunate that the outside of the corner was protected by a sand trap which halted the 5.5 ton truck some three yards short of the barrier. This was just as well because at another part of the circuit one of the competitors hit the banking and without damaging the truck pushed the bank back three feet. The race was won by an Italian driving a Volvo F12 at an average speed of 61.76mph. The weekend was less successful for ex-Ingliston competitor Bernie Hunter who could only finish 13th in his heats, although his 210 bhp Leyland Buffalo was giving away 80 bhp to most of his competitors.

One company who were not connected with motor sport in any way (their display can't have had much impact as I can't even remember who they were or what they make) showed a video which consisted of nothing but motor sport accidents. Needless to say this attracted a large crowd but from a marshalling point of view I was interested to see how the incidents were dealt with.

There were several rally and race cars (and trucks) on display but as always it was almost impossible to get through the crowds for a close look. As far as I was concerned the highlight of the Show was (for the third time running) the laser and sound display staged by DAF Trucks.

RIM

MITSUBISHI RESCUE UNIT - The handover

To publicise the delivery of the new Rescue Unit, Mitsubishi organised under the name of their team Ralliart a Press Reception in Chester on 24 November, the Saturday before the start of the Lombard RAC Rally. Frazer Madder, Mike Gascoigne and Andy Birrell attended on behalf of the Club.

It is worth mentioning that the Unit was only returned from the signwriter on 21 November, the paint still tacky. It is a tribute to Frazer's dedication to the Club that a minibus with windows, seats and carpets was converted by him and a handful of others in 4 weekends' work to a Rescue Unit holding as much equipment as the Renault or Sherpa, together with an extra stretcher. The fact that the Club could acquire all the equipment required to being the new Unit up to RACMSA race and rally standard within such a short time also reflects the good management structure within the Club and the hard work of the rescue crews over the year in raising sufficient funds.

At the front of the Mitsubishi there are only two seats for driver and passenger and the space in the back, although adequate, is a bit tight for space. Mike volunteered to make the 5 hours journey to Chester in the back although he did bring the cushions off his best sofa to sit on.

On arrival at Chester Mike was introduced to his first curry and was then left at RAC Rally HQ where he was spending the night with Hugh Dewar. He took the opportunity of practising for the next "Rose Street Stages" and retired at 3.00 am (last out of the bar with Jonathan Lord) although the curry seemed to work wonders in reviving him the next morning.

The presentation of the Unit was to be held in the Grosvenor Hotel on the third floor and the Unit had to be parked immediately outside the reception room in the adjoining multi-storey car park. A preliminary recce indicated that the headroom in the car park was 6'9" and the Unit's height was 7'3". Frazer swore for the umpteenth time that morning, having worked himself into a fine mood after getting lost in Chester's one way traffic system.

Fortunately the "small" blue light on the Unit's roof accounted for the 6" problem so the Unit made it to the reception floor of the car park and space was found on that floor with sufficient headroom to remount the blue light.

A very impressive press release package awaited those attending the reception including the Editors of the likes of MOTOR, AUTOCAR, MOTORING NEWS and RALLYSPORT. Sensing a free drink Jonathan Lord arrived and after lunch the European Marketing Director of Mitsubishi formally presented the Unit to the Club and handed a 3' long key to Frazer who by this stage managed to smile. Our return was however delayed while he tried to get it into the ignition.

All those who inspected the new Unit after the reception were suitably impressed and the whole affair was a great success. The three SMC Members present were able to show the Ralliart team the extensive medical and rescue equipment carried in the Unit and also indulged in a degree of PR work with the representatives of the press.

The Unit then returned to Scotland to attend its first event. As those who attended the RAC Rally briefing meeting know, Barbara Brown of the Scottish Sporting Car Club is very particular about which crew she gets on which event (the reasons can be revealed at a price). We were delighted to give her a surprise at Castle O'er by sending the Mitsubishi to that stage and fortunately its first event was quiet.

FLAGS - and drivers

The Club's track marshals may be interested by the findings of a recent Tribunal which imposed £50 fines on two drivers for contravening Yellow Flag regulations. In finding the drivers guilty of "reckless driving" and "conduct prejudicial to the interest of motor sport", the Tribunal went on to say:

"It is essential that Marshals should, at all times, be completely satisfied of their own safety when working under the Yellow Flag and competitors must be aware of this necessity".

Talking of flag marshalling and drivers, I came across an interesting incident during the September Ingliston Race Meeting. A Clubmans car was travelling slowly through the Esses so, as it approached Caravan, the flag marshal put out a white flag. The car continued and stopped beside the marshals' post at South Stand. I tried to ask the driver what was wrong but with several Libre cars practising on the circuit I couldn't hear what was said so I indicated to the driver to leave the car. Once we were on the "safe" side of the barrier I again asked what the problem was. I was somewhat amazed to be told that there was no problem with the car but he had stopped because he has seen a white flag at Caravan.

This incident wasn't quite in the same league as the driver who, when shown a black flag at Lefthander last year, stopped some 40 yards past the post then reversed back to ask the Marshals what he should do.

RIM

TROSSACHS RALLY - A demolition derby

This year's Trossachs Rally was more notable for incidents "off-track" than anything else. I was on duty with the Sherpa Rescue Unit covering the Club's Stage at Carron in the morning and Stages 9-12 in the afternoon.

The first of the series of "non-competitive" incidents occurred close to the Carron Stage. A spectator overtook one of the competitors on the public road but only got as far as the next bend before spinning off. A stop line marshal, whilst transporting clocks through to the end of the Stage, succeeded in rolling his car and writing it off. Shortly after this the Sector Marshal did the same thing on the same Stage. The rally was therefore delayed whilst a third attempt was made to get the clocks through to the finish.

We saw one of the cars afterwards and noticed that the front was so badly squashed *the engine had made a hole in the bonnet! A BBC film crew was following the event and on driving out of the Stage they managed to go off the track and crashed into the back of a marshal's car.

The final incident involved another spectator who has put his Cortina into a ditch beside the public road just north of Aberfoyle.

Moral: If you want to get home after an event, drive sensibly.

RIM

ADVERTISEMENT

FOR SALE: BMW 320 W Registered 58,000 miles - £3,900 ono
Full service history

Contact: Peter G Francis, 54 Redford Loan, Edinburgh
Tel: 031-441 1148

Free space will be made available in future issues of MARSHALS POST for Members to insert adverts. Suitable insertions should be sent to the Club Secretary at Club HQ.



MARSHALS POST is the Club Magazine of

SCOTTISH MOTORSPORT MARSHALS CLUB
18 Clerwood Gardens Edinburgh EH12 8PT
Tel: 031-334 6366

SMMC 1984 CHRISTMAS QUIZ - questions

1. What was the winning margin in this year's Lombard RAC Rally?
2. Who is the 1984 RAC British Hillclimb Champion?
3. Name the last Scotsman to win the British F3 Championship.
4. Which World Championship motorsport event was held in Scotland this year and where was the venue?
5. In which years did the Ecurie Ecosse team win Le Mans?
6. Which Scottish rally driver was a member of the British Junior Rally Team for this year's Lombard RAC Rally?
7. Name the Flying Doctor who virtually swept all before him at Ingliston this year?
8. Name the venues for this year's Rally and Race Marshals Training Days organised by SMMC.
9. Which club organises and runs the "Hackle Rally"?
10. Name the two British race circuits which have bends called "Druids".
11. What was unusual about the 1961 Dutch Grand Prix?
12. Name this year's British Open Rally Champion.
13. Which Grand Prix was stopped short this year and who were the first six finishers?
14. Name the Hillclimb venues which host rounds of the Scottish Hillclimb Championship.
15. Which F1 team was banned during the middle of this season and had all points awarded to them withdrawn?

Tie-Break Questions

- A. In your own words, describe what you think would be the best approx 2.5 miles Grand Prix street circuit in Scotland.
- B. What do you think would be the best method for the Club to raise funds (ie Raffle, sponsored walk, etc)?

Answers should be completed on the attached answer sheet.

NAME.....

ADDRESS.....

.....

.....

1.

2.

3.

4.

5.

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

Tie-Break Questions (if you need more space please write overleaf)

A.

B.

Answer sheets to be eligible for the prize should be sent no later than
Thursday 31 January 1985 to SCOTTISH MOTORSPORT MARSHALS CLUB, 18 Clerwood
Gardens, Edinburgh EH12 8PT