

CALENDAR ... The remaining dates for 1974

The following are events in which the Club will be involved during the rest of the year. Availability forms and further details will be sent to all marshalling Members in the usual way in due course.

29 September	AUTUMN STAGES RALLY	Stages in Castle O'er
5 October	VALENTINE RALLY	Stages in the West
6 October	KINKELL HILL CLIMB	St Andrews
13 October	INGLINGTON RACE MEETING	Final 1974 Meeting
26 October	BORDER RALLY	Stages in South Scotland
18/19 November	RAC RALLY OF GREAT BRITAIN	Control in Edinburgh area

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The Editor apologises for the delay in issuing this Newsletter. He pleads the increase in its size in mitigation.

Issued by

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MEMBERSHIP CARDS

In the January 1974 Newsletter, the Club's Committee announced that they wished the Members' views on whether membership cards should be issued. The consensus of opinion was that these were an unnecessary expense. Since then, it has been proved that membership cards are required, particularly to identify Club Members who approach members of the Committee to purchase Club Insignia etc. The Club would not like to see its badges, T-shirts etc sold to non-Members.

Members will therefore receive with this Newsletter their current Membership Cards, showing the date on which their membership expires. Members who do not receive Membership Cards in this way should take it as a reminder that their annual subscriptions are due for renewal. In future, when their membership expires Members will receive the customary reminder. When they renew their annual subscription they will automatically be sent a new Membership Card as a receipt. Those who pay their annual subscriptions by Bankers' Order will be sent new Membership Cards when the Club's Bank Account has been appropriately credited.

Members are asked to carry their Membership Cards at all times, and particularly to motor sport events and when ordering Club Insignia by word of mouth.

The Club's part in Scottish motor sportCOMMENT

It is, perhaps, never wise to bask in one's own glory, but the time appears right for the Club to allow itself a spot of back-patting. Not yet 18 months old, it has nevertheless attracted a membership of well in excess of 100, 80% of whom are active marshals and the rest competitors and enthusiasts who have been generous enough to join the Club to support it in its aims and activities. Almost all the marshalling Members have shown their dedication by turning out regularly to marshal with the Club for other clubs promoting motor sport events, and the competitor Members without exception have remained generous in their support and enthusiasm for the Club. It is gratifying to feel that the Club has loyal backing from within its own ranks.

More important however is the part the Club is beginning to play in motor sport in Scotland. Members of the Club now hold the following posts:

Ingliston Chief Track Marshal
 Ingliston Deputy Chief Track Marshal
 Ingliston Chief Paddock Marshal
 RSAC International Rally Chief Marshal
 RSAC International Rally Committee Members (4)
 Scottish Sprint Championship Chief Marshal
 Doune Hill Climb Chief Marshal

It is fair to say that some of these joined the Club having already been appointed to their posts, but the others have been appointed, one would like to think, by virtue of their connection with this Club and what it is beginning to stand for.

Four major motor clubs in Scotland have now approached this Club for marshalling advice and assistance, and some have seen fit to put the arrangement on a more permanent basis. The Club is now responsible for the marshalling of all rounds of the Scottish Sprint Championship at Ingliston and for the Hill Climbs at Doune. In addition, the Club has or will have provided during the course of this year manpower from its pool of experienced marshals to assist in the following events:

2 Kinkell Hill Climbs	St Andrews & District MC
4 Ingliston Sprints	MG, 55 and Lothian CCs
Border Counties Rally	Hawick & Border C & FCC
2 Doune Hill Climbs	Lothian CC

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Burnah Rally
 Hackle Rally
 Saltire Rally
 Autumn Stages Rally
 Valentine Rally
 Border Rally
 RAC Rally of Great Britain
 Lenarkshire CC
 55 CC
 St Andrews & District MC
 South of Scotland CC
 Dumfermline CC
 Berwick & District MC
 RAC

At Ingliston, over 50 of the Club's Members are active marshals, helping the Scottish Motor Racing Club as track, flag, pits, paddock, fire and spectator marshals as well as observers. The bulk of the trainee marshals were introduced to Ingliston by this Club.

There are conclusions to be drawn from these statistics:

(1) The Club is succeeding in its aim of attracting to its membership a large proportion of the active marshals in Scotland, and must continue to do so in order to exert as much influence it can on improving the efficiency of motor sport administration and on ensuring much larger margins of safety for competitors, spectators and officials.

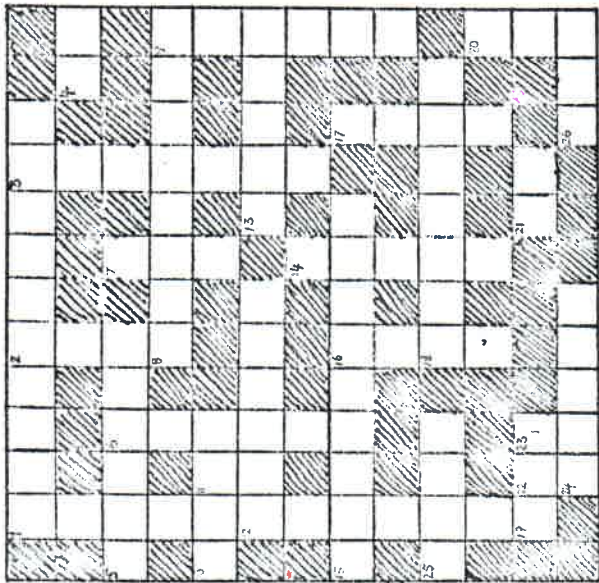
(2) A nucleus of experience and enthusiasm has been established, and this may now be tapped to teach and train others who should be encouraged into motor sport on the marshalling side. A shortage of people willing to marshal will not just remain a problem in Scotland: it is bound to become acute, and in the Club's view sooner rather than later. The Club is alive to this problem, and must endeavour continuously to recruit new marshals.

(3) The standard of marshalling set by the Club is higher than it has been in the past in Scotland, but can never be regarded as high enough. If the enthusiasm of its Members will raise their efficiency, and by example raise the efficiency of other non-Member marshals, all well and good: but the Club should welcome criticisms of its efforts and the efforts of its Members from the clubs which it assists (which are listed above), and from all competitors, organisers and spectators with whom it comes into contact. It therefore extends the invitation to anyone who has a genuine critical contribution to make on its activities to express his or her opinions freely. The Club's address appears on the back page of this Newsletter.

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MEMBERS SCENE

- * How many Clubs can claim to have dispatched 32 marshals to stand in the pouring rain in the middle of the night in wildest Argyll then to have one of their stages cut short by a damn-fool driver blocking the way with the remains of his car? Thank you all you valiant and long-suffering volunteers who made the trip. It is that sort of dedication that Scottish motor sport is made of.
- * Nips are no longer a problem! John Lang (erstwhile Ingliston Paddock marshal and rally stage ace - not to be confused with Tommy Dursmore) is with Bells, while John watch-the-birdie Fife has joined White Horse. Nice one lads, all we want now is a Director of S & N.
- * For a marshals club, we do pretty well in the competition line, viz: John hill-climb Cleland, big Keith Macrae, Juliet what-next John--stone, Willie Lothian-Sports-Cars Crawford, Kenny Lowland-Tyres Wallace, Kenny without-whose-Olivetti-help-none-of-this-would-be-possible Wishart, Kenny (what a common name) Eastern-Mo-Co Foulis, Dave Swinton, Norrie Galbraith, Graham & Jenny Birrell (thanks for your support you 2), Ronnie Craik, Andrew Elden-FF Jeffrey, the McGuigan/Thomson group etc etc. To those competitors among you who have joined to support us, our grateful thanks - to those of you who normally marshal and who compete for the hell of it, tight throttle cables.
- * Not included in the list above - Keith McGregor & Mike How - better luck next time. Oh, and Billy Bell thought he should be mentioned. Answers to the question why on a postcard
- * What's this we hear of a long-serving Observer at Ingliston arriving at the Hairpin for a day's work, release-knife to the fore and eyes peeled for the overtaking-under-the-yellow-flag merchants, locking solid in the wet, wallopping the armco, bending his 1800 and having an incident on his hands before the first practice.
- * Frazer Madder got it all wrong going home after the Hackle, monumental his whatever, broke a brace of ribs and then asked to be excused marshalling at the Ingliston Sprint. Of course, Frazer, by all means, but there are easier ways of getting out of marshalling. Try getting it right, married, scarlet fever, or round it rather than through it. Get well soon, ribs.
- * Any more? The Ed and his roving reporters keep their ears to the ground for gen on Members (they are the ones seen in most paddocks looking knowingly under other people's cars) but do need the help of you lot. Keep your news flowing in - there's a whole page for it.



ACROSS cont.

- 18. Vandervell Products' most famous product (7)
- 19. This firm employs the fastest "truck driver" in the business (3)
- 21. A famous Scottish forest rally stage (2)
- 24. Britain's answer to the "Flying Finns" (5)
- 25. Enzo's deeply mourned son (4)
- 26. A grading of motor oil. An abbreviation connected with Motor Engineers (3)

DOWN

- 1. The driver other than Chris Amon who drove the Dalton Amon F.1 car in practice for this year's German G.P. (12)
- 2. Former Lotus F.2 driver. His initials now form part of a very famous name in motor sport (surname only) (4)
- 3. Without this form's products, most racing cars would suffer transmission difficulties (7)
- 6. The man behind M.R.D. (Christian name only) (6)
- 7. Essential to ensure inflation (3)
- 9. This baker owns a very demon delivery van (Christian name only) (6)
- 11. A famous Scottish racing stable (initials only) (2)
- 14. This Welshman is certainly making his name at the wheel of a "wine merchant's forklift" (surname only) (5)
- 16. A feeling. A well-known F.1 driver (4)
- 17. A form of relief connected with motor sport (4)
- 20. Scottish rally star (surname only) (3)
- 22. A collection of Automoblists (abbreviation) (2)
- 23. Bobby's famous Indy brother (2)

(The solution will appear in the next Newsletter)

ACROSS

- 1. The uncrowned king of Brands Hatch (surname only) (10)
- 4. A famous make of sports car (2)
- 5. The rotund purveyor of Antique Automobiles (surname only) (6)
- 8. This moss is connected with a Scottish castle (8)
- 10. After he left Aston Martin, he became even more famous running cars under his own company (surname only) (4)
- 12. D.T.V.'s Finnish Group 1 rally expert (Christian name only) (6)
- 13. A country connected with tyres (5)
- 15. A young man who allowed the Spirit of America to move him (surname only) (9)

MARSHALS POSTMarshalling forest rally stages

Marshalling of forest rally stages poses duties on marshals which they do not often carry out elsewhere - timekeeping, spectator control etc. The Club has been introducing trainees to this form of marshalling over the past year, and it may be of use to all marshalling Members to note the following points of guidance.

Equipment Always go to rally stages prepared for atrocious weather - anorak, waterproof trousers, gumboots, warm jerseys and an umbrella are musts. Take 2 biro's (in case one fails), a pencil (for wet weather writing) and a board as a firm surface to clip the control sheets to.

Control Timing Most special stage rallies now have a control point before the start of each special stage. Time competitors on their arrival at these points to the nearest preceding whole minute. Use your own wrist watch which you should synchronize with the start chronometer. Insert arrival times in the appropriate place in the competitors' road books.

Stage Starts Start competitors on whole minutes, ie when the second hand of the chronometer points to 60. Insert the start time on the control sheet and in the competitor's road book, and double-check with the chronometer. Check that the competitors are wearing helmets. Give a clear count-down to the start time. Avoid giving competitors "the next minute" unless they arrive within 20 secs of the whole minute.

Stage Finishes If you are on the finish chronometer, always concentrate on the marshal on the "flying finish". Have someone else present to check your reading of the split second hand. Keep a constant rate of what the current minute is, if necessary by calling it out to the marshal on the control sheet. Never fiddle with the chronometer - touch only the split second stop/start button. Always enter finish times on the control sheet first, and copy this into the competitor's road book.

Spectator Control Prevent spectators from walking on the stage itself and from standing on the outside of corners, in front of arrows, or on near log piles, in ditches and near finish controls. Be firm but polite and always explain the reasons for your request for them to move, emphasising the safety angle. Wear an armband for this - it is your authority.

Incidents If you are near an incident when it occurs (a car stopping or crashing) ask the competitor if he requires assistance and do what you can. Take care for the next cars through the stage. Give prior warning of obstruction by having a helmet placed before the previous corner. Advise the start as soon as possible of major incidents.

THE ENGLISH CONNECTION

David Swinton - Chief Marshal
A visit to English circuits and hill climb courses

At the beginning of August, Mike How and myself (wearing our hats as the Club's Deputy Chief Marshal and Chief Marshal respectively) took the opportunity of travelling south to investigate motor sport in England. Our first event, at Silverstone, should have been a memorable day's motor racing, but unfortunately turned out to be a memorable day's bad weather. Luckily, the saloon racing part of the programme was able to take place, and while Mike stood at Woodcote, I was allowed to stand in Race Control discovering just how things are done at Silverstone. Well, the Formula Ford races had to be abandoned because of knee-deep trackside puddles. Silverstone afforded both of us the chance to meet a large number of enthusiastic BMRMC marshals who expressed great interest in our Club.

From Silverstone, we travelled south and visited the Castrol motoring extravaganza at Olympia. Castrol are to be congratulated for putting together such a magnificent exhibition. The great British public seemed to derive enormous satisfaction from shuffling round the many stands.

We then struck west down the M4, and having spent the night near the Castle Combe circuit, walked round the 1.8 miles - had we known it was that long, we probably would never have started. Over the next three days, we visited what are considered to be the cream of the English Hill Climb courses - Shelsey Walsh, Loton Park, Prescott, Gurstun Down, and finally the RAC Championship round at Great Auclum. Our intention on visiting these various Hills was to draw comparisons with Doune, and to investigate ways in which their ideas could be adapted or modified to suit our requirements at Doune. It became obvious that every Hill is unique, and yet they all appear to suffer similar problems, not least of which, with almost no exception, is the proximity to the courses of trees and other solid objects. As we spoke to the many helpful officials we met in the south, we began to appreciate that Doune has probably less problems than we had originally believed.

The meeting at Great Auclum was a real eye-opener. A very short course - just over 400 yards - consisting of a remarkable downhill start and a series of Brooklyn-type banked corners makes Great Auclum probably the shortest and most alarming Hill Climb in the championship. A very interesting and enlightening day was spent with the organisers /

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organisers who gave us the complete run of the Hill and were only too willing to answer any questions. If only other clubs could be this open, how much easier it would be.

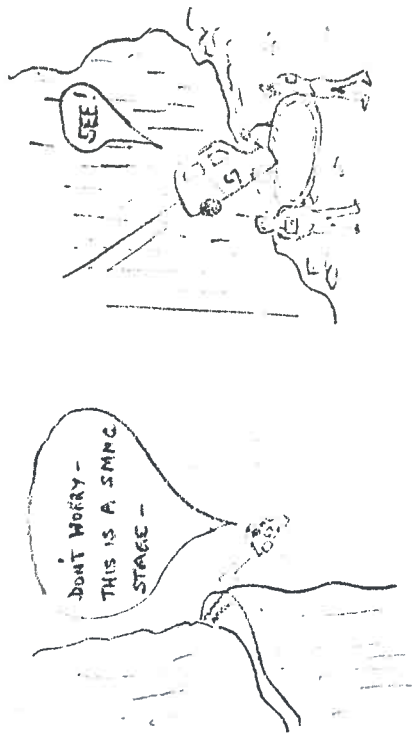
We then turned north and dropped in at Mallory Park to spectate a club meeting. Mallory is a little longer than Ingliston, but has enormous spectator access, and we were able from one place to see probably 95% of the circuit. It was interesting to see an English club event, but a little disturbing to note just how few officials and marshals they had on duty.

Our final visit was to Harewood just east of Leeds. This remarkable Hill Climb seems to do everything upside down as the main paddock is at the top of the hill and not at the start which is the norm. At Harewood however you can see everything from the top of the hill including the most interesting section through the farmyard.

Other places visited included Thrupton which is having serious noise abatement problems, and Goodwood which although no longer used as a racing circuit is used for testing by a large number of teams and individuals. We were lucky to co-incide with a visit by big John Surtees with his Matchbox Formula 2 car.

The interest shown by clubs and individuals in our travels south of the border seems to prove that there is an enormous scope for co-operation between organisations such as this Club whose activities are concerned primarily with the administration of motor sport events.

With thanks
to Simon Lord



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CLUB QUIZ ... WINNERS and ANSWERS

It seems that the Club Quiz in the last Newsletter was too difficult for most. Only six Members submitted answers and of those none got all ten answers completely right. For their efforts each one was given a thermos flask. Well done, or partially well done to the following:

John Brown
Alan Lucas
Ian Douglas
Gordon Sadler
Oli La Barre

For those who were completely stumped, here are the correct answers:

1. Madonie, Magny-Cours, Mallory Park, Mantorp Park, Michigan, Mid-Ohio, Monaco, Mondello, Monza, Mosport, Mugello
2. Chris Sclater
3. Every 5'
4. Jensen SP
5. Timo Makinen (1st), Roger Clark (2nd), Marku Alen (3rd)
6. JPS Lotus 72
7. 99
8. Arrol-Johnson
9. Graham Cuthbert
10. Steering Wheels

A very much easier Quiz will be included in the winter issue of the Newsletter, so start swotting up your Blue Books, FIA Year Books, Autosports and Motoring News etc. As before, prizes will be awarded to the best of the answers.

For those with an insatiable desire to test their motor sport knowledge, there is a Motor Sport Crossword elsewhere in this issue.