

CLUB TELEPHONE ANSWERING SERVICE

As from 1st January 1975 the Club telephone number (031 225 2072) will be connected to a telephone answering machine. This means that the Club may now be contacted at any time of day by Members wishing to leave a message or wishing to obtain information which they require. Up-to-date information on forthcoming events will be recorded on tape, and will be available to anyone phoning the Club number when no one is on hand to give the information direct. It is hoped that this facility will improve the services provided to Members by the Club, and Members are invited to make use of it freely.



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SCOTTISH MOTORSPORT MARSHALS CLUB
2 Lansdowne Crescent Edinburgh EH12 5EQ

Editor - M N C Gascoigne

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COMMENT - The Club's administration

The first full Season during which the Club has been active is now over, and we are able to take stock of what we have achieved, where we have gone wrong, and what we can do in the Seasons to come to improve the Club's services to its Members as well as to the Clubs which it assists on the marshalling side. In the last issue of the Newsletter we were able to indulge in a 'spot of back-patting'. The full statistics are now known: a total of 88 Members were involved

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COMMENT (cont)

in marshalling at 14 events for 10 other Clubs in 1974, and that is no mean achievement for a Club formed only 20 months ago. Even then, that does not include the Members who regularly turn out to assist the SMRC at Ingliston or those who marshal for St Andrews & District MC at the Kinkell Hillclimbs.

But these figures, impressive as they may be, only go to underline the fact that the administrative side of the Club has grown out of all proportion since the Club was formed. Collating information for just one event from the organising Club and passing this on to the marshalling Members (which involves phone calls, typing, copying, addressing envelopes, etc) is now a major task for the small group of Members who deal with this. An average of 100 envelopes are now sent out on each 'mailing shot' - and there have been 22 of these this year already, some for marshalling, others for Newsletters or social events etc. Fortunately, the cost of this is still more than covered by the Club's income - mainly from annual subscriptions and admission fees. The Club has no plans to increase subscriptions (unlike many others) as it feels that marshals should not have to pay more than is absolutely necessary to be a member of an organisation which is for their own benefit. Covering costs is all that is required.

What is obvious however is that measures will have to be taken to reduce the administrative load, and to this end the Club will be using a standard Form in 1975 to advise marshalling Members of forthcoming events and of the information they will require concerning these. A copy of this Form is enclosed with this issue of the Newsletter in connection with the Rallycross event to be held at Knockhill on 5 January.

There is also a great deal Members can do to help the smooth and efficient running of the administration. It is vital that the Slips at the foot of the Forms are returned to the Club as soon as Members know whether or not they are able to marshal at the event concerned. Not only does this help to establish the number of marshals available for that event (which is important to ascertain in advance the Club's ability to meet its commitment to the organising Club), but it also ensures that changes in information do reach the Members who will be attending the event. The Club therefore asks its marshalling Members to co-operate in this way so that the 1975 Season can be as successful as 1974.

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CLUB BADGES AND BARS

The Club has decided to issue its marshalling Members with Badges and Bars, in line with many other Clubs, to indicate the total number of events which they have attended. In other words, SMMC Marshals will soon be able to sport dingle-dangles.

The Badges and Bars will be issued (free) as follows. A Club Badge will be issued to a Member after the first time he signs on to marshal as an SMMC Marshal at any type of event. Members who have already marshalled for or on behalf of the Club will receive their Badges as soon as these are available. Bars will be awarded as follows:

For every 12 Rallies 1 yellow Bar inscribed 'Rally'
 For every 5 Hillclimbs ... 1 red Bar inscribed 'Hillclimb'
 For every * Sprints 1 blue Bar inscribed 'Sprint'
 (to be announced later)

Bars are also proposed for Race Meetings and Rallycross. Rallycross comes to Scotland in 1975 and the decision about Bars for this type of event will be made when the Club's involvement is more fully known. The same goes for Race Meetings at Knockhill, but Race Meetings at Ingliston are not included. While the Club encourages its Members to marshal at Ingliston, it does not ask them to do so as SMMC Marshals, but under the auspices of the SMRC. That Club in any event issues its own badges and bars to Ingliston marshals.

A record has been maintained by the Club since the beginning of the 1974 Season of the Members who have marshalled at each of the events in which the Club has been involved, and this record will be continued to determine which Members are due Bars. The record is based on the signing-on sheets from each of the events, and only Members who have signed-on for a particular event may be entitled to count that event towards a Bar. The Committee Member responsible for maintaining the record is Keith McGregor who may be contacted through the Club address.

Congratulations ...
 ... to Andrew Main, Jim Robertson and Douglas Hamilton, who marshalled on virtually 100% of the events in which the Club was involved this year. Keep this up and you'll need a wheelbarrow to transport your dingle-dangles from event to event. Seriously thought, lads, help like yours is invaluable. Well done.

KNOCKHILL - The Club's position

Over the last decade there have been a considerable number of phantom circuits in Scotland. Some have reached the planning stage, but many have never progressed beyond the dreams of those behind the ideas. It came as no surprise therefore when, at the beginning of 1974, news began to circulate (for the second time) about a new motor sport venue in Fife.

Throughout the year the rumours have become fact, and Knockhill is now in existence, owned and run by Knockhill Development Co Ltd. Denys Dobbie, best known for his DART Team, and David Brown, the owner of the land, are the two main personalities behind the venture. The plans for the circuit are now laid and are comprehensive and far-reaching. Motorcycle racing has already taken place there, Rally-cross is due to start in January 1975 (with 10 Meetings planned for that year), and if the new track is completed in time the first Race Meeting will be held in June.

There can be no doubt that the advent of a second motor racing venue in Scotland, long overdue, is the most exciting and challenging event in Scottish motor sport to have happened since the opening of Ingliston. To meet this new challenge will require the co-operation of all Scottish Motor Clubs on a scale without precedent. No one Club has the knowledge or the resources to run a Race Meeting.

The importance of Knockhill to the Club cannot be under-estimated. A specialist Club can only grow as the sport grows. There is no possibility of growth within the Scotscircuits/SMRC set-up at Ingliston as both sides value their monopoly and are not prepared to amend the organisation to allow other Clubs to participate. With Knockhill, however, this problem does not arise. Already six of Scotland's larger Clubs have shown an interest in running events there, and each one has gone on record as saying that they will only be able to make a success of their events with the co-operation of Scotland's only marshalling Club.

At the moment negotiations are in an advanced stage to determine the Club's exact role and responsibilities, but there can be no doubt that whatever the future of motor sport at Knockhill may be, the Club will be able to play a major part in its success.

January 5	Knockhill	Rallycross	Knockhill	Rallycross
January 19	Knockhill	Rallycross	Knockhill	Rallycross
February 23	Knockhill	Rallycross	Knockhill	Rallycross
March 9	Knockhill	Rallycross	Knockhill	Rallycross
March 15	Hackle	Rally	Hackle	Rally
March 23	Knockhill	Rallycross	Knockhill	Rallycross
March 23	Knockhill	Rallycross	Knockhill	Rallycross
March 29	Kinkell	Hillclimb	Kinkell	Hillclimb
March 29	Valentine	Rally	Valentine	Rally
April 12/13	Ingliston	Race Meeting	Ingliston	Race Meeting
April 20	Knockhill	Rallycross	Knockhill	Rallycross
April 26/27	Downe	Hillclimb	Downe	Hillclimb
May 11	Ingliston	Race Meeting	Ingliston	Race Meeting
May 18	Fintry	Hillclimb	Fintry	Hillclimb
June 1-5	Scottish	Rally	Scottish	Rally
June 15	Knockhill	* Race Meeting	Knockhill	* Race Meeting
June 21/22	Downe	Hillclimb	Downe	Hillclimb
June 29	Fintry	Hillclimb	Fintry	Hillclimb
July 6	Jim Clark	Rally	Jim Clark	Rally
July 13	Knockhill	* Race Meeting	Knockhill	* Race Meeting
July 20	Ingliston	Race Meeting	Ingliston	Race Meeting
July 27	Knockhill	* Race Meeting	Knockhill	* Race Meeting
August 3	Knockhill	* Race Meeting	Knockhill	* Race Meeting
August 10	Fintry	Hillclimb	Fintry	Hillclimb
August 16/17	Ingliston	Race Meeting	Ingliston	Race Meeting
August 22/23	Burmah	Rally	Burmah	Rally
August 31	Knockhill	* Race Meeting	Knockhill	* Race Meeting
September 14	Ingliston	Race Meeting	Ingliston	Race Meeting
September 20	Saltire	Rally	Saltire	Rally
September 20/21	Downe	Hillclimb	Downe	Hillclimb
September 28	Knockhill	* Race Meeting	Knockhill	* Race Meeting
October 5	Kinkell	Hillclimb	Kinkell	Hillclimb
October 12	Ingliston	Race Meeting	Ingliston	Race Meeting
October 19	Knockhill	* Race Meeting	Knockhill	* Race Meeting
October 25	Border	Rally	Border	Rally
October 26	Knockhill	Rallycross	Knockhill	Rallycross
November 9	Knockhill	Rallycross	Knockhill	Rallycross
November 24/25	RAC	Rally	RAC	Rally
December 7	Knockhill	Rallycross	Knockhill	Rallycross
December 21	Knockhill	Rallycross	Knockhill	Rallycross

<u>Rallycross</u>	January 5	Knockhill
	January 19	Knockhill
	February 23	Knockhill
	March 9	Knockhill
	March 23	Knockhill
	March 23	Knockhill
	April 20	Knockhill
	October 26	Knockhill
	November 9	Knockhill
	December 7	Knockhill
	December 21	Knockhill
<u>Rallies</u>	March 15	Hackle
	March 29	Valentine
	June 1-5	Scottish
	July 6	Jim Clark
	August 22/23	Burmah
	September 20	Saltire
	October 25	Border
	November 24/25	RAC
<u>Hillclimbs</u>	March 23	Kinkell
	April 26/27	Downe
	May 18	Fintry
	June 21/22	Downe
	June 29	Fintry
	August 10	Fintry
	September 20/21	Downe
	October 5	Kinkell
<u>Social & Other Events</u>	January 12	Murrayfield Ice Rink, Edinburgh
	January 14	Albert Hotel, South Queensferry
	February 16	Dominion Cinema, Edinburgh
	March 4	Esso Motel, Edinburgh
	April 6	Downe, Perthshire
<u>Sprints</u>	January 12	Ice Driving
	January 14	Evening News Quiz
	February 16	ITV Film Show
	March 4	SMRC Marshals Night
	April 6	* SMMC Training Day
Dates for the 1975 Sprint Championship have not yet been announced.		

(* Provisional)

Dear Sir

60 Craigton Road, Aberdeen

During this year I have been fire marshalling at Ingliston and I was discussing with a number of other SMMC Members the inadequate fire fighting equipment supplied by the SMRC. Fire marshals are issued with face masks which do not protect the rest of the head or the bottom of the face and neck. Occasionally, both 'Mommex' fire marshals are given asbestos gloves but usually there's only one pair per Post. How long do the SMRC expect us to stay near a fire with that sort of protection?

For this reason I would like your advice on what equipment I should buy for my protection in a fire. I do not think I am over-reacting to the situation because the SMRC seem to have their priorities very wrong. Do they expect volunteer fire marshals to buy their own equipment in order to rescue drivers competing at a Meeting which they have organised? I hope the SMMC intend to continue pressing the SMRC for a radical change in their policy. I was also most annoyed at the lack of training that the SMRC provides. From what I can see it is non-existent. I was therefore relieved to hear that the SMMC were organising a training day for their own Members. Could you please tell me where this is to take place? I would not be surprised if we are not allowed to use any SMRC equipment for the training day, but I am sure all fellow marshals would agree that it would not be a waste of money or time.

Andrew D Birrell.

Andrew, thank you for raising all these points: more letters like this - stimulating interest in marshalling - would be welcome from any Member. To answer your points in order:

1. SMRC agree that the SMRC's attitude to marshalling and marshals leaves a lot to be desired. Granted they provide the best extinguishants available, but the rest of their equipment is no longer adequate. The new track surface must now be followed by marshalling equipment which complies at least with 'Blue Book' standards. SMMC will continue to agitate for this - promise.
2. Clothing. The basic rule is to wear no man-made fibres, but wool or cotton. Ideally, Nomex underwear, Proban overalls, asbestos gloves, leather boots, Nomex balaclava and a face mask should be worn. A compromise between the two is more in

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your line - cotton shirt, woollen jersey, denim jeans and jacket (or overalls), leather shoes or boots, cotton gardening gloves, Nomex balaclava (a driver's cast-off?) or Nomex neckerchief, and an SMRC face mask would protect you adequately. After all, you are not protecting yourself against burning, but merely scorching.

3. SMMC is planning a Training Day for Marshals for the beginning of next year, details of which are to be found on page 10. The Club does not consider the SMRC's sessions with fire extinguishers (at Turnhouse and Ingliston) adequate. What about flags, first aid, track work, etc? The SMMC Training Day will include these.

Keep up the good work - it is good to hear of marshals prepared to think critically about the jobs they do. Ed.

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1974 RAC RALLY - The stories you didn't hear.

SMMC provided Information Officers for each of the Stages in Scotland as well as the crews for both opening cars and both closing cars. A pity one of the opening cars had to have a head-on with one of the Information Officers in the middle of one of the Stages. The opening car was going the right way at the right time - the Information Officer wasn't. Nice one, D---d C----- Moral: don't.

Hear about the fuss at one of the Stages which was interrupted by the arrival of an ambulance to remove a broken leg case? Not a competitor, but a drunk spectator. Nice one, *".?-.@'.** Moral: do not let drunks into stages - they're as potentially dangerous as dogs.

Minus 50 points to the Spotty Herbert (not an SMMC Member) who, when told that he was to be in charge of his Club's Stage, was seen thumbing through his copy of Cars & Car Conversions to find the opening and closing times and map references. To quote from the December issue of that publication:

"...the Triple C Rally Guide was substantially correct in its content and only the Scottish section was out."

Nice one, Triple C. Nice one, D---d -te-en. Moral: if you must go marshalling, at least get your information from the organisers. They should know. Never trust the motoring press for that sort of thing.

