

# MARSHALS POST



ISSUED BY SCOTTISH MOTORSPORT MARSHALS CLUB No. 73 DECEMBER 1993

## JOTTINGS FROM MULL

This year was the first time a SMMC Rescue Unit was invited to attend the Tour of Mull. It was the 24th year of this major rally, (sponsored by Philips), which is run on closed public roads throughout the Isle. There were one hundred and seventy five stage miles of twisting, undulating, single track roads.

The crew for the event were, Bruce Craig, Alister Gray, Donald Reid and Paul Woods. For Donald and Alister this year was their sixth trip to the Tour of Mull, however this was the first with the protection of a vehicle roof over their heads. It was much appreciated, given the weather that we encountered!

We left Oban on a morning ferry arriving at Craignure, Mull forty minutes later. Mull was bustling with activity, the local inhabitants, sheep, deer, cows and even the odd person were preparing to give up their peace and tranquillity for the weekend of motor sport.

From Craignure we travelled along the A849 to Tobermory - the worst A road in Scotland, the majority of it being single track with passing places! The rally HQ was based at Tobermory where the main street was mobbed and traffic was at a virtual stand still with rally cars, service barges and officials' vehicles everywhere. A visit to the local distillery was a must, only because it was closed and in use as a scrutineering bay for the weekend! Not a dram to be had!

After a hot meal in one of the several twenty four hour cafes we headed off towards our first

stage. Although this stage was scheduled for a start around midnight an early arrival was necessary due to road closures for stage one. We spent an enjoyable but very cold couple of hours spectating at the midpoint of stage 1. The car lights could be spotted several miles away following the twisting route across the open hill-sides. After the first few cars had passed we knew the approach route and could easily spot competitors who were deviating from rally route! This included one unfortunate soul who parked his Escort in the middle of a river. Hope he had his wellies with him!

It was then time to go to work at stage 5. The weather was atrocious: just above freezing, with wet sleet blowing horizontally across the fields. We felt sorry for the three marshals positioned at our midpoint junction as the heater in Saltire One worked hard keeping us warm. The Escort was still in the river at 03.30 hours when we were on our way for a well earned rest.

07.30 awake already, some rest! A quick visit to Tobermory for a decent breakfast and a tank of four star (no super unleaded here) then across Mull to stage 11 where we met Richard Davenport, George Malloch and other well known faces. It may have been daylight but a hill and a twisting road limited our view of the competitors to about 150 metres. The leading four wheel drive cars were stunningly quick off the startline and must have gained several seconds on their

two wheel drive counterparts at the start alone. Most of the 140 plus entries were still running although many of the cars were modified in the bodywork department as a result of overnight excursions.

A leisurely meal, a chat and a chance to relax in an hotel in Darvaig, and then it was off to stage 15. The road to the stage ran along the coast beside Loch Na Keal and then climbed steeply to provide us with a spectacular view of the Treshnish Isles to the West. Alister commented that prior to the recent installation of armco barriers there was nothing to prevent vehicles going off the road and over the cliff edge which fell almost vertically several hundred feet to the Loch below.

The start location of stage 15 was on an open hill side exposed to a stiff breeze with a temperature just above freezing which made us grateful for our thermal underwear and flasks of hot coffee. Although this was a very fast stage it was

thankfully uneventful in terms of motor sport incidents however the stags were hard at it rutting in the hills above.

A short five mile drive through the stage took us to the start of stage 19 which was stage 15 run in reverse direction. It was at this point in the rally that we got the first aid kit out after Norman Halcrow, the stage commander, had the misfortune to put his hand and arm through the front window of his caravan. Luckily it was only a matter of sticking plaster strip being applied to the wound.

After three hours sleep it was a dash to the ferry and home to a hot bath and comfortable bed. The 24th Tour of Mull was a change to the usual events we attend because most of the event runs during darkness and on public roads. An event not to be missed and we are volunteering for next year now!

BRUCE CRAIG  
PAUL A WOODS

### CHRISTMAS ISSUE

*The Club Committee would like to wish every Member and friend of the Club a very Happy Christmas and a prosperous New Year*

## MARSHAL TRAINING

For many years, the Committee has recognised the importance of training for marshals, whether it is for newcomers to the sport or for 'brushing up' on old skills. This training has always covered as many aspects as possible of a given topic and has been provided sometimes for SMMC members only and on other occasions for a much wider marshalling audience when other Clubs have been encouraged to take part. One such event was held in a part of Scotland to cater specifically for a localised group of marshals.

These training sessions to date have covered rally and race marshalling and have brought in all relevant topics such as organisation, stage or circuit management, communications and timing, medical and rescue cover, fire fighting etc.

Richard Allen in his capacity as SMMC Training Officer is central to the organisation of another 'first' for the Club, a Hill Climb Training Day. The Club believes that this an aspect of the sport which has not been catered for and might well appeal to marshals interests in speed events rather than race or rally.

The Training Day is to take place on Sunday 20 March 1994 at Doune in Stirlingshire, a venue which will be familiar to many. The Club has responsibility for marshalling organisation on the hill for Lothian Car Club events which include, in June and September, full weekend rounds of the National championship. The Club is pleased and grateful that permission has been given to use Doune in this way before the season starts.

The Training Day will be open to all SMMC members and to members of Clubs which run other Scottish hill climbs. These include Rumster (Caithness CC Ltd), Fintray (Aberdeen & DMC Ltd), Durriss (Stonehaven & DMC), Knockhill (Helensburgh CC), Forrestburn (Monklands SCC)

and Auldgirth (South of Scotland CC Ltd). It will be of particular benefit to new marshals in general and for those who might not have tried this aspect of the sport.

The format will be along the proven lines of previous training events. The morning will be given over to 'theory', by way of lectures on such matters as hill organisation, safety and marshalling techniques, classes of entrant, scrutineering, timekeeping, communications, results, and basic medical and lifesaving skills. In the afternoon there will be practical training with the opportunity to put the teaching to work on a group of 'competitors', from the start line through the marshalling posts on the hill up to the holding paddock. There is not an opportunity at Doune to carry out firefighting training due to the nature of the private land but this aspect will have been covered in the theory sessions and also has been practised at race training events. To conclude, there will be a debrief and question session. The emphasis as usual will be on informality while learning and there will be the chance to watch motorsport videos outwith the main sessions. The details still have to be refined as far as lunch arrangements and exact timing are concerned but all of this will be advised at the time of mailing after the turn of the year.

Marshal training has always been important to SMMC and is recognised as fundamental by the governing body of motor sport. It is essential that the skills are shared and the Club is proud to extend the training to hill climbs. Quite apart from this, we are sure that the day will add a bit of knowledge to everybody about a typical event, be it on the timing or technical side or simply to explain why delays occur to allow the certain cars to return to the start line, apparently without reason! Please note this date in your diaries now.

## CONGRATS DEPARTMENT

The Club would like to congratulate Ian Baird and Denis Johnson for achieving 100 sign-on credits with SMMC. The presentation of the Club plaque was made to both members on the Sunday of the September Doune weekend by Kenny Allen, seven times Scottish Hill Climb Champion as well as 1993 and a long time friend of the Club.

Without doubt, Ian must have the longest journey, from Derby, to take part in Scottish events but since he moved south some years ago he has continued to be a regular at Doune - the holding paddock is his responsibility and that's all there is to it! We are delighted that his sign-on record has been recognised.

Denis has some record as well. Way back in April 1989, MARSHALS POST No. 59 revealed that, although a comparative newcomer to SMMC, the previous month's Ingliston meeting had seen Denis clocking up his 600th marshalling attendance at motor sport events over (at that time) 21 years north and south of the border mostly as an observer. The regular venues have included Thrupton and Brands Hatch as well as the superior locations of Doune, Ingliston and Knockhill. The 1991 and 1992 seasons came and went and at the end of last year, Denis tried to retire. We wouldn't hear of it as long as his sign-ons were standing at such a short number off the "ton". As a result, Denis returned and has seen this past season out and collected the Club plaque. Only now therefore is it sensible to print elsewhere in this edition of MARSHALS POST, the letter received last year by the Club Chairman. It gives a fascinating, informal glimpse into Denis' motorsport.

Well done to both Ian and Denis.

## RESCUE TRAINING

The Club is always seeking to increase the number of members of its Rescue Unit teams. Even new members will be familiar with the distinctive livery of the three 'Saltire' vehicles at events as far apart as Rumster in the north to regular duty at Silverstone in the south. It is not difficult to become one of the Unit crew numbers, it merely requires a certain procedure and length of active marshalling service. The basic requirements are a minimum of two years marshalling experience in both race and rally and a current First Aid certificate. However, this exact medical qualification is being reviewed with specific and

more appropriate needs being provided and assessed within recognised Clubs such as ours. At the start of every year in preparation for the season, the crew members go through training in casualty care and techniques of extraction from incidents at Bernard Hunter's yard at Gilmerton, Edinburgh together with medical instruction and training. Members interested in taking part in the training or in finding out more about what is involved are asked to contact Club Chairman, Frazer Madder at HQ some time before the middle of January 1994. The address and 'phone number are on the back page.

## MARSHALLING ATTENDANCES 1993

The table below represents the total number of attendances at events which have counted towards Club credits since the Club's inception.

1	Frazer Madder	407
2	Andrew Main	356
3	Andy Birrell	262
4	Richard Allen	239
5	Jim Robertson	200
6	Paul Woods	189
7	Mike How	177
8	Yvonne Lamb	163
9	Andy Stronach	162
10	Geoff Carnegie	156
11	Ewan McCall	153
12	Lawson Rennie	148
13	Iain McGillivray	139
14	Neil Dickson	125
15	Mike Gascoigne	119
16	Neal Smith	117
17	Keith Brown	115
18	George Malloch	113
19	Ian Mackay	111
20	David Swinton	110

## TOP 10 SIGNS-ON YEAR 1993

1	Geoff Carnegie	23	88.5%
2	Frazer Madder	22	84.6%
3=	Andrew Main	19	73.0%
3=	George Malloch	19	73.0%
3=	Donald Reid	19	73.0%
6=	Richard Thomson	18	69.2%
6=	Tam Williamson	18	69.2%
8	Roland Jones	17	65.4%
9=	Alister Gray	16	61.5%
9=	Ken Sime	16	61.5%

The maximum possible attendance during 1993 was 26 events — there being two clashing dates (25 April & 9 May)

## RESCUE CREW TOP 10 YEAR 1993

1	Andrew Main	43
2	Frazer Madder	30
3	Donald Reid	29
4	Alister Gray	26
5=	Geoff Carnegie	24
5=	Paul Woods	24
7	Tam Williamson	20
8	Yvonne Lamb	14
9	John McGurk	13
10	Bruce Craig	12

## WELCOME TO NEW MEMBERS

The Club welcomes the following new members. We wish you an enjoyable time in the sport and at Club social events. How about considering a contribution next year in an article for MARSHALS POST? We would be pleased to hear from you.

Dr KATHARINE A. JAMIESON, Dundee  
IAN R. SYKES, Inverness  
BRUCE DUNCAN, Aberdour, Fife



## Jim Clark Commemorative Helmet

The Committee would like to report that a donation in the name of Jim Clark, has been received by the Club for the purchase of additional specialised equipment for the Rescue Units and for the good of Scottish motor sport. We are extremely grateful for this gesture.

The source of this donation is unusual, indeed unique and must be described in greater detail. On 3 April 1993, around 120 friends of the late Jim Clark and other important guests who were attending the Jim Clark Dinner at the Balmoral Hotel, Edinburgh, autographed a full-face helmet to mark the occasion.

This helmet was put forward, together with a menu for the dinner, which described everyone present and one of the special badges struck for the event, as Lot 6 to the Auction of Sports, Sports-Racing and Grand Prix Cars at the Coys of Kensington International Historic Festival at Silverstone Circuit on 24 July 1993. The Lot was bought by an unknown Italian for the sum of £750 which amount including Coys' commission has been donated to the Club. We know no more about the new owner but it is thought that he was not aware of what he was buying nor of the purpose behind it.

The Club would like to thank the organisers for this donation which will be put to a specific use to be decided in due course and not into general funds. The photograph, taken from the magnificent Coys Auction catalogue, shows Jackie Stewart signing the helmet.

## MARSHALLING OVERALLS

For a number of seasons, the Club has offered Members the opportunity of purchasing Proban protected marshalling overalls at a specially negotiated price. The Club is now able to offer an extension to this service by supplying Proban bodywarmers. These are made of the same fire-resistant treated cotton as the overalls with a padded filling. They have a good cut for movement around the armholes. Ideal for wearing when the weather is cold but not raining. Details of these are also shown below. After a special request we have obtained a supply of the new style Club Badges embroidered on the same orange Proban material, to allow these to be sewn directly to either garment.

Overalls and bodywarmers are available in the following sizes: Small (chest 34"-36"), Medium (chest 38"-40"), Large (chest 42"-44") and Extra Large (chest 46"-48").

Current prices are £29.50 for the overalls, £21.00 for the Bodywarmers and £9.00 for the badges. These prices include VAT and postage to the Member's address.

Order should be sent, no later than Monday 24 January 1994 to Colin Goode, "Piece", 55 Belwood Road, Milton Bridge, Penicuik, Midlothian EH26 0QN. Telephone Penicuik (0968) 673783. Please remember to state the size that you require and make cheques etc. payable to SMMC.



Thanks to the Club's traditional assistance when safety and sense permit, George Malloch, Stage Commander on the Club's Stage at the Rest and Be Thankful on this year's Perth Scottish Rally, has received this 'thank you' photograph of the event winner, Richard Burns, controlling his Subaru through the hairpin. The setting is improved immensely by the SMMC banner on the bank behind. Our thanks for the use of this print go to Frank and Gwenda Williams of Speedsports Photography, Ruthin, Clwyd.

*The Editor is pleased to see the relationship with Speedsports continuing, as Frank did the same back in 1985 at the Rest. The prints are interesting to compare as at that time the dinosaurs were caught on film, with superb shots of David Llewellyn and Phil Short in the Audi Quattro and Tony Pond and Rob Arthur in the brute of the Rover Vitesse at the same corner.*

## TRAFIC TRIO

Destination; an altitude of 1800 feet on a barren Welsh hillside on the southernmost stage of the Network Q RAC Rally.

In greater detail, mid-point of Myherin, at 21 miles the second longest stage on the event, located a score of miles east of Aberystwyth.

Temperature outside the Renault Traffic unit  $-6^{\circ}\text{C}$ , inside  $-5^{\circ}\text{C}$  and rising. Read on to spot the crew member responsible for global warming!

Crew; probably the longest serving combination of any on the rally:— affectionately known in SMMC and Scottish Motorsport circles as "Machine Gun", "Golden Gob" and "Grumpy".

The sum of their SMMC credits to date (read elsewhere in this issue) is 940 events.

For those who may still be unaware of their true identity, try your mathematical skill by using the league tables. (By now you should also have solved the conundrum posed in an earlier paragraph).

In reality the total number of events/days attended by this 'Traffic Trio' must be somewhere in the region of 2000, possibly more.

Looking further at the files, the sum of their SMMC membership service is 59 years (the Club was started in 1973).

It is good to see that, over the years, members joining the rescue team stick with it for a very long time.

I know that organisers and competitors feel comfortable when, not only do they see an

SMMC Rescue Unit in attendance, but they recognise the crew as well.

Very long-standing relationships have now been developed.

If this same crew permutation is together for the '94 event we may soon be reporting on the SMMC Pension Plan.

J. Frazer Madder

## PARTS BIN

It is worth noting that in common with a growing number of places in the country, the Aberlady area of East Lothian has been forced into the digital age of telecommunications with a change of phone code. This is not of huge significance for many perhaps, except that member Paul Woods may feel neglected. Paul's ten new digits are 0875 870221. Now you know, so please change your records. And that means you in particular, Rescue Unit crew members. (Note that the Ed. is next in line for this in 1994 so there is a certain sympathy vote here).

### CARAVAN FOR SALE

Target 13 ft caravan, 3/4 berth with awning. Fitted with mains electrics, fridge, oven, fire. Full set of replacement upholstery, spare wheel, new tyres and chemi-loo. Van has been serviced and is in very smart condition. Seen at Doune for many years. £1,000. Contact Frazer on 031-440 4459.



# NETWORK Q



## RALLY

### 21-24 November 1993

After last minute call-offs, two crews travelled down from Scotland to operate the new B system radio (as used for positive reporting of competitor progress) on this year's event. In the six berth, under-three-year-old, coachbuilt, double glazed, carpeted, diesel motorhome (hired) were Ian and Stan Thorogood along with yours truly. In the slightly older, not quite so roomy, carpet — is that what we get wrapped in to keep warm?, fits three if we struggle, do we have to get out of the sleeping bags to answer the radio?, portable guzzler of a VW camper (borrowed) were Neil Ross (Clyde 4) and two equally poor students Paul and Vintz (?). At relatively short notice we were provided with details of locations — Tatton Park, Pantperthog, Wauchope West and, last but certainly not least, Dalby giving a stage a day. Having travelled down separately, we met after Tatton Park.

As if it was an omen for the next five days, it took Ian and Stan 45 minutes just to cross the Forth Road Bridge on the Saturday morning. Nevertheless we were soon heading south. First stop was ASDA in Carlisle for essential supplies — beer and some food. Then on to Charnock Richards and the obligatory pit stop at a Little Chef. Davenport was not with us in body but he certainly was in spirit.

A night in a lay by near the stage saw us signed on by 07.15 for first car due at 11.29. After signing on, breakfast and the first of many envious looks from spectators and marshals alike. An uneventful day saw us operating the C system radio (86) as opposed to the B system, as our services were not required for the latter. Having made a rendezvous with Neil & co, we headed for Wales and the obligatory food stop. Two guesses who cooked their evening meal in the back of the car park of the Little Chef in Welshpool. By 21.00 we were at the finish of SS 13 and parked up for the night. It would have been earlier but we were not supplied with any map references for entry, start, finish, exit etc. and the map provided was difficult to read. Accordingly, we spent about half an hour going up and down the main road trying to establish where the finish was although we

had quickly located the start. It eventually transpired that the finish was 500 yards from the start with the access road used in both directions.

Monday brought an early rise as marshals arrived to complement those that had slept at the start overnight — some under canvas! We ended up operating 'Pant Finish' on B system, finish on C system (as one had not been allocated) and Stan helped out on the A system — using one radio will be boring from now on. A second largely uneventful day with the only excitement coming from competitors who entered the stage WD to the finish, thinking that it was the start, and having a chat with your Club secretary who was slumming it in a Frontera.

Having counted 128 cars into and out of the stage we left mid Wales at 15.00 for the long drive to Scotland. Our systems were in for two shocks. Firstly, Stan suggested stopping at a Truckstop and not a Little Chef and secondly, a further stop at Carlisle saw us having a shower! These truckers have it easy — good, cheap food and great facilities. Arrived Wauchope 23.58 just in time to get the TV on and watch the rally report.

Tuesday saw the start of the real fun assisted by liberal amounts of the white stuff which had turned rather hard and slippery. Despite being told by the Stage Commander that we were at the location of the Passage Control, which was our duty for the day, this was not the case and we had to move 1.13 miles up the road only to find that the marshals manning the Passage Control had set up camp in a third location. Eventually everything was up and running and the official results team, complete with lap top PC, enjoyed our hospitality.

Wauchope West appeared to run without too many problems although through the C system we were conscious of the serious delays and problems being experienced in East and it was not until 18.00 that we were en route to Dalby. Despite freezing fog and visibility down to twenty feet, professional driving from Stan and some nifty navigation saw us arriving at Dalby just before midnight.

This was the first time that Ian and I had followed the RAC throughout the four days and Stan promised us something special in Yorkshire. He was right, Richard Ashton, the Stage Commander had 500 marshals for a 20 mile stage and a radio car on virtually every junction although some did not arrive due to the weather. Course cars were taking up to one hour to complete the stage with car 00 being pulled up by Rally HQ before the finish as Kankkunen was already at the stage start. Rumour has it that a certain Mr J. Lord was the co-driver. 95 cars made it through the stage with car 1 taking 20 minutes — not bad going on sheet ice.

Our departure from Dalby was delayed as a thirteen year old boy had gone missing from a school party but luckily he was found before it got serious. After handing back the B system equipment to our Controller, a stop for diesel

and food at the Truckstop in Newcastle (steak, chips, veg £3.99) saw us back in Linlithgow by 1.30 on Thursday morning with the VW camper not far behind. Neil was last seen muttering something about sleeping naked in the snow being warmer than inside the van, and although this was not put into practice, fixing a broken throttle cable on the road north did leave him crawling about under the van in freezing conditions.

In round figures, total mileage for the trip was 1,200 and fuel consumption averaged 25 which must be considered as good going given that we were not exactly hanging about. Consensus was a very good but cold and tiring five days.

Me? A day at home then off to Aberdeen for the weekend with her indoors — it's never too early to start earning the brownie points for next year.

Garry Headridge.

## LOTHIAN CAR CLUB DINNER DANCE

SMMC's thanks go out once again to the Committee of Lothian Car Club for the donation of a pair of tickets to their Annual Dinner Dance. Following George Malloch's success at last year's raffle of these tickets, this year's recipients are Morag and Ian Fitzsimon who are looking forward to a different kind of experience. It is known that this evening does not resemble an afternoon tea dance and is all the better for it.

The dance will be held at the Learmonth Hotel, Learmonth Terrace, Edinburgh on Saturday 29 January 1994. Tickets cost £22.00 each, which means that there is no rise in price this year. Dress is optional but d.j. and sparkly frock would be preferred to what you might normally turn out in on a Saturday night . . .

This event has become a regular and well regarded social outing for an increasing number of Club members. The close links with LCC, whereby, for example, SMMC has had total responsibility over many years for all Hill marshalling at Doune, are strongly made and the Club wishes to continue the social as well as the 'working' side. Ian Millar, member of both clubs of course, extends a warm welcome to SMMC Members who would like to go to the

Dinner Dance. We are well on the way to organising two tables and would like to hear from you if you are able to join this group. Please contact Frazer Madder at Club HQ (address on the back page) for further details and tickets.

## RESCUE THANKS

Saturday night 27 November 1993, Fishers Hotel, Pitlochry.

Olly Ross from Helensburgh, was presented with the 1993 Guyson Scottish Sprint Champion Award at the joint function of the Scottish Hill Climb Championship and the Scottish Sprint Championship Dinner.

In his winner's speech, Olly left the last "thank you" to SMMC for their rescue attendance immediately following the huge accident at Rumster Hill Climb earlier this year. In this incident, his Davrian was totally written off and he suffered multiple fractures but thankfully has made a good recovery. All the very best for the future competition, Olly and congratulations on taking this year's title.

# IN THE POST



24 Hay St PERTH

Dear Frazer

I spent an unusually pleasant day (for 1992!) on my own at "Caravan" for the last practice day of the year, marred only by Kath Paterson's coming-together with the Armco in the morning, and, when I began to enjoy the increased traffic and the warmth of the sun in the afternoon, I thought that this would be a good day to call a halt. Old age and the deterioration of eyesight mean that I can't be as physically active as I have been, — and it's not much good having an Observer that cannot observe! Mind you, that is not an original remark! So I have cancelled my Standing Orders to SMMC and SMRC and my orange overalls are now in the bin. I wondered about going on with hill-climbs etc, but thought it better to make a clean break.

I can't say I am sad about giving up my involvement with motor-sport. There are too many good memories. It started in about 1951, going to the hill-climbs at the Rest and be Thankful and Bo'ness and the speed events at Charterhall, Turnberry, etc though only as a spectator, and then, when work took me down south, to spectating at Goodwood which was only a few miles from home. I began marshalling in 1967, and migrated with BARC to Thruxton. I also got involved in karting and was chairman of the committee that set up the National Schools Karting Association. It was then that I began to find out what an unselfish sport motor-racing was, when, in karting, the champions shared their knowledge of tyres, sprockets and tuning with us and we began to beat them at their own game. I suppose my highspot in that sphere was being in kart 107 on a 60-kart grid at Thruxton's "King of Karting" meeting, just in front of no.75, Nigel Mansell. No one passed me after the off, and I took three seconds off the existing 210cc lap record, only to have a 720-degree spin at the back of the circuit when the motor seized up. Coming second in a 2-hour endurance at Camberley was the most tiring thing I have ever done. 290 laps, nine corners, eight gear changes each lap. Marshalling gave just as many good times. Somehow you forget the wet days, the cold days, the foggy ones (at Knockhill), and just remember that no one ever seems to complain (apart from Autosport). Looking up the records, I find that, including practice days, tyre-testing, hill-climbs, a small

number of rallies, I have totted up 698 days altogether, of which 179 have been in Scotland. These included 54 at Grands Prix, and I hate to think how much petrol has gone in getting me there. Adding on spectating and kart-racing, I think I must have gone over the 1000, — and that is about enough.

Thanks, Frazer, for putting up with me for the seven years since retiring to Scotland, and thanks, by proxy, to all the lads and lassies in SMMC who have also put up with me, but been so nice about it.

Yours aye

## NETWORK Q RAC RALLY

Once again the Club was involved in running a stage on Britain's round of the Rallying World Championship — the Network Q RAC Rally. Our stage was SS2 Kershope, the longest of the event. As this year's Stage Commander, I would like to thank sincerely all of those marshals who braved the conditions and without whose participation the event would have been impossible. The weather was pretty miserable with temperatures below zero, a couple of inches of snow and freezing fog. Of the 120 marshals on stage, 20 were SMMC members, including radio operators. The stage went extremely well, with no serious matters to report apart from two of the McRaes having incidents in stage, with Colin's proving to be terminal. I am certain that the criticisms raised in Motoring News did not apply to our stage.

A special thanks goes out to those who assisted in setting up the stage on the Monday — Ian and Frances Sykes, Julian Gibson, Richard Davenport and George Malloch. The stage was over 24 miles long, consisting of 39 marked posts plus more than 20 other unnumbered "junctions". The conditions were even worse that day than on the Tuesday, with parts of the stage being treacherous for two wheel drive vehicles. The sight of Richard standing on the bonnet of my hired van to assist the traction will stay with me for some time, but not as long as the sight of him jumping off when I couldn't stop!

PS The stage took over four hours to "clean" after official closing. This was mainly due to the lack of co-operation of certain marshals. Of the first 15 junctions, only a couple (those manned by SMMC members, I believe) had been taken down by the marshals. Otherwise, all positions on the stage had been abandoned as they stood, including tape simply having been cut to allow marshals to leave the stage by short-cuts. As you might appreciate, this dismantling took some time and it was not the best way to end the day. I am extremely grateful to George, Richard and Julian for their assistance in this tedious work in darkness.

Rod MacRae.

## 15 YEARS ON

MARSHALS POST No. 21 issued in November 1978 (edited by Mike How) contained the following:

'RAC RALLY — 1978

We reproduce below part of an article which appeared in a recent issue of the RAC's publication which is circulated to all recognised Clubs.

"Regulations for the Birmingham Post 1978 Lombard RAC Rally were published on 22 August and there is already a healthy demand for entry forms. With scrutineering on Saturday, 18 November, the 1978 Lombard RAC Rally starts on Sunday, 19 November with a series of "Spectator" special stages totalling 30 to 40 miles in the Midlands. The northern route on Monday/Tuesday will feature 250 miles of stages — almost all in forests — whilst a final loop in Wales on Wednesday/Thursday will have 190 miles of stages. The total stage mileage for the event is therefore in the region of 475 stage miles. Of course the Lombard RAC Rally would not survive without the support of Clubs throughout the country who supply the vast army of Marshals necessary to run an event of this magnitude. So as to show a small form of appreciation for the thousands of Marshals on the 1978 Rally, it has been decided to issue each helper who signs on with a dated badge. These dated badges will, in fact, replace the old metal badges and year bars. We are hopeful that the new dated badges which will be issued each year, will serve as a suitable memento of future Lombard RAC Rallies."

The Club is circulating to marshalling members with this Marsh Post details of the marshalling which the Club will be asked to do with during this year's RAC Rally. Provided the RAC fulfill their promise about the new dated badges, those who favour the collection of "dingle-dangles" will be able to pick up another item for marshalling during the event. It remains to be seen of course whether what has happened in previous years will occur again this year, namely that too few badges will be available from the RAC to give to everyone who signs on.

Those involved with this year's Network Q RAC Rally will spot the similarities and differences between the two events — no names, no pack drill and not enough badges!

Mike Gascoigne.

*(Mike offers this look back to 1978 from the perspective of one of a number of Club members who have been in a Course Car crew rôle on the event for some years. We have one Club member however, Jonathan Lord, who has been the navigator in car "0" on the rally every year since 1978. Interestingly, 1993 has seen the first return of the event to a Birmingham base since that described by Mike How. Does any MARSHALS POST reader know of any other SMMC member who carried out the same function on the 1978 and 1993 RAC rallies and particularly without break between these years? We would be interested to know. Ed).*

**Items for publication to MARSHALS POST do not have to be formal articles or letters. The Editor would like to keep a type of regular 'notice board' column for all sorts of mixed topics.**

**Suggestions might be: ideas for discounted goods, clothing or services that the club could arrange, marshalling tips or experiences, articles for sale, personal snippets about relevant job, home or family changes and so on — we actually have one in this issue's 'Parts Bin'!**

**MARSHALS POST is here to cover and reflect everything that affects the Club, its Members and the sport — please broaden its scope by contributing even in a small way.**

**The deadline for the next issue is the first week of April 1994 so there is ample time to send material to the Editor at Club HQ, address on the back page.**

MARSHALS POST is the Club Magazine of

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