

MARSHALS POST



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NETWORK Q



RALLY

20-23 November 1994

OVERALL FORMAT

The main change for 1994 is the fact that the rally will now finish on Wednesday afternoon with the awards presentation that evening. This is a move aimed at reducing the overall length of time that it takes to compete in the event and is in line with similar moves by all the World Championship Rallies.

As part of this reduction the overall route will be about 140 miles shorter than last year's event, almost all this reduction being achieved by pruning the road section mileage.

The new look format will include only one night away from the Chester base with the Sunday night halt situated in Harrogate. This is another cost saving move for both the event and the teams resulting in a significant reduction in hotel accommodation costs.

The competitive mileage is slightly reduced to about 330 miles but there will be only 29 special stages, 6 less than last year and, as far as we are aware, the lowest number on any RAC Rally. Quite a change from an event as recent as the 1989 rally when there were 55 special stages.

CHESTER

The rally returns to Chester after last year's visit to Birmingham. The International Hotel will again be Rally Headquarters and scrutineering will take place at the Northgate Arena. The layout of this function is undergoing a rethink to avoid the delays that were experienced the last time we used this venue.

The start of the rally will be in Northgate but it is hoped that, subject to agreement with the City Council, the end of each leg will take place at the Little Roodee Car Park, located near the Castle. The Rally Finish

will be at the Racecourse on Wednesday afternoon.

The awards presentation will be held at the MANWEB Conference Centre, situated to the west of the city centre, on Wednesday evening and plans are underway to make this a much more social occasion than in recent years.

NEW STAGES

To achieve a more compact route this year there is a greater reliance on the forests of Wales for special stages. This has been achieved by taking the rally further south in Wales than it has been since 1986. Two 20 mile stages will be run in Brechfa Forest and the long sweeping bends and smooth surfaces found in this forest are sure to be popular with the drivers.

HARROGATE

As mentioned earlier the rally returns to Harrogate for the Sunday night halt. The Old Swan Hotel will be the Rally HQ; you may recall that in 1990 this hotel was the Rally HQ when the event was based in the town.

FIA

Readers of the motoring press will be aware of some of the recent proposals from the FIA regarding World Championship Rallies. Whilst a number of these ideas are quite radical and still under discussion there is one change which has already been implemented for this year.

Following the lack of crowd control on the Monte Carlo Rally this year the FIA have decided to appoint two Observers to each WRC Rally starting in Portugal. Their role is to inspect certain stages and at the request of the Clerk of the Course,

they will not carry out random checks. These will be the stages that are likely to attract the largest number of spectators. This inspection will be carried out in a car fitted with a video camera.

The Observers will have the power to recommend to the Clerk of the Course that the stage be cancelled if they consider that it is not safe to run. Phil Turley is already trying to work out how to fit a camera to the dashboard of a Frontera!

If a stage is cancelled in this way then the competitors are required to be routed around the stage rather than through it. This means the return of the preparation of re-routes for all the special stages a practice that we dropped in 1991.

At that time the effort involved in their production, with little chance of their use, was considered to be a waste of resources.

TIME CONTROLS

One of the main problems highlighted by the competitor's questionnaires on the 1993 event was the operation of time controls and the completion of the time card.

The Event Committee and Training Team have been giving this matter a lot of consideration and new training guidelines are being worked on to help to improve the operation of these controls.

New Time Card!

As part of the analysis of the problem it has been decided to completely redesign the time card layout that has been in operation since about 1988.

The aim is to improve the layout of the card to make it easier for both the timekeeper and the competitor to complete and understand. The revised design is currently undergoing some fine tuning based on comments made by a number of people, including Nicky Grist, on the original draft.

NEW FACES

There have been two major changes in the Safety side of the organisation for this year following the departure of Paddy Kenshole, who has bought a part share in a racehorse, and Ken Walker from the

roles of Safety Officer and Chief Medical Officer respectively.

The new Safety Officer is Andrew Large from Matlock. Andrew will be a familiar name to many of you with his involvement with the Clip Rescue operation.

Replacing Ken Walker as Chief Medical Officer is Phil Rayner who conveniently lives only a couple of miles away from Andrew.

Following the first meeting of the Medical & Rescue Committee it is clear that both Andrew and Phil will be a great asset to the organisation of the rally.

The other significant change in the organising team is that Ray Barlow, who was left without a region to organise this year with the route staying north of Birmingham, has taken over the running of the first two stages on Sunday from Eric Cowcill. These stages are a new 2.7 mile mixed surface stage at Carden Park south of Chester and, following its successful introduction last year, Tatton Park.

Just in case you are worried that Eric will have nothing to do this year, he now has responsibility for all the Tuesday stages in Mid and South Wales; this is as well as his job time-keeping at all of this year's Formula 1 Grand Prix!

PASSAGE CONTROLS

The 1993 event was significant for many reasons, not least the weather, however one aspect of the event that will never be the same again is the humble passage control. For years these have been located at the nearest telephone line, and building, to the stage exit (In Cumbria this always seemed to coincide with a pub!).

In recent years the installation of more phone lines has led to the controls being located at the exit from the forest on to the public road.

For 1994 this process is to be taken one step further and plans are afoot to run telephone cables into the forests to the Stage Stop lines where the card collection procedures of the passage control will be combined with the Stop line operation. This is the way that the majority of rallies in the rest of the world operate and will

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NETWORK Q RAC RALLY continued from front page

result in a considerable increase in the speed of transmission of results to Rally HQ.

The Training Team are currently working on guidelines for the procedures to be followed at the Stage Stop lines where a telephone line can be installed and these will be published in the new Operations Manual later this year.

Of course not all Stage Stop lines can be reached economically by telephone lines but it is hoped that over 75% of the stages will be able to benefit from this new control procedure.

RADIOS

Last year's major topic is relegated towards the end. After the successful first use of the new radio networks in some of the worst weather conditions the event has experienced, 1994 is to be a year of consolidation and improvement to the system. Brian Avery and helpers have been carrying out the radio surveys for this year's stages. The experience of having used the system once has already begun to reap benefits, as a better understanding of the workings of the equipment has led to much improved coverage being gained over the same stages as last year.

TELEVISION

The coverage of the rally by the BBC will be along the same lines as last year with an early evening

report on each day followed up with a longer report late each night. In addition there will be a summary of the whole event on the evening after the finish.

There will be live coverage of a stage from Clumber on Sunday and this will be covered at the earlier time of about 13.20 to allow the rally to be broadcast before the Rugby League Test Match against Australia that afternoon. The stage route will also be somewhat different to that used in recent years and more details of this will be available when matters are finalised.

The finish of the rally will also be covered live on television on the Wednesday afternoon.

HISTORIC RALLY

Rally Britannia which has run successfully in front of the Sunday leg of the main event in recent years will change significantly this year.

The rally will now be titled the RAC International Historic Rally and it will be the final round of the FIA European Historic Rally Trophy.

The rally will take place over both Saturday 19th and Sunday 20th November. The rally will be based in Nottingham and will, on the Sunday, continue to use some of the Network Q RAC Rally stage venues in front of the main event. The Saturday route will take in stages in a different area.

A national event under the Rally Britannia name will run behind the International rally on the Saturday only.

THE JIM CLARK MARSHALLING AWARD FUND

Members will recall the article in MARSHALS POST No. 73, (December 1993) at which time it was explained that a donation of £750 in the name of the late Jim Clark had been presented to the Club. This was the amount which had been raised through the sale at auction of a helmet which had been signed by around 120 friends and guests who attended the Jim Clark Dinner in April 1993.

Club Member Graham Gauld was instrumental in the organisation of this collector's item and the subsequent donation to the Club. In addition to making purchases of specialised equipment for the rescue units, the Club Committee has decided to mark the gesture by setting aside an equivalent sum in a Fund, the annual income from which will be used to recognise by way of a presentation, particular achievement or contribution to motor sport marshalling in Scotland by a Club member.

The letter reprinted on the back page is from the Club Secretary to Graham Gauld and explains succinctly the decision reached by the Committee and the basis on which the award would be considered.

Letter from Hong Kong

I always read with interest MARSHALS POST and it makes me nostalgic for the Scottish meetings. Mind you as I am steadily being weaned into racing in South East Asia I feel that some of our boys could come out here and teach them a thing or two.

I was at two meetings recently, one at the Bira Circuit in Pattaya, Thailand and the other at Shah Alam in Malaysia. Firstly Pattaya. This is a very seedy Thai holiday resort which is rated the sex capital of the World. All I can say to you young chaps let loose in Pattaya always check that the beautiful girl you are with doesn't have an Adam's Apple because a lot of the real crackers are actually men and boy would you be in for a big surprise. Most of the marshals for the meeting were imported from Hong Kong and were either Brit or Aussie ex-pats who had marshalled at home and so knew what it was about. What was interesting was that one guy from the Midlands met up with a Thai girl and on the Sunday the Clerk of the Course driving round before the first race couldn't find him at his post until he got out of the car and found that he was being given a massage! Now you don't get that at Clark Curve do you! As a joke the jolly deputy Clerk of the Course put on a purple dress and I have a picture of this bearded guy complete with dress and hairy legs with the Clerk of the Course. Funny things happen in the heat I can tell you. The driving, despite the fact it was a Clubbie meeting with 63 cars of which 48 were Honda Civics and the rest Toyotas, was remarkably good with less nerfing than I would have expected. Various people fell off the road and the Marshals had various awards for each other at the end of the meeting. A particularly rude doll was presented to the marshal who recommended the red flag for an incident where one Civic rolled itself into ball of wax and the car he hit went straight into the tyre wall head on. It was felt that the marshal had overstepped the mark and you usually didn't red flag unless there were about five cars involved in the accident!

Shah Alam was something different. A superb circuit in every way with some amazing fast corners such as a downhill right hander with two apexes which really catches you out — after the meeting I tried out a Thai Team Honda Civic Group N car round the circuit so I know what I am talking about. At the previous meeting there had been a brouhaha when two cars crashed and the red flag went out. Despite this and with a marshal on the track waving it, some of the cars continued racing and it resulted in an almighty crash with five cars written off plus the rescue car! The drivers said the marshals caused it but a video of the accident clearly shows the marshal actually waving the red flag and being avoided by groups of cars still racing. In the meeting I attended there was another potentially fatal incident when one of a team of two Honda drivers had a big shunt and broke a couple of ribs. The marshal quite rightly left the driver alone and rushed to the telephone and phoned for the ambulance and pace car. Whilst he did this the guy's pal stopped in his race car, hauled the injured driver out of the car and into his car and took him round to the pits. Needless to say he could have killed the driver as he had broken ribs but the driver who did this then complained to the Stewards that his pal was injured and the marshals were doing nothing about it!

There are some great cars racing at Shah Alam and they are about to launch Formula Asia which is the formula using Argo single seaters and Ford twin-cam engines. One of the leading teams is the Lux/Shell team which has Darren Shaw from Hong Kong driving for them. We both said to each other that we had met before and then worked out that Darren had raced a Formula Renault at Knockhill a couple of years back. Another driver there was Mike Pickup in a Porsche; he had also raced at Knockhill so you meet the oddest people around the world. If Autosport does any reporting on Formula Asia keep a look out for Alex Yoong, a 17 year old Malaysian who has great talent. He told me that in Malaysia you can get a special licence to race at 15 and he started then and won the Malaysian Proton saloon Championship and then last year at 16 he won the Malaysian Touring Car Championship in a Toyota. At the meeting I attended they threw this 17 year old kid into a full house 2.5 DTM BMW M3 and he was holding a good fourth place behind Charles Kwan's M3 and two DTM Mercedes before the oil filter fell off and he retired.

Graham Gauld

高志文
Graham Gauld

IN THE HEAT OF THE MOMENT

It started off as a quiet Saturday night on 16 July 1994, when Tam and Janet Williamson invited Richard and Tricia Allen, Donald Reid, Ruth and myself for a small libation. Then I suggested (not that the women were boring, you understand) that we men could nip down to Donington (in Janet's case, Doddington) to watch the German Touring cars (DTM). After much deliberation (*not what I heard; Ed.*) and delegation it was down to me to organise it. Richard had only had one drink so he was nominated driver. Donald was a bit the worse for wear and was appointed navigator, while Tam and I tried to sleep in the back.

We set off at midnight and arrived at Donington at 0600 on Sunday. It is not generally thought that Donington is a difficult circuit to find as you just fall off the main road but, well, it just proves the need for good navigation. And the fact that they were absent that morning. Once we were at the circuit, we bedded down in the car with no bedding . . . only one hour's kip was possible. Tam and I then went for a walkabout to suss out the entrance gates arrangements and food availability. The gates were due to open at 0830. First stop was for a bacon roll, at a staggering £1.50. We all then headed for our viewing position. To be more exact, Starkey's Bridge or as I call it, Mansell's Bridge, if you get my drift. The weather was shaping up to be ideal for spectating with blue skies and heat which you would more likely find coming out of your oven (Gas Mark 9). While waiting for the untimed warm-up session at 0930, the four of us crashed out, dozing off and on.

As this was my first experience of a race circuit south of the Border, I was well impressed, I don't know what the others thought. The races which supported the DTM were Ferraris, Historic Touring Cars, Supersports and Sports Saloons. The first race to start after the DTM half-hour warm-up was the BARC Post Historic Touring Cars. This was run on the 2.5 mile GP circuit and was 10 laps in total. There was quite a selection of cars, ranging from a 5.71 Chevrolet Camaro in Class A, down to an 850cc Hillman Imp in Class F. In other classes there were various Triumph Dolomites. The race itself was very competitive but not many incidents happened near our viewing point, apart from a Dolomite rolling on to its roof on to the cat litter at the old hairpin. The eventual winner was a 5.31 Jaguar XJ12 which beat the Camaro by 4.70 seconds.

The second race was the Pirelli Maranello Ferrari Challenge. There was a grid of 21 cars, comprising 328 GTBs, 308 GT4s, BB 512s and ranging between 3 to 5 litre engines. All cars must hold a current MOT. The race was run in two classes, Class O for vehicles exactly as delivered from the factory and Class M which allows modification to race

specifications. The race winner was Michael Millard, driving a 5 litre BB512. Skipping one, Race Four was a race of McLarens and Chevrons. Not a lot to report on this contest as I fell asleep — it was heaven!

The main race had a great atmosphere building as the cars were lining up on the grid. To my mind, the most impressive cars were the Opel Calibra V6s of Keke Rosberg and Manuel Reuter. The first 25 laps of the race were dominated by Kurt Thiim's Mercedes with the Alfa Romeos driven by Nannini and Larini behind. The engines of these Alfas had a lovely rasp to them.

According to the commentator, the mechanics are able to change a complete engine in a DTM in around 14 minutes, which is one minute less than the 15 minute break between the two races in this double-header. The two were raced very closely and eventually Nannini won the first but was disqualified from the second for having insufficient fuel remaining in his tank. The ruling is that cars must have at least 3 litres of fuel left in the tank after finishing. In Nannini's case, there was only half a litre left so the second driver across the line, Reuter, became the winner.

As the day progressed, we were all getting hot and bothered and in need of a good feed and drink. We started walking back to Coppice Corner, our entry point, as the last race was about to start. However before leaving the circuit, we managed to persuade a passer-by to take a team photo for posterity. We started up the road at 1730 and arrived back in Edinburgh at 2300. I think that a good 24 hours was had by all.

Geoff Carnegie

1994 PERTH SCOTTISH RALLY

Every few years it is felt to be necessary and worthwhile to enlighten the membership as to the work and duties carried out by their fellow colleagues during this event. Because, as in any rally the event happens over a moving geographical window, traversing the countryside, marshals and officials of differing disciplines are often never in the same place together.

Today's "Scottish" unfortunately is but a shadow of its former self from fifteen or twenty years ago which many of us remember well and wish would return.

In the mid-70s there would be 150 entrants competing over 75 stages for five days from Saturday to Wednesday. Twenty years on, the event has become a weekender. Due to constraints imposed by FISA and finance, we have an event which like many of its counterparts has shrunk to a fraction of its past.

However, we still have an event and this is where praise and thanks should be given to a small number of persons for their dedication and belief in the sport in Scotland, that whatever the "climate", the show must go on.

Over the years, the number of SMMC Members involved in duties, outwith manning the Club stages, becomes ever greater and 1994 followed this pattern. This year the Club ran stages on Friday night at Perth Racecourse and two stages (80 miles apart) concurrently on Sunday. Eleven members of the rescue crew manned the three Club rescue units and a vast number of radio operators and controllers provided the radio safety cover 'in the field' during the event.

Indoors, the Club provided the rally with the following senior personnel:—

Clerk of the Course and his Deputy	Jonathan Lord Mike Gascoigne
Safety Officer	Yvonne Lamb
Press Officer and Assistant	Ken McEwan Brenda Lord
IRDC Representative	Ian Stewart

In addition the Club provided senior mobile personnel in the positions of:—

Communications Officer	Colin Goode
Staffing Officer	Richard Davenport
Sector Marshal	Ken Duff

Many of those mentioned also gave their time to assist with the pre-event recce and were supplemented by Norman Halcrow, Garry Headridge and Julian Gibson in this task. In total the Club provided eight out of twelve rally recce staff.

Two other Club members, Bill Stewart and Keith Cowan, were Stage Commanders on stages run outwith the SMMC banner. With the vast number of senior officials plus dedicated rescue and radio personnel there is unfortunately a downside on this event. The Club finds it an ever-increasing difficulty to obtain sufficient personnel to marshal our allotted stages. We require more members and also those of you who are passive to become active members. That means instead of going out to watch, come out and help.

Quite how Richard Davenport and the two Club Stage Commanders, Rod MacRae and George Malloch, managed two stages concurrent on the Sunday is difficult to imagine. It is a major achievement; well done and thank you to all members in whatever duty you served in our home International.

Frazer Madder

TEN PIN BOWLING CONTEST

We have been invited by Lothian Car Club to provide a team to join a four-way ten pin bowling competition. The four teams are MG Car Club, Morgan Owners' Club, Lothian Car Club and SMMC.

The venue is the Megabowl at Craig Park, Newcraighall, Edinburgh (adjacent to the UCI Cinema).

Date is Thursday 22 September 1994, time is 1900 hrs.

The cost per person is £10.99 including a meal in a basket.

We require a team of minimum six persons and all interested in representing SMMC should leave a message on the Club ansaphone — 031-440 4459 — within the next week or so. A suitable captain will be chosen from the applicants.

Ed.

FOR SALE

Set of five, 175/70 X 14 Colway Plus 4 tyres. Very good condition, as another Club member, who sold them to me in the first place, will testify. Not used since bought and genuine reason for sale, they don't fit a Silver Cross pram. Prepared to part with the set for £50.

Perspex headlight covers to fit Rover 200/400 series. £15 pair.

WANTED — Spare 86 radio, current spec. Willing to discuss details and terms.

For all of these, contact Garry Headridge on 0506 848004 (h).

Doune Hill Climb — June 1994

This article is expressly addressed to those of you who marshalled at this year's June Doune National Hill Climb.

I could wear various hats in writing these words; they could be with my Lothian Car Club hat as Clerk of the Course or my SMMC Chairman's hat or my RACMSA Speed Events Committee hat. However, perhaps an amalgam of the former two is most suited for that is the way I feel that Doune is best served by all of us involved.

The Saturday, although continuously raining passed without incident, however, everything changed come Sunday morning.

The skies had cleared, the sun shone and all looked well when we started on time at 09.00 hrs. Minutes later we had the first of a deluge of incidents that were to thwart us for the next 10 hours.

A Caterham into the armco at Garden Gate was quickly followed by Graham Priaux's Pilbeam into the wall in the tunnel.

The next incident was one of the worst oil slicks/spillages that I can remember in 20 plus years at Doune.

Darren Soothill's Westfield blew off a high pressure oil pipe on leaving the Holding Paddock on his way back down. The car was stopped at the top of East Brae, however, and we now had a 400 metre oil slick which had also been run over by the following half dozen cars — just to make sure it was evenly spread! Using a rescue unit and the course car, marshals with equipment were "bussed" to the scene of the mess.

In all, 20 people were working exceedingly hard, in what was now very hot sunshine, to clear the spillage. It took 45 minutes before the hill was again operational. As I have just said, this was one of the worst oil slicks that I can remember at Doune, for it was whilst in conversation with Roy Lane during mopping up operations that we recalled the incident in 1974 when John Stuart inverted his Chevron at the top of the tunnel. That day I was marshalling at Junction (Post 7) with Neil Dickson and I cannot remember who else. The oil flowed heavily from the hot engine on to a steep warm track and I leave the scene to your imagination.

That day in 1974, we had a posse of drivers surveying the track condition and all offering different advice to redress the situation. The Newbridge Breakdown was dispatched to the restaurant and returned with tea urns filled with

water with which the track was washed. The track was then force dried — A.D.O.'s car used compressed air start so he brought his air bottle to tunnel and used the jet of air to dry the track.

Back to June 1994 — we had not recommenced for long before there was a Westfield into the trees at Post 9 quickly followed by Martin Pieraccini's Reynard connecting with the Esses armco and removing a wheel.

Lunch break (afternoon tea) eventually was taken at 3.15 pm following the conclusion of the first timed runs. The re-start was some 15 minutes later although we were soon halted twice more with a Mallock closely followed by an MG off and over the bank on opposite sides at the top of East Brae.

Could anything more happen? — oh yes, Rob Turnbull put his Spa Judd into the trees in the Esses and removed all four corners. The tub being a write-off it was later discovered by preparation colleague Ron Hand that a rear suspension mounting had broken, sending Rob into a left turn exit from the track.

Kenny Allen had qualified quickest for the Championship run-off which meant that he was last to run. On Kenny's second Top Twelve run — last car of the day — his right foot connected with the accelerator pedal whilst braking in the Esses. The car spun between the woodwork and the armco with very little vehicle damage. When we arrived at the Esses in the Course Car it was touching to see Kenny sitting in a picnic chair in the middle of the track — the marshals at Post 9 come well prepared!

Those incidents plus several red flags for cars spinning and therefore re-runs brought about a very long day which eventually ended just after 7 pm.

At the beginning of the article I said that this was expressly addressed to those who had marshalled at the event in June.

I would like to thank each and every one of you wherever you were, be it Post 1, 7 or Holding Paddock, for a very hard day's work.

Thankfully nobody was injured in any of the day's incidents. The professionalism exhibited by all of you is a shining example of the SMMC training and your dedication to the sport.

All incidents were cleared with speed, discretion and efficiency that has made Doune a benchmark in British Hillclimbing.

Many thanks, Frazer Madder.

IN THE POST

Dear Graham

We thought it would be a courtesy if we were to update you at this stage on what has taken place since we received last autumn the £750 gross sale proceeds from the "Jim Clark helmet" auctioned at Silverstone last July.

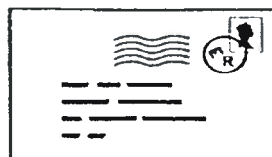
The terms of the donation were that it should be made to this Club "in the name of Jim Clark for the purchase of additional specialised equipment for their rescue units and for the good of Scottish motor sport". The sum received has been substantially expended in acquiring additional rescue unit equipment but we felt that a donation of this kind and in these circumstances merited a much more lasting and public acknowledgement.

After much debate we have decided to match, out of Club funds, the amount received under the original donation and to set it aside in a fund to be known as

THE JIM CLARK MARSHALLING AWARD FUND

The amount with which the Fund will be started is to be invested and its annual income will be applied towards the purchase of an award to be known as "The Jim Clark Marshalling Award". This is likely to take the form of a suitably inscribed polished pewter quaiich. This will be awarded no more than annually to whichever member of the Club, in the sole opinion of its Committee, has made a significant or meritorious contribution in the preceding year to motor sport marshalling in Scotland. In order to maintain the intended prestigiousness of the award the Committee do not consider themselves bound to make the award annually. We have also decided that, if at all possible, the award will be presented to its recipient by a person and on an occasion which will reflect the importance with which we regard the award.

This Club was formed almost exactly 5 years after Jim Clark died. The founding members were David Swinton, myself and Peter Francis. Because of David's family connections with Berwickshire and the Clark family and because also you (not only as one of our Members but also someone who knew Jim Clark personally) were instrumental in arranging for the "helmet donation" to come in the direction of this Club, we feel that creating this award in



the name of Jim Clark honours his memory in an appropriate way. We very much hope that you approve.

The first award will be made for 1994 and will be announced at the beginning of next year, probably in the April 1995 edition of MARSHALS POST.

We hope all goes well with you and the publication with which you are involved.

With very best wishes from the Club.

Yours aye,

M. N. C. Gascoigne, Secretary.

Dear Mike,

Thank you for your letter which arrived here four days after you posted it so you see Hong Kong mail is quite quick. I am more than happy to agree to your plans for the Clark Marshalling Award Fund. It is not generally known that Jim often said to me that when he retired from racing he would like to help out with a bit of marshalling at a race meeting which is the kind of thing you would expect Nigel Mansell to say, wouldn't you?

It was also timely for I had written another "Letter from Hong Kong" for MARSHALS POST if you were interested as I returned last weekend from Clubbie race meetings in Pattaya, Thailand and Shah Alam, Malaysia. I am sure the members will be amused or even horrified at what went on but generally speaking the marshalling was no worse than it used to be back in the 1950's when we started racing at places like Charterhall. Mind you when you consider that David Swinton's dad — Brigadier Swinton — was involved what more could you expect. (Sorry David, just a joke)

I will be in town (Edinburgh) briefly over the weekend of July 23 and until the Wednesday when I drive back down to Silverstone for the Coys meeting before returning here and then three weeks later flying out to California for the Monterey historic meeting.

The reason for Silverstone is the launch of our next magazine "Historic Racing" which is the first International in-depth historic racing magazine.

Keep well and send my regards to any of the gang when you see them. To be honest Thailand and Malaysia were so hot (90-95 degrees) that a little bit of Knockhill "hail and rain" would be quite nice! But not too much.

Graham Gauld

MARSHALS POST is the Club Magazine of

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