

MARSHALS POST



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The Jim Clark Marshalling Award 1994

Members will recall that in MARSHALS POST No. 73 (December 1993) it was reported that a donation in the name of the late Jim Clark, had been received by the Club.

This was the sum of money which had been raised as a result of the sale at Auction of a helmet which had been signed by 120 past friends and guests who had attended the Jim Clark Dinner at the Balmoral Hotel, Edinburgh, on 3 April 1993.

Subsequently, MARSHALS POST No. 75 (September 1994) explained that the Club Committee had decided both to honour the terms of this generous donation by purchasing additional specialised rescue equipment and to match the amount of the donation by setting up a separate fund, the

income from which would be applied towards the purchase of an award which would be known as "The Jim Clark Marshalling Award". It had been decided that the award itself should be an inscribed polished pewter quaich and that this would be presented no more than annually to whichever member of the Club, in the sole opinion of the Committee, had made a significant or meritorious contribution in the preceding year to motor sport marshalling in Scotland. In order to maintain the prestigiousness of this award the Committee did not consider itself bound to make the

award annually.

We are delighted to announce that the recipient of the Jim Clark Marshalling Award 1994 is George Malloch. In this 'official' photograph, George is pictured receiving the engraved quaich from Frazer Madder, Club Chairman. We can assure you that this was not taken in an oversized photo booth, whatever the backdrop might suggest.

The Club chose the occasion of the Rally Marshals' Training Day for Frazer to make the public announcement and presentation to George. This was particularly fitting as

George had been one of the lecturers on the morning sessions and a tutor during the tabletop practicals. George has been Stage Commander on special stages for the Club on numerous occasions at club and inter-national level events but this is only one strand to his participation in the sport. He is also Chief Flag Marshal for Scottish Motor Racing Club, a member of the SMMC Motorsport Radio Group and a regular marshal at Doune Hill Climb. George had received the Club shield for having achieved 100 sign-on attendances, at the June 1993 Doune event from champion hillclimb local lad Kenny Allen.

The Club would like to congratulate George on this, the first year of the Award.

INGLISTON

As we go to press, we have been advised that SMRC has reluctantly decided to cancel the two planned Ingliston race meetings on Sundays 16 April and 7 May 1995. This is due to the lack of guarantee that the circuit would be available for use on these days. SMRC has written to competitors, marshals and officials but for the benefit of other Club members who do not regularly marshal at Ingliston, it is worthwhile advising of this decision, which you will appreciate has not been taken lightly by the SMRC committee. The first meeting of the 1995 season therefore will be on 30 April at Knockhill, at which time it is hoped to clarify the situation.



RALLY MARSHALS' TRAINING DAY

CROFT — THE ORIGINAL

On Sunday 19 March 1995, at Doune near Stirling, the Club held a RALLY MARSHALS' TRAINING DAY. This training exercise is now well recognised and aims to share experience by inviting non-members to participate.

In all 12 different clubs throughout Scotland contributed by sending 46 marshals, including 12 from our own Club.

The topics covered were as follows:

EVENT ORGANISATION — This was a run-down on some of the senior officials of the event along with an explanation of their duties.

STAGE FURNITURE, STAGE MANAGEMENT — This explained the techniques of setting up a rally stage and what was involved in running the stage through to it being closed down.

COMMUNICATIONS — This explained the communications network that is set up for the rally, along with the use of the radios.

MEDICAL/FIRST AID — A training video was shown followed by a lecture in basic first aid techniques.

TIMING — This followed a short talk on the SMMC and its role in marshalling. The timing lecture covered all aspects of clocks, time cards and check sheets.

The remainder of the afternoon was split into two. **TABLE TOP RALLY STAGES** — These were held to give the trainees some experience in using the timing clocks and filling in the time cards and check sheets.

RESCUE EQUIPMENT DEMONSTRATION — This ran through some of the equipment carried in the Club's rescue units along with its uses.

The day was brought to a close with a short question and answer session.

There was a wide range of marshalling experience in attendance, from the complete novice to the experienced stage commander, but it was

agreed that all had learned something or contributed towards the day.

Finally a big thanks to Jack and Jean Asher for keeping the coffee flowing all day, and to the lecturers and helpers, no matter how big or small their contribution, but all of whom pulled together to make the day a great success and provide its now expected professional touch.

Richard Allen
SMMC Training Officer

PRINCE MICHAEL AWARD OF MERIT 1994

We are delighted to congratulate Club member John Felix on being presented with the Prince Michael Award of Merit for 1994. This Award is given annually for services to British motor sport and is considered to be an especially prestigious accolade for the recipients. John's dedication to the sport is recognised across the country and presently he is Chairman of the British Motor Racing Marshals Club and Chairman of the RACMSA Rescue Advisory Group.

Looking back, it is particularly pleasing to note that in the April 1994 edition of MARSHALS POST, we reported that Club member Tony Fletcher had won the 1993 Prince Michael Award of Merit. Tony may have been a hard act to follow, but congratulations from the Club are given to John, for making this two years running for a Club member.

We have had a late request for marshalling help and given the nature of the event and the fact that it was just able to catch our publication date, we are happy to help.

John Felix (of whom there is much mention elsewhere in this issue), has advised that motor racing is set to start again this season at Croft circuit, after an absence of probably more than two decades. John is Clerk of the Course and Chief Marshal and the events will be organised by the Historic Sports Car Club.

Two meetings are planned initially. The first is on 14 May 1995 and will be a closed doors, low key affair of four races in order to test the circuit and all procedures. The main event and grand opening will take place over the long weekend of 27/28 and Bank Holiday, 29 May 1995 and the organisers have carried out much advance publicity for this meeting.

All right, for the young 'uns in our midst, where exactly is Croft? Straightforward, even if it involves an incursion into North Yorks. Croft is five miles south of Darlington, level with and east of Scotch Corner on the A1 and approached from the A167. OS 1:50,000 sheet 93 should do it.

For a historic occasion which will revive racing at a location used for so long as a rallycross venue, this is one to consider. We know that there are other events on, particularly on the second weekend, but if you are not going to the Monaco GP, get in contact with John Felix and offer help. John's address is 2B The Lindon Cottages, Beeston Road, Cookley, Kidderminster DY10 3UF. Telephone 01562 851456.

WELCOME TO NEW MEMBERS

The Club would like to give a warm welcome to the following new members who have joined in the recent past.

We wish you an enjoyable time in the sport and at Club social events. MARSHALS POST is here to carry and share any views which you have on the Club or of your experiences and we would be delighted to hear from you if you would like to contribute.

JOHN GEORGE, Duffield, Derbyshire
DAVID T. SIMPSON, Whitehills, Banff
ALAN MacNEISH, Lossiemouth, Moray
JOHN HARRINGTON, Keith, Banff
ALLAN REID, Glasgow
DAVE WALSH, Bainsford, Falkirk
SCOTT McNAE, East Kilbride, Glasgow
NEIL D. TRAYNOR, Dunfermline, Fife
KEITH J. BERRY, Dunfermline, Fife
FRANCES SYKES, Balloch, Inverness
IAN G. BOWIE, Carlups, Penicuik, Midlothian
WILLIAM B. HARROWER, Aberdeen
WILLIAM D. LAW, Inverness
GAVIN ROBERTSON, Glamis, Forfar, Angus

MARSHALLING OVERALLS

The Club has just about depleted its stock of orange, Proban protected marshalling overalls due to a continuous demand. We are ordering a good supply in all sizes for the future but have to advise that these will be priced at £35.00. It should be pointed out however that we intend to maintain this price for more than one season by following the same sound buying principles that have allowed us to hold the previous price long after it should have risen! This also includes VAT and postage to the member's address.

We are also investigating with our suppliers, the possibility of embroidering the Club badge directly on to the chest of the overalls before delivery, as opposed to making use of the Club's after-sales service which is covered in a separate article in this MARSHALS POST. There would be an additional charge for this of course, probably comparable to the £6.00 cost for the garment embroidery which we offer already, but we are still checking that this can be done to the quality which we have come to expect. It would be useful to advise when ordering, if you would be interested in taking advantage of this option.

The full details of the overall — and bodywarmer — sizes were given in MARSHALS POST 76 but for current information and ordering details, please contact Colin Goode at "Piece", 55 Belwood Road, Milton Bridge, Penicuik, Midlothian EH26 0QN. Telephone 01968 673783.

RESCUE RECRUITS — PART II

Many times some of the younger upstarts (serfs) in the rescue team take the opportunity to remind me that I am the oldest member of the Club rescue crew.

To me, this is like water off a duck's back. However, I decided to change this situation and as it was not possible to amend my birth certificate (a document which some people doubted existed) I had to resort to some lateral thinking.

If one cannot become younger than others, one has to find others older than one — this was the answer.

I looked around and found a chap called Walter Robertson:—

He was older than me. He possessed a rescue licence. He had attended Ingliston and Knockhill.

You may even have heard of him!!

My prayer was answered — Walter joined SMMC Rescue and I am no longer the oldest crew member!

Walter used to run Ecosse Rescue which for the meantime is not operating.

The story perhaps has a motto — if you wait and think for a

little longer, outside your normal confines, an answer very often can be found.

It's good news to have Walter join our team and help boost its strength and numbers. Welcome.

Frazer Madder

RESCUE RECRUITS — PART I

To the latter end of 1994, two Trainees came on board the SMMC Rescue service.

Gordon Munn and Ken Sime, both having spent several years marshalling at Ingliston, Knockhill and Doune, decided upon a change of scene and joined the rescue team. Gordon and Ken already have a great deal of experience under their belts which includes marshalling at last year's British Grand Prix and they are returning to Silverstone to officiate again this year.

Having spent the winter carrying out their basic rescue training, they have already obtained their trainee rescue licences and have been officially out on duty with the Units on the Snowman, Valentine and Granite City Rallies this year.

It's good to have you on board; we wish you every success and, seriously, hope that you are not kept too busy.

Frazer Madder

NORRIE GALBRAITH AWARD

The name of Norrie Galbraith, who died in September 1982, is remembered through the annual presentation by the Hillclimb and Sprint Association (HSA) of an award which bears his name. This Award was created in 1983 and is presented to the Club which, in the opinion of a sub-committee of the HSA, organised the best meeting in any given season of those rounds which are part of the British Championship Speed Events. For those who might not be familiar with this aspect of the sport, speed events comprise hill climbs and sprints, not (as the name might suggest) circuit racing.

The 1994 Award has been given to Lothian Car Club for the organisation of the September two-day hill climb at Doune.

There are 17 rounds in the British Hill Climb Championship and these are held at 13 different hill venues across Britain. Two rounds each are held at Doune, Shelsley

Walsh, Prescott Hill and Wiscombe Park. In addition, there are 12 sprint rounds which count towards the total number of eligible events. As a result, it is particularly pleasing that Lothian CC has won the 1994 award which makes it the fourth time that the Club has secured the award in the 12 years of presentations.

Running a hill climb meeting at Doune and the attainment of the standards which are recognised by such an award, is not a one-man operation. It is a team effort and the dedicated marshals equally are responsible for the smooth operation of incident management. The September meeting was a particularly thrilling one, as reported in MARSHALS POST 76, but not without incident and it is the speed, care and the professional manner in which such clearance is achieved by which the meeting is judged.

Congratulations are extended to all concerned from the Club.

CLUB BADGES

The Club service for embroidering the SMMC badge on to articles of members' clothing continues to be popular and a large batch of garments was organised for the start of the season. These ranged from rescue crew overalls to navy blue jerseys, sweatshirts and polo shirts and with the option of having the word 'rescue' or 'radio' added for those members eligible to display it. The quality of the finished product is excellent — just take a look next time you see the familiar roundel badge at an event. We are now looking into the possibility of creating a sew-on version of the same badge which could be useful for certain multi-layer garments which cannot easily be embroidered. We will let you know as soon as we are satisfied that the same high standard can be obtained for members.

The organisation of this embroidery service can be time-consuming and delivery and collection are carried out personally to contain costs. In his capacity as SMMC Training Officer, Richard Allen has quite enough to be doing and badges are not exactly in his list of duties. As a result, I have taken over responsibility for coordinating requests for badges and in future all orders for this service should be directed to me. Thanks go to Richard for creating the standard of badge which we now have and for sourcing the supplier.

As a reminder, the embroidery can be sewn directly on to overalls (although see a separate article in this issue on the Club's orange Proban overalls) and navy blue (only) jerseys, sweatshirts, polo shirts etc supplied by the Club member. Please mark the goods with your name when providing them and let me know if, for example, you wish 'rescue' or 'radio' added below the badge; this can be done at no extra cost. The cost for the work is £6.00 per item. I would like to set deadlines for taking the garments to the supplier and for the moment these are the end of March, June, September and December. Much will depend upon the number collected together at any given time as there is a minimum order which we must achieve.

Please contact Rod Howat on 01620 823565 (home) or 01324 638889 (bus). Articles may be sent to me at 63 Burnside, Haddington, East Lothian, EH41 4ER.

RALLY MARSHALS' REGISTRATION

One of the duties as part of my new role as RACMSA Scottish Regional Rally Training Co-ordinator, will be to help set up and administer the RALLY MARSHALS' REGISTER in Scotland. This will be a RACMSA voluntary scheme for all grades of Rally Marshals.

The following is an excerpt from a proposed handout being prepared by the RACMSA.

"The job of a Rally Marshal is interesting, varied, often exciting and sometimes demanding. They are required to be flexible and resourceful as well as proficient in many tasks.

Training and recognition of achievement have been part of marshalling in other

branches of motor sport for many years but is an area in which rallying has lagged behind.

By introducing this voluntary scheme, the RACMSA hope to redress the balance and give Rally Marshals similar opportunities as marshals in other disciplines.

Training modules have been formulated for the main topics of interest to marshals. The purpose behind them is to provide a uniform basis for all training throughout the country. They will be taught at training days most probably organised by your Regional Training Co-ordinator.

In recognition of the training received and the

experience gained by marshals the RACMSA have also initiated the Rally Marshals' Register. This takes the form of a grading card, issued after the second event, to all marshals on the register. You can become part of the scheme by contacting your Regional Training Co-ordinator. In addition your RTC will send you a laminated Rally Marshals Badge which will display the level you have reached. From the level of Experienced Marshal upwards these badges will be personalised.

By registering and attending training days in your area you can get more from your sport and achieve the recognition you deserve for a demanding job. The scheme is voluntary and entirely free of charge."

The system still requires

some fine tuning including the titles of the different levels of marshal along with the experience and training required to achieve that level.

A few of the Regional Associations in England have already been trying out pilot schemes, with a good response being received from the marshals.

It is expected that the scheme will be up and running by the end of the year to enable it to be fully in place for the 1996 season, but it needs you the marshal to make it work.

I hope to give you more information in the next issue of MARSHALS POST but in the meantime your comment to me on the proposed scheme would be appreciated, either in person or give me a phone on 01875 811248.

Richard Allen

ROBIN TRAILL

Robin Traill died suddenly last December. He had been a member of SMMC for 14 years.

Robin's involvement in motor sport in Scotland was deep-rooted. When the Scottish Motor Racing Club took on responsibility for the organisation of race meetings at Ingliston when it first opened in 1965, Robin was appointed Chief Observer and continued in that role for 20 years. His sympathetic and thoughtful approach to those in his Observer team over that extended period marked him out as one of the most popular "Chiefs" in that era of motor racing in Scotland. After he stood down as Chief Observer he acted as Starter for a couple of seasons before becoming a Club Steward, in which capacity he continued until his death. He was rarely absent from any race meeting at Ingliston or Knockhill. In his more active years, he would regularly "patrol" the circuit, stopping at each marshals post to talk to both senior and junior marshals. In his latter years when mobility was less easy for him, he watched the racing with keen interest and was often seen sitting close to a circuit radio so he could listen in on what was going on.

He was also a loyal supporter of SMMC. He attended many Hill Climbs at Doune throughout his motorsport "career" and was aware that the level of competence of marshalling at that venue stemmed from SMMC's desire to maintain and improve marshalling standards there. He sought out an SMMC Committee Member at Doune during the September 1980 meeting, asked for a membership application form and remained a keen member of SMMC from then on.

He is survived by his widow and two daughters, one of whom (Kate Haston) assisted for many years in signing-on of marshals at SMRC race meetings at Ingliston and Knockhill.

Robin Traill will be missed by all in motor sport who came across him.

MNCG

PRO-KART MEETING

The Club has had a request for marshals to help in the operation of a Pro-Kart 24 hour endurance event and it was thought that announcing this in MARSHALS POST was the best means of reaching the maximum number of marshals in a short timescale. The event is to be held on Sunday 28 May/Monday 29 May 1995 at Ingliston circuit. Sign-on will be at 1100 on the Sunday with the endurance event starting at 1200. As the event name suggests, it will be no surprise to find that it finishes at 1200 on the Monday. Sections at the south of the circuit will be used including some of the in-field roads and six marshals' posts will be in operation.

Would those who are interested in helping out on this event, which is not typical of the Club's normal marshalling duties, please respond to Club HQ by letter or by telephone as soon as possible in order that we might pass on names to the organiser. The address and telephone number are on the back page of this issue and an answerphone operates if you would like to leave a message.

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.

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 August 1995 so there is ample time to send material to the Editor at Club HQ, address on the back page.

RESCUE UNITS

It has been suggested to me that it would be worthwhile elucidating to the membership, some information regarding the Club's rescue units, the rules to which they and their crews must conform and the parameters within which they must operate.

The Club owns three rescue units which are registered with the DVLC as ambulances. This therefore permits them to be exempt from payment of a road fund licence fee and allows them to display blue lights/beacons and also permits the use of two-tone oscillating type horns. As ambulances however they are subject to an annual MOT test from date of first registration. Both the units and the individual crew members are licensed bi-annually by the RACMSA.

The RACMSA licenses rescue units in various grades, eg Rally Ambulance, Rally Rescue, Rally Rescue Ambulance and Race Rescue, the latter being the highest grade and that within which all SMMC units are licensed.

There are similar licence gradings for rescue crew members and again all SMMC units hold a Race Rescue licence or Race Trainee Rescue licence. In fact, all of the SMMC units and crews are dual-licensed (race and rally) which allows the units and crews to attend any RACMSA Permitted motor sport event. Outwith SMMC there is a very limited number of units and crew that hold dual licences.

The RACMSA commenced licensing for race rescue units in 1982 and SMMC attended that first RAC licensing assessment which was held at Oulton Park. Some four years later, the licensing of rally units was introduced. A race registered unit can attend a rally with the addition of a few very minor items of equipment plus a radio operating on the RACMSA rally frequency, 86

MHz (race frequency is 169 MHz). However, the converse cannot happen, a rally unit and its crew cannot operate at a race meeting. For an individual to become a fully licensed member of a race rescue crew, the RACMSA has a clearly defined career track policy which is strictly followed and documented throughout. The personal requirements and achievements are stated in the "Blue Book". In summary, one has to have marshalled regularly "on the bank" (track and fire) at a minimum of 12 race meetings over a minimum period of two years and attended two race marshal training courses with satisfactory results.

During this period, the marshal should also have attended the courses and passed the exam from one of the recognised first aid authorities in the UK, eg British Red Cross, St. Andrew's Ambulance Association or St. John Ambulance. The marshal then can approach a rescue team chief, for example from SMMC, BARC, BRSCC, Donington, Silverstone etc who will apply to the RACMSA on their behalf for a rescue trainee licence. Naturally, such application is subject to that rescue chief being satisfied with the applicant's credentials as well as other factors which might also contribute to an applicant's suitability. All applications to the RACMSA must be endorsed by a rescue team chief.

From that point on, the trainee will receive a Rescue Trainee licence which will allow him/her to work on rescue units with fully licensed crew members at certain ratios of Full Licence/Trainee Licence as stated in the current "Blue Book". However, it is strongly recommended, and mandatory by SMMC policy,

that trainees attend several rescue crew training sessions, both mechanical and medical, before ever joining a rescue unit on a live sortie. During the next two years, the trainee must work on a rescue unit at a minimum of ten events and attend further training days (both mechanical and medical) before going forward for assessment upgrade to full rescue licence. These periods and attendance figures are regarded by the RACMSA as minimum numbers.

An RACMSA assessment requires the trainee to work with fully licensed crew on a mock accident. This incident will consist of a wrecked car or MOT failure which will have been suitably deformed with the highly technical aid of a JCB bucket. A member of Casualties Union will enact the injuries and means of entrapment in the vehicle as defined in the incident medical scenario. The Casualties Union is best described as an odd group of people who, nationwide, become "injured" at will so that we, the Fire, Police and Ambulance services can treat their 'wounds', extricate them from the wreckage and package them for transportation to hospital. They will also be seen in TV series and film sequences acting as injured or maimed people.

The trainee will require to play a leading part in the mechanical and medical work as required to effect safe and satisfactory treatment leading to the extrication of the casualty. Fully licensed crew are required to be re-assessed every two years at these sessions. Simply attending an assessment session does not guarantee a pass. As on previous occasions, some units/crews which attended the 1995 sessions were classified as failures — none however from SMMC.

The rescue units also require

to be licensed on a bi-annual basis. Quite candidly, a unit should not fail this assessment. There is an equipment list in the "Blue Book" and to this list, the unit is basically audited. The unit's radio licences must be in date, as must all medical fluids and drugs that are carried. Pressure vessels such as oxygen, Entonox and compressed air cylinders must all carry current pressure test certificates. Recent tests must have been carried out on all fire extinguishers.

If any of you take a cursory look inside a Club rescue unit, you will probably not see very much in the form of equipment. That is because it was a cursory look — the vast majority of equipment is safely stored in various containers.

The current value of equipment carried in our rescue units is approximately £20,000 per unit and this figure does not include the value of the vehicles themselves. The mechanical extrication tools come in two main types, air powered and hydraulically powered. The latter also come in what is known as double-acting hydraulics which means that the tool is power operated on both strokes (open and return) and this advanced type of equipment affords much greater efficiency, speed and versatility. Air power by way of an on-board compressor is used to drive saws, chisels, ratchets and helmet cutters etc.

Medically, the units are becoming very advanced and bear little resemblance to the equipment carried on that first visit to Oulton Park back in 1982. For example, we have recently purchased three Pulse Oximeters which are the latest state-of-the-art computerised machines that recently were spotted in use on BBC's final

Continued on back page

MAP READING TRAINING

The ever-increasing cost of running or competing in a rally means that the organisers are often unwilling to cancel a stage unless it is absolutely necessary. If a stage can be saved by re-assigning marshals, radio teams or rescue units, the organisers of the event will use this option. This can mean that the marshals, radio operators and units might be expected to get to another stage in the shortest practicable time.

Mindful of these situations, the Club organised a Map Reading Training session in the palatial premises of the Royal Scottish Automobile Club in Glasgow, on 14

January 1995.

After a brief introduction by Richard Allen, the Club's Training Officer, Colin Goode presented a talk on the origins (both literal and physical) of the National Grid and the system of scales used on Ordnance Survey maps. A graphic demonstration of scale was a 1/43 scale model racing car which was not, as one member of the audience suggested, that size just to fit in the box.

Frazer Madder took the floor and with the aid of OS Sheet 73, talked through various map scales. Using a multi-visual display, Frazer demonstrated how features on the ground are

portrayed on the map sheet, including tricky little matters such as the graphic similarity between embankments and cuttings. He also explained how easy it is to check your position against the map from such features as mile posts, overhead power lines, farm names etc.

Wearing his navigator's hat, Jonathan Lord explained how he can read a stage from an OS sheet and then, with his Clerk of the Course hat on, he explained how long and how many map sheets it takes to check the route of a major rally. He also stressed the importance of keeping your collection of maps up to date. Roads close, new ones open and towns are by-passed, especially in the years between revision of details on the map sheets. Unfortunately this can be an expensive operation, especially if you have a large

collection of maps.

The session closed with a test sheet of 16 questions which were set by Colin Goode and which were based upon the Tweed Valley sheet which we had been using during the training. The questions ranged from establishing map references, identifying features, plotting routes from point to point — remembering of course that the shortest route is not necessarily the quickest, locating your position from surrounding features and lastly, the sting in the tail, working out a route diversion due to a closed road and calculating the extra time which such a diversion would add to the journey.

I have used OS maps at school, in the Scouts, at work and while marshalling and still managed to pick up a few things to remember, as I'm sure did everybody else who attended and enjoyed the Club's first such training session. Andrew Main

RESCUE UNITS

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episode of "Casualty", Channel 4's "e.r." medical drama series and even on ITN's "Coronation Street". Their power and method of operation are absolutely fascinating. The oximeter's display shows the patient's blood oxygen saturation (SpO₂), calculated as a percentage. The patient's pulse rate is displayed in beats per minute and the pulse strength is shown as a logarithmic scale bar graph. The oximeter determines SpO₂ and pulse rate by passing two wavelengths of light, one red and one infrared, through body tissue — the finger tip — to a photodetector. During measurement, the signal strength resulting from each light source depends on the absorption of the light by the arterial and venous blood in the body tissues. The oximeter processes these signals, separating the time invariant parameters from the time variant parameters to identify the pulse rate and calculate

oxygen saturation. The real secret to this machine's operation is due to the fact that oxygen saturated blood, that is, healthy, absorbs less red light than oxygen depleted blood. This may sound complicated, but all that the crew members require to do is to press some buttons.

You may well ask and wonder how all of this equipment is funded. Firstly, let me collapse a common misconception. There is no funding to the Rescue Unit service from Club members' subscriptions. Funding comes from receipt of attendance charges payable by organising Clubs whenever a rescue unit attends their event. This revenue is used to run the vehicles, to maintain them and their equipment, to provide a capital reserve to replace the vehicles and the equipment and to upgrade the equipment.

I hope that some of you now will have a greater understanding of the rescue unit service, the equipment and disciplines, which are operated by the Club.

Frazer Madder

CONGRATS DEPARTMENT

Three 'long service' awards were presented to Club members at the start of the season. Paul Woods achieved 200 event sign-on attendances and in Club tradition the award took the form of a replica scale model car mounted on a polished hardwood plinth. In order to recognise their achievements of 100 attendances, Bruce Craig and John McGurk each were awarded the Club's engraved shield. These awards were made on 18 February 1995 by Club member John Felix at Knockhill Circuit, the occasion being the RACMSA Rescue Licence Assessment Day, which John was attending in his capacity as assessor and Chairman of the RACMSA Rescue Advisory Group.

Congratulations from the Club to all three members.

Dear Frazer,

On behalf of my mother, sister and our families, I would like to thank the members of SMMC who attended the funeral service for my dad, Robin Traill, shortly before Christmas.

We have all been greatly comforted by messages of sympathy from the Scottish Motorsport fraternity following dad's very sudden death.

Although his membership of SMMC was latterly "non-active", he very much enjoyed the regular contact with the Club and admired and respected the dedication and sheer hard work of marshals throughout motorsport.

Thank you,

Yours very sincerely,

Kate Haston

MARSHALS POST is the Club Magazine of

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