



MARSHALS POST

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Network Q RAC Rally

Whilst waiting for competitors to appear for the last stage of the Valentine Rally (and those of you who were at Iron that day will remember that it was a long cold wait) Stan and I decided to 'do' the RAC. A quiet trawl round who we thought would be interested added Julian to the list and we approached Colin Goode with a view to being a B System crew as we had been two years ago. However, this was not to be and the contingency plan swept into action — Stan phoning around arranging duties for each day. We immediately got allocated a junction in Pundershaw for the Monday and Bill Wilmer welcomed our offer of help for the Tuesday and Wednesday in Wales. Arranging something for the Sunday stages was not so easy — it quickly became apparent that there would be no work and it was not until three weeks before the event that we were asked to man the circuit telephones at Donington. Needless to say the answer was affirmative.

The lack of specific duties pales into insignificance compared with the shock that we got in September when Stan went up to Cupar to drop off his driving licence at the company which hires out caravanettes (and which we had used previously) — only to find out that they had withdrawn their hire fleet. Two other companies promised to send out brochures but didn't and a third looked very promising until the camper developed a leaky roof — not ideal for November.

So it was two cars that headed south on Saturday 17 November. An overnight stop at Alfreton saw us signed on at Donington by 8 am. We found a

circuit telephone (literally, as requested by the Stage Commander) and had an enjoyable, albeit cold, day's spectating. The only time the phone rang was when we stood down and by the time we got back to the cars at 6.30 pm, we had seen in excess of 1,000 rally cars as the stage was run twice and cars passed both to the right and left.

Back to Newcastle for a couple of hours kip at the Truckstop and into Pundershaw for 6.00 am. Sign on was half way through the stage which saved an 18 mile forest drive and it was only a matter of four miles until Stan and I manned a junction and Julian headed for the finish line. Out of Pundershaw we met up with George Malloch who became the fourth member of the party as we headed for Wales.

After helping Tartan 6 change his mandatory puncture, Julian then picked one up himself as he headed for Killington Lake Services. Us? — we headed into Carlisle to get new headlamp bulbs having blown two on the Sunday (That reminds me — must find out what 'not for use in Europe' means). Food at the Truckstop at Junction 20 on the M6, then a good run down to the Hotel at Dinas Mawddwy saw us checking in about 10.00 pm. Time enough for a couple of drinks and off to bed.

Tuesday — after a leisurely breakfast we left the hotel by 8.00 am for the 80 mile journey, largely through torrential rain, to SS19 — Crychan, where the Club presence was strengthened by all three Saltires. What a stage — the run in from the main road seemed to go on for miles and miles and by the time we got to our position, Stan was

beginning to enjoy driving the Rover. We were only allocated the one junction between us so when it became apparent that the finish radio had a problem we volunteered to assist, leaving Julian, George and my can opener in the middle of the stage.

Being on the finish also gave us the chance to catch up with MNCG and JCL both of whom seemed to be enjoying themselves, although Mike was muttering something about getting the Monterey out of step midway through the stage. McRae mania was now more than obvious with the volume of spectators far greater than we had seen on an event before.

Wednesday necessitated an earlier start — we had to sign on for Clocaenog East by 8.30, so it was breakfast at 6.30. Did we care? No. This was the big one. McRae had blitzed Sainz in Sweetlamb Hafren, the last stage on Tuesday, and left Chester with a 17 seconds lead. All eyes were now firmly on the Championship and all ears on Radio 5 Live! After two days of C system duties we were to operate the start and finish A system although taking up position was delayed as the Deputy Stage Commander, who had our set, was out and about in his car and the set was switched off. Eventually we made our way to the finish only to find another C system radio with problems. We soon agreed that Stan would cover the C system as Canary 3, whilst I handled the A system — although noisy at times it did give us a fuller picture of what was happening in the stage and on previous stages that were live.

The atmosphere at the finish

was unlike anything I have experienced before — and possibly will ever see again. The actual number of spectators was something else, then there were the flags, the air horns, the champagne and the songs — and this was before Sainz had crossed the line — there was no doubt that Colin had done it. Sainz also received a warm welcome and if you had seen the reaction of Richard Burns, Alister and Gwyndaf you would have thought that they had all won as well — it was a memorable day for British Rallying.

Unfortunately being at the finish of the final stage meant that we didn't get back to Chester until early evening and we missed the prize giving at the racecourse. Julian and George headed home whilst Stan and I enjoyed one more night of freedom before the trek north.

For the statisticians amongst you we covered 1,450 miles — virtually the same length as the actual rally, and averaged 40 miles to the gallon. Would we do it again seems to be a rather pointless question — yes, yes, yes. In fact, could the event not be rescheduled to next March, a year is a long time to wait...

Garry Headridge

NEW YEAR ISSUE

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

FRENCH LETTER

It seems like a long time and half a World away since last I wrote and in fact it is more than nine months and having left Hong Kong I am now esconced here in the South of France and trying to prove that it is the best place to enjoy poverty. Certainly the move here has hastened the latter situation as my freelance work meant that I could not take out HP for a new car and had to pay cash for it which was a blow.

I left Hong Kong because my pet magazine "Historic Racing" was halted by my Chairman who felt he was losing too much money; and just when the magazine had broken through and was being read all over the World. At this I handed over the Chinese motoring magazine to my Chinese assistant and left for Europe. No regrets. A great two years in the land of fried rice and will certainly earn a chapter in my biography (Called "My Brother was an Only Child").

However since being here I seem to be back and forward to all sorts of motor sporting events. My local circuit is Paul Ricard (1 hour away) and I saw some of the historic people back in June and then bumped into some more at the Mas Du Clos test on the Tour de France event. Mas du Clos is the private motor racing circuit owned by Pierre Bardinon, a great Ferrari collector, and it is absolutely beautiful with manicured grass and race control buildings in Auvergne style. It has been done in the best possible taste and though private he lends it out to specialised clubs for the odd event. I then went up to Carpentras for a big Bugatti affair and over to Monza for the Intereuropa Cup historic races where such worthies as Laurence Jacobsen, David Piper, and Andrew Fletcher were taking part. Well that is not quite correct as Laurence had the misfortune to be driving when the engine of Andrew's rare Alfa Romeo Tipo 33 sports car gave up its all on the main straight at Monza!

I was over in Britain for both Goodwood and the Coys Silverstone and then only recently returned from Monterey

and the Laguna Seca circuit for the classic historic event which honoured Lotus this time. I was able to meet up with Lou Canuk again, an oil well wildcatter who owns the Gemini Formula Junior car which was the first single seater Jim Clark ever raced. He was threatening to retire from racing as he is in his mid-sixties. There was a large number of Lotus racing cars present and it was a pity there were no Scots about. If ever you are taking a holiday in August to California consider the Monterey weekend but book your hotel accommodation early - like six months in advance as the place fills up. The racing takes place on the second weekend of August and in 1996 the favoured Marque is Porsche so there is likely to be a huge turnout of Porsche racing cars and Can-Am cars. The area of California is beautiful, tranquil and more civilised than Los Angeles.

However, I hope everyone is fit and well and was glad to see that the members enjoyed the visit to the Jim Clark room - hope they didn't show the video!

If any members are coming past here there is always a bottle of wine floating around — two if it is Mike How or Yvonne Lamb!

Graham Gauld

THE WARM UP BEFORE THE Q RAC

The Friday evening before the start of this year's RAC Rally was the night chosen for members of the Rescue Crew to warm themselves up with an Indian curry before departing South for the Rally.

The venue was the Namaste Balti House in Seafield Road East, Edinburgh and eleven members of the crew decided to try out this new restaurant. An excellent meal was provided at a reasonable price and the social atmosphere was of the usual standard — and no, for those of you not able to make it — Tam's jokes are not getting any better!!

Thanks to all Rescue Crew members who have turned up at social events this year and I look forward to organising more of the same next year including another trip to Duns — details to follow.

WELCOME TO NEW MEMBERS

The Club would like to give a welcome to new members who have joined since the last edition of MARSHALS POST.

JOHN U. STEWART, Glasgow

ALAN SWINTON, Peebles

DAMION BRIGGS, Lanark

McRae Motorsport Stages Rally

SMMC had a major input to the McRae Motorsport Stages Rally which was held on Saturday 19 August 1995, the Club being responsible for covering all radio communications and all rescue/safety vehicle attendance.

Taking account of the eventual length of the day, grateful thanks are due to all Club members for enduring a 12 hour stint on this rally.

THANKS DEPARTMENT

At the Club AGM in December, Walter Robertson, who amongst his many duties and positions is Clerk of the Course for SMRC at Knockhill race meetings, took the opportunity to express his personal thanks to the Club and to those present, for the dedication and skill which is consistently shown by marshals at the circuit and without which, his job would be rather more difficult. The knowledge and abilities of the marshals gives him the comfort that the meetings will run smoothly and it is testimony to this that the meetings manage to contain so many sessions and races, even allowing for incidents. It is calculated that typically there is little more than a seven minute period between a chequered flag and the green light for the following race.

We realise of course that Knockhill is marshalled also by SMRC members and those who do not belong to either Club and Walter's thanks should not omit these people. However, we would like those other marshals who might not be members of SMMC to consider joining the Club and we will be making a move in the 1996 season to invite those individuals to join. This is seen very much as improving and building on the existing Club membership base and is for the good of the sport in general.

We would like to thank Walter for his kind words.

TRAINING

The winter training has already begun with a session for Rescue Crew at Maiden-craig Garage, Edinburgh.

'Uncle' Bill Wood kindly laid on his Mallock clubmans car along with one of his employees' FF1600, and these were used to practice and experiment lifting casualties from the cockpit utilising equipment carried on the Rescue Unit including 'Ked splint', slings (and even a block and tackle!!).

Further crew training will be arranged for early in the New Year which will cover rescue medical.

The main training for the winter will be the Hill Climb Marshals National Training Day on Sunday 17 March 1996 at Doune. This event will be very similar to the training day held back in March 1994 and will be the normal format of lectures in the morning and table top workshops in the afternoon.

Clubs which assist in marshalling the Scottish hills will be invited to send trainees along and it is hoped that these clubs as well as the SMMC will have a good representation at this event. More detailed

information will be posted to you in the normal manner in due course.

Regular hill climb marshals will be made just as welcome as new trainees as there will be something for everyone to learn.

So mark this date in your diary now so that the SMMC is the Club with the largest turnout of members.

RICHARD ALLEN
SMMC Training Officer

Sick As A Parrot

Not long after returning from Jersey in July (yes I know life's a ...itch) one of the Senior Audit Managers asked if I could spare a fortnight to go the Isle of Man in August/September. Being a conscientious hard working individual I said no, given other work that was scheduled.

You know when you say things and regret them later, well . . . not only did the fortnight coincide with the Manx International but the team was staying in the hotel which was being used as Rally Headquarters. Little consolation when they got back to the office and said they thought I would have enjoyed it! Next time, Garry, think like a Controller and engage brain before opening mouth . . .

Garry Headridge



As though to prove that it's not all work, this photograph tastefully catches four of the Club members who attended a Hallowe'en party at Club HQ. The trouble is, only one of the clowns is recognisable, well, just, so it's rise-to-the-challenge time for your Editor. Who says that Editorial censorship would rule out this being printed? — in the best interests of the Club, naturally.

MARSHALLING OVERALLS AND BADGES

A seasonal opportunity once again is given to consider purchasing a pair of overalls through the Club at preferential rates. In MARSHALS POST Nos. 76 and 77, full details were given about the availability of these and body warmers. Briefly, both garments are made up in orange Proban fireproofed cotton drill fabric in sizes which range from small to extra large. We negotiated a special price last year which allowed us to hold increases back for a whole season with stock items and this policy has been continued for 1996. For overalls the price is £35.00 including VAT and P/P where necessary. The price for non-SMMC marshals will be £40.00. Bodywarmers are priced at £27.00 for members, a saving of £4.00. Embroidered badges can be supplied for either garment at an additional cost of £6.00. We are not yet convinced that a badge embroidered directly to the fabric is providing members with the best quality and therefore this service will be provided as before by the company which carries out this work on to Club jerseys etc.

For details of exact sizes of these garments and for information on how to place an order, please contact Colin Goode at "Piece", 55 Belwood Road, Milton Bridge, Penicuik, Midlothian EH26 0QN. Telephone 01968 673783. It is known that there will be a steady demand for these when the season starts, so in order to be sure not to miss out, please call before the end of January.

The embroidery service to Club members only, continues by offering the Club badge embroidered on to navy blue jerseys, sweatshirts or polo shirts supplied by the individual. This way there is neither quibble nor disappointment over size or the quality of the garment. For those who are eligible, the word 'rescue' or 'radio' can be added below the badge at no extra cost. For full details and deadlines please contact Rod Howat on 01620 823565 (home) or 01324 638889 (bus.). Articles themselves should be sent to me, clearly marked with name, address etc., and requirements to 63 Burnside, Haddington, East Lothian EH41 4ER. As a guide, an order of garments will be placed by the end of March 1996 so please ensure that early contact is made if you wish to take up this opportunity.

DOUBLE HISTORY PERIOD



With one of Britain's major sporting events of the year, the RAC Rally just behind us, it is an appropriate time to recall the trip of 3 intrepid SMMC members as they followed the RAC of 20 years ago, when the RAC was a real rally — 72 stages over 5 days, including a 45 hour second leg, 236 starters, but only 104 finishers.

It's interesting to pause and think about those times. No turbo-charged, four-wheel drive supercars such as the Audi Quattro — there are still several years to wait for these. No official FIA World Rally Championship as we know it today — it was for constructors, not for drivers.

The entry included Roger Clark and Timo Makinen in Escort Mark 2's for the first time, Stig Blomquist and Per Eklund in V4 Saab 96's, Bjorn Waldegaard and Sandro Munari in the incredible Lancia Stratos, and Markku Alen in a Fiat Abarth 124 Spyder. Today's household names such as Carlos Sainz and Colin McRae were mere toddlers. The up-and-coming drivers of the day included Ari Vatanen and Russell Brookes in Escorts, and Pentti Airikkala in a Vauxhall Magnum Coupe.

To return to the SMMC story of the event, the trio set off from Edinburgh at around 8.30 am on Saturday 22 November armed with a list of every stage start and finish map references (and maps to match), several tins of mince, stew, and potatoes, plenty of eggs and bacon, and a stove, all squeezed into a yellow Escort 1300 Estate, covered in SMMC stickers. The first task was to marshal on the Dalby stage later

that day. The stage itself passed uneventfully, but a lingering memory is of white-hot brake discs on the Saabs.

Sunday's stages included 2 spectator stages in the Clipstone forest, but the next stage at Blidworth (near Mansfield) wasn't on the ordinary spectator list, so that's where we went. Arriving with plenty of time for a few hours' sleep, dawn was greeted with breakfast of mince and potatoes, as several hundred other spectators (at least) arrived at this 'non-spectator' stage. The earlier, notoriously fast stages at Clipstone had already claimed the Escort of Ari Vatanen. Stig Blomquist also took time out to modify his Saab, but was able to continue.

We continued the pattern of avoiding the main spectator stages, missing out Sutton Park and Cirencester Park (only a few miles from the present home of the navigator) to head into North Somerset, and to a stage in a huge sand quarry called Torr (the quarry is still operational). Most of the stage used the roads at all levels on the quarry's walls and floor, with vantage points on huge mounds of sand. From these, 5 or 6 cars could be seen simultaneously — marvellous.

By now, the travelling pattern was well established. One person

drove the entire trip, one navigated for almost all the weekend, and the third slept on the back seat except for the odd occasions when he was woken by sudden swerves to left and right. The comments generated by these actions were as unsurprising as they were unrepeatable.

The rally itself headed all the way south to a stage at Cricket St Thomas (still used today for tarmac rallies and a hillclimb), but we headed west into the Quantock Hills as darkness fell. Arriving at the stage, the marshals saw our SMMC stickers and quickly found us a space in the marshals' car park. Manoeuvring the car into a suitable spot (to provide shelter for cooking), the headlights and Cibies picked out the unusual spectacle (for an RAC) of the car opposite bouncing regularly on its suspension, and a pair of feet and a white bum showing above the window line.

The stage near the finish was on the side of a hill, a steep drop off one side and plenty of good standing on the steep slope on the other side, and we settled down with the rest of the spectators for the first cars. As usual, there was plenty of warning of approaching competitors for those still on the road, with shouts of 'Car!' preceding the noise of competition engine. One spectator brought along his tape recorder, and we were treated to a replay of a Ferrari V6 engine to the delight of the others, except for those still on the road and struggling to get out of the way! This stage was followed by a trip to a pub in Minehead (even then, English pubs opened on Sundays), and the abiding memory is of getting change from a Scottish £1 note for 3 pints.

We headed north via the Severn Bridge to the Forest of Dean, and into deepest mid-Wales to the unpronounceable Machynlleth, and the stages at

Pantperthog and Dyfi. Once again, the SMMC stickers were the passport to a quiet parking place for some much-needed sleep. Spectating on Monday was limited to Dyfi and a longer stay at the final stage of the day in the Clocaenog forest complex. While the remaining competitors headed for York, your intrepid trio headed for home to prepare for the Club stage next day at Twiglees.

It was a cold and frosty night with sign-on at 9pm, and a glance at the job allocation sheet (drawn up by David Swinton) reveals several names still active in the SMMC and many who have long since disappeared. I seem to remember that more marshals than competitors rolled that evening, and if empty Whyte & Mackay's miniatures are capable of rooting, there should be several gills approaching maturity in the trees near the stop line. Communications were basic, stage radios non-existent, and timing was by Omega chronometers — real watches, not your modern digital rubbish.

For what it's worth, the event was won for the third year running by Timo Makinen a Henry Liddon in the Allied Polymer-sponsored Escort, from Roger Clark and Tony Mason in the red Cossack-liveried Escort, with the semi-private entry of Tony Fowkes (remember him?) and Bryan Harris in third place.

Memories of the rally? Above all, the 2 Lancia Stratos's driven by Sandro Munari and Bjorn Waldegaard, the latter car completing a large part of the event without its rear bodywork. Waldegaard was fastest on over 40 stages, but was disqualified for being late following repairs to the transmission after a drive shaft failed in Clipstone. Oh, and if you haven't worked it out by now, the travellers were your Club chairman Frazer Madder, navigated by Ewan McCall, with humour provided by Neil Dickson.

DOUBLE HISTORY PERIOD

-after the break

It is clear from Ewan McCall's reminiscence how some Club members mis-spent their youth on the RAC 20 years ago, when it was a real rally. OK, OK, so last November proved that there's still a lot to be said for the event and the result!

In order to give a glimpse of ten years back on the same event, a dig into Club paperwork has produced the sign-on sheet for SS47 Cardrona, a stage which although regularly used for local club events and the Scottish, has not been run on the RAC since 1986. The following year, the Club's involvement in running a stage transferred rather further south to Twiglees.

Sign-on was at 0630 for first car at 0800. What, no three hour requirement to be on post, as this year??? Stage Commander was Club Chairman Frazer Madder with Depute SC Andy Birrell. The stage entrance was manned by Alex Graham with Arrival control covered by Bob Ross, who moved south soon after, Paul Blackford and Neil Dickson. Yes, that is indeed Neil of 1975 fame.

The start line was well populated by Richard Allen, now the Club Training Officer; Steven Wright whose career with the

RAF moved him south a few years ago; Charlie Perkins and his daughter Victoria — well known faces indeed at circuits these days. Victoria must have been just a wee thing back then and where were Lynn, Blake and Alexander, the other members of the crew? With stints in the States and Germany since that time, Cardrona must seem light years ago for Charlie. I helped to complete the start team myself and went on to run the Club stage on the RAC for three years at Twiglees. Doctor at the start was Jack McKellar and ten years on there is no change there — Jack is to be seen in the right hand seat of his car — or somebody else's! — at many a start area, be it for a clubby event, national or international and often as Chief MO.

The flying finish would have been ably covered by Mike How, still active in all aspects of the sport and one of the rescue crew on this year's event, David Williams and Neil Johnstone, another Club member who left the central belt some years back.

Stop line control was run by Mike Gascoigne, our Club Secretary, who probably enjoyed the experience immensely, that is compared to something as mundane as driving a course car on the event, which is now his lot and is borne well. With Mike were Richard Davenport, much like myself at that time, a relative newcomer to the Club and now responsible for the Motorsport Radio Group and regular contributor to the columns of MARSHALS POST with the Tartan Convoy stories of more recent Lombard and Network Q RAC rallies. It is not clear if Richard was on radio duty that day; the post is noted as having the call-sign Whisky 8 and although Richard currently operates as Tartan 6, this was before the days that these were changed to avoid call-signs using phonetic alphabet characters. Completing the team was Rod MacRae who also progressed to become a regular stage commander on rallies of all statuses and winner of 'Stage of the Day' award for the Club stage at Glentroll in November 1992,

the final year of Lombard sponsorship. The finish time control was covered by Andrew Wilson who I am sure must still be driving an Alfa, and Graham Couser who has also put in a power of work for the Club on rallies, particularly as one of the small bunch of stalwarts who sets up and cleans stages as well as running them, and who has both marshalled and driven at Doune and flagged at the edge of circuits.

Junctions in the stage were covered by Jim Whittaker. Peter Mowlam who had a good record of sign-ons that season, Andrew Sanderson and Neil Cameron — with a mysterious 'plus one' friend whose name has missed a place in history. Completing the marshals' line-up was Denis Johnson whose record 600th motorsport marshalling attendance was recorded at Ingliston in March 1989. MARSHALS POST No. 73 recorded the presentation to Denis of his '100' plaque by the Club, a fitting point for the retirement which he had promised himself for a little while.

Doctors out in the stage are noted as Jamie McHugh, still regularly involved in all aspects of the Club's medical and rescue functions and Doctors Eastwood and Rider.

The Rescue crew are recorded as Andrew Main and Ian Mackay in the Renault Master, Iain McGillivray and Lawson Rennie in the Mitsubishi and Paul Woods and Alistair Pirrie with the Sherpa. Lawson bowed out of rescue work a few seasons ago (but in 1985 was well up in the

Top 10 with a creditable 17 events) but otherwise all the names are still regulars. In the case of Alistair, this is *in absentia* as he too absconded south and we hear now that he is I/C RAF Rescue for a short period, covering for Tim Thomas.

All three rescue units have passed on to a higher plane but, as mentioned in a separate article in this edition, they all were kept in motor sport on some form or another. In particular, the Mitsubishi 4WD currently is sporting new livery and is still performing its original function for another operator.

So there you have it a decade ago. Regrettably, that time has seen a decline in the 'home-grown' marshalling on the RAC. On the one hand, the Club could not now pull out that number of members to run controls as there are many who are involved now in other, organisational aspects of the event. On the other, it is just as well that there are always offers of help from regular itinerant marshals from down south who are prepared to 'man' Kielder stages. For those of you who wish to help run a stage control for the first time, please either contact Club HQ or simply respond to the Club advice sheets when they start to be issued in the new season. There is opportunity through the Club to build up experience and we would be delighted to offer help and encouragement to members who have not been long in the Club or to those long-standing members who wish to emerge from retirement or family ties to brush up on the finer aspects of rally marshalling.

Rod Howat

Cashline Pilot

The Royal Bank of Scotland has recently been piloting a series of discount vouchers provided when cash is withdrawn from a Cashline machine. The first offer was for money off Gulf Fuel. A photo shot was arranged at a Cashline outside the Bank's Mortgage Shop in George Street, Edinburgh, involving none other than Malcolm Wilson and his Michelin Pilot Team Escort Cosworth.

The press release showed Malcolm with a handful of the vouchers and stated:—

"Malcolm Wilson, the 1994 British Rally Champion, made a special pit stop at the RBS Edinburgh Mortgage Shop Cashline machine. He was the first customer to get a Gulf Oil discount offer with his cash — a real benefit for Malcolm and his thirsty championship Cosworth."

All this and not one mention that the championship is sponsored by Mobil!

Garry Headridge

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 April 1996 so there is ample time to send material to the Editor at Club HQ, address on the back page.

MOTORSPORT YEAR

A Personal Review

During conversation over dinner with friends one evening, the subject of MARSHALS POST was mentioned. It was suggested to me that I should perhaps write a personal article in which I could describe my many motorsport involvements throughout the year that are no doubt unknown to the vast majority of Club members.

The basis for such an article was to require analysis of my diary entries which are, admittedly, copious both in quantity and fine detail.

It soon transpired that the only meaningful way in which to proceed was to express the year's involvement in terms of motorsport days and the mileage incurred for their generation.

Attendance by way of being a signed-on Official/Marshal was 38 days, most of which were spent in the rescue unit.

These events ranged from the season's opener, the Snowman Rally in February 1995, through various other rescue duties at rallies, including the Scottish and RAC, to several hill climbs in Scotland plus Bouley Bay in Jersey and Le Val Des Terres in Guernsey. Attendance at Silverstone for the British Grand Prix featured again this year. In late September, I took the Club's new rescue unit on its first event which was to Skibo Castle (near Dornoch) for a corporate day organised at the home of the yachtsman and entrepreneur Peter de Savary. Other signed-on 'official' duties included six days as Clerk of the Course at Doune Hill Climb where the April event is National 'B' status and both June and September are National 'A' RACMSA British Championship events.

Eleven days were afforded to training during the year. Two of these were SMMC's own training courses; Map Reading at the RSAC in January and Rally Marshals at Doune in March. This was followed a week later by SMRC Race Marshals' training day which was held as usual at Knockhill. In February I participated also in the Midland Hill Climb Championship Rescue Training Day held at Prescott Hill Climb near Cheltenham, which is also the home of the Bugatti Owners' Club.

A cold weekend in May saw Richard Allen (SMMC Training Officer) and myself flying to London on a Friday afternoon where we were met by Derek Ongaro, from the RACMSA and were driven to Thruxton Circuit in Hampshire. What followed was a very compact two day course aimed at training Rescue Trainers. From this course, it follows that Richard and I are now the two RACMSA appointed Rescue Trainers for Scotland and the North.

In addition, several half-day SMMC rescue training sessions were included in this year's training syllabus.

Formal meetings totalled 41, of which 8 were SMMC attendances and 9 each for Scottish Motor Racing Club and Lothian Car Club. Several other meetings were attended at various venues around the country, 3 for the Scottish Hill Climb Championship at Perth, 2 RAC Hill Climb Championship at Prescott, 2 Rally meetings held in Falkirk, 3 RACMSA Speed Events Committee and 2 RACMSA Rescue Panel meetings, all held at RAC Headquarters in Colnbrook plus 3 RAC Speed Events Working Group meetings held at the Warwick Hilton.

The latter group of

meetings consisted of a small number of people who were charged with the task of looking into safety at speed events, involving such aspects as high powered cars, venues, marshalling and many more.

There was time to include a small amount of spectating supplementary to the aforementioned categories. This for me naturally was restricted to hill climbing events, mostly RAC National Championship rounds held at Loton Park (near Shrewsbury), Gurston Down (near Salisbury), a couple at Prescott and a second visit to Gurston for a "clubbie" in late August.

Inevitably, there is always a miscellaneous category which in my case includes visits and motorsport related journeys etc. However, this category accounts directly for 22 days, when various half-days are brought into the section. Included in this category are several visits to Doune during the year, mostly mid-week although some were at weekends. The first of these last year was at 10.00 one Tuesday morning in early January, to meet the surveyor from Moray Estates regarding a sealed surface in the holding paddock. Had the meeting been any later in the day, we would most certainly have had to walk to the holding paddock rather than drive. The snow was horizontal and East Brae was more reminiscent of the A939 - that's Cock Bridge to Tomintoul!!

The following month I spent several days at Donington Park circuit for the purpose of the RACMSA race rescue assessment sessions.

Lothian Car Club again won the HSA Award (Hill Climb and Sprint Association) for the best organised National Speed

Event. This meant a journey to a hotel near Lichfield for the presentation ceremony which followed a most agreeable lunch.

Mid-summer saw an SMMC Roadshow being held in Aberdeen which was for the benefit of the newly formed Grampian Automobile Club and all parties interested in hill climbing in the Fintray/Durris area.

Not all involvement with the sport is pleasant although sombre days thankfully are few and far between. One such day was spent in Cambridgeshire in August, attending the funeral of Mark Colton who tragically had been killed whilst competing at Craigtantlet Hill Climb.

During the summer months the Club purchased its latest Rescue Unit, a new Renault Traffic. Conversion of this van to a functioning unit took 180 hours, mostly during evenings as well as the occasional weekend.

Unaccounted time (as for many of us) is spent during the evenings and weekends carrying out Club administration, preparing for meetings and producing statistics.

The question of total annual mileage can never be accurately determined because many local journeys are not logged and often business and motorsport are linked for their mutual benefit. However, where mileages have been noted their sum for the year is 23,000 miles, give or take a tolerance of + or - 1%.

In conclusion, this has been a 'normal' year by way of the numbers, mileages and categories listed and is mirrored by various colleagues around the country, albeit in a differing ratio of mix.

Frazer Madder

S.M.R.C. CLUB NIGHTS

An invitation has been extended to Club members, to take part in the Club Nights which Scottish Motor Racing Club is holding over the next few months as part of the regular social programme. Mike How, covering his involvement both in S.M.R.C. and S.M.M.C., has provided the following details.



TUESDAY 23 JANUARY 1996 - Quiz Night.

THURSDAY 5 FEBRUARY 1996 - Celebrity Talk by John Cleland.

THURSDAY 14 MARCH 1996 - Young Drivers' Night.

The venue in each case is the Maybury Roadhouse, Maybury Road/Glasgow Road, Edinburgh and the time is 7.30pm.

The Quiz night will be an individual or team event, depending upon how many appear. The chat with John Cleland will be a very amusing evening and it is expected that the numbers will be boosted by SMMC members. John will also receive the Callands Trophy for top Scottish Driver of 1995, which he should have received at the SMRC Dance.

The Young Drivers' Night will be an open discussion for anyone wishing to graduate from karting into motor racing and there will be a large number of people present to air their views. These should include Allan McNish, Dario Franchitti, Tom McLaren of Knockhill Karting and a number of young drivers who have progressed from karts into cars in the last few years.

If any further information on these social events is required, please contact Mike How on 0131-339 3876.

RESCUE 4 — RENAULT TRAFIC B23 NOY

The Club has sold its small rescue unit, the short wheel base Renault Trafic, known in our books as Rescue 4. Following what has become the Club's tradition regarding rescue units, the Trafic is continuing a life directly connected with motor sport.

It has been purchased by a rally competitor who is using it as a barge to tow his Sierra Cosworth on its trailer. During its life with SMMC, the unit attended 229 motor sport days, these being accounted for as follows: rallies 104, race meetings and test days 72, hill climbs 35, sprints 6, corporate and miscellaneous 12. Various comments from the log books provide light-hearted reading:—

“Try finding an open garage of any kind on a Welsh Sunday night . . .” (*Andrew Main, RAC Rally 1991*)

“The unit threw its windscreen wipers away during a snow storm on a A9 . . .” (*Bruce Craig, Snowman Rally 1995*)

“Exhaust not long for this world” (*Andrew, again*)

“Laryngoscope has dead batteries.” (*Do you require a defib?*)

“.. 50k miles celebrated at the top of the Devil's Beef Tub” (*yes, Andrew, yet again*)

During six years of ownership, the unit served the Club well and generated considerable revenue for our rescue service.

razer Madder

In MARSHALS POST No. 78, we gave advance notice that the Club had purchased a new Renault Trafic with LWB and high roof and that its conversion to rescue unit was in hand. This work was carried out during the summer and the unit, Rescue 7, was present at its first event on 23 September 1995. Since that time it has been 'on duty' at various locations, from Mull to Mid Wales and is now thoroughly part of the team. The diesel power is likely to provide the Club with useful fuel economy over its petrol-engined counterparts, with no drawbacks in normal use.



Marshalling Attendances

The table below represents the overall top 20 attendances since the Club's inception.

1	Frazer Madder	440
2	Andrew Main	397
3	Andy Birrell	273
4	Richard Allen	267
5	Jim Robertson	226
6	Paul Woods	208
7	Mike How	197
8	Geoff Carnegie	191
9	Andy Stronach	180
10	Yvonne Lamb	179
11	Ewan McCall	159
12	George Malloch	151
13	Iain McGillivray	148
14	Mike Gascoigne	140
15	Ian Mackay	127
16	Bruce Craig	121
17	David Swinton	117
18	John McGurk	116
19	Allan Matheson	111
20	Ian Baird	110

Top 20 attendances for 1995 mailed events.

1=	Geoff Carnegie	19	90%
1=	George Malloch	19	90%
3	David Cunningham	17	81%
4=	Peter McMullen	16	76%
4=	Andrew Main	16	76%
4=	Ken Sime	16	76%
7=	Roland Jones	15	71%
7=	Frazer Madder	15	71%
9=	Richard Allen	14	67%
9=	Bruce Craig	14	67%
11=	Sue Fenwick	12	57%
11=	Tam Williamson	12	57%
13=	Jim Robertson	11	52%
13=	Richard Thomson	11	52%
15	Mike Gascoigne	10	48%
16=	Colin Goode	9	43%
16=	Mike How	9	43%
16=	John McGurk	9	43%
16=	Donald Reid	9	43%
16=	Andy Stronach	9	43%

Rescue Crew – Top 10 attendances 1995

1	Andrew Main	38
2	Bruce Craig	24
3=	Geoff Carnegie	23
3=	Frazer Madder	23
5=	Donald Reid	20
5=	Tam Williamson	20
5=	Paul Woods	20
8=	Rod Howat	17
8=	Yvonne Lamb	17
8=	Ken Sime	17

During 1995, 22 counting events were made available to members for attendance records.

However, the maximum possible attendance is 21 due to two concurrent events; these being 17th June Doune Hill Climb and Charterhall Stages Rally.

The preceding tables have been compiled from the sign-on sheets returned to Club HQ for the qualifying events.

If any member has omitted to sign or append their name to the club sheet, we are unable to amend statistics retrospectively.

FRAZER MADDER

SMMC MOTORSPORT RADIO GROUP THE 1995 SEASON AND BEYOND

It is now sometime since I reported on the Radio Group's activities and I trust that in the interval, the wider SMMC readership has not forgotten us (!!). In reality, we have been working hard to develop our event calendar, in the knowledge that our "market" is small and unlikely to show any significant growth, even in the medium term.

However, in 1995, we increased our event involvement on last year and were contracted to provide full communications coverage on four rounds of the Scottish Rally Championship. On these events, we work closely with the organisers advising on safety radio coverage, both on-stage and between stages and rally headquarters. Indeed, on the Granite City Rally we even provide an "in-house" controller who sits in rally headquarters feeding information from our on-stage crews, direct to the event's organising team — a service I would like to develop on other events.

That apart, we are of course most visible on the stages themselves, working closely with stage commanders and the marshals on the event. In all cases, we also have radio controllers who coordinate the on-stage communications (normally from some windswept hilltop) and act as a link to rally headquarters. While the on-stage communications are delivered over the RACMSA "86" frequency, the link between a controller and rally headquarters is ordinarily via cell-phone.

Therefore, once we have agreed the communications coverage required, the senior officials of the event will be confident in the knowledge that they will have immediate access to information from the field. Just as importantly, they will also have the ability to issue instructions to any stage commander or mobile official, should for example, there be a change to the event schedule or route.

In addition to the events outlined above, we also assist on rallies held on the Otterburn Ranges and from time to time we are invited to provide crews elsewhere on a one-off basis. Normally, our season ends with a number of crews working on the QRAC both in Scotland further afield.

For 1996, we hope to extend our involvement as opportunities arise. The group remains strong in both number and experience and for this year, we hope to have 7 RACMSA licensed radio controllers, supporting approximately 25 radio crews. Naturally, with other commitments (both motor-sport and otherwise) we cannot all attend every event. Consequently, we are very grateful to those "non-Tartans" who work with us and contribute greatly to the overall team effort. My thanks to everyone who has helped during 1995 and should other Club members wish to marshal with a microphone, please do not hesitate to contact me, Richard Davern on 01324-637348.

Tartan Control is Clear !!

Dear Donald and Crew

Tobermory, Isle of Mull

Please accept our thanks for the kindness you gave Angus, we appreciated all your help and support.

Angus is now on the mend, he has just been to see the consultant who wants to see him in another four weeks. He is also having some treatment on his back and is not in too much pain. He has been doing some light work as he was getting frustrated at home. Once again our utmost thanks for everything.

Regards,
Angus and Helen Williams.

(This letter was received following the successful rescue and hospitalisation of a competitor on the Tour of Mull Rally in October, one of two serious 'shouts' which Rescue 7 dealt with on this year's event)

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