

MARSHALS POST



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JIM CLARK MARSHALLING AWARD 1996

The Club is pleased to announce that the Member selected to receive the Jim Clark Memorial Award for 1996 is Ian Baird. David Grace presented the inscribed pewter quail to Ian at the June meeting at Doune, a significant choice of both location and celebrity in view of Ian's 'religious' attendance at the hill and David's past performance at the events. The report on the September 1994 Doune Sunday which was carried in MARSHALS POST No.76 said it all, with the atmosphere in which David created a new Hill Record of 38.98 seconds (and

retained his Championship crown) having been superbly caught in the article.

Rather than attempting to catalogue Ian's past marshalling experience, MARSHALS POST asked him to set down a brief history of his involvement in motor sport and we take great pleasure in printing it here. A history to make most of us feel humble, as well.

The Club would like to congratulate Ian and thank him for all that he has done for SMMC, especially as his dedication continues, despite being resident in Derby.

A personal review of motor sport

The first event I ever went to was the Bo'ness Kinneil Hill, unfortunately I can only place it as being pre-1958 although I remember that one of the Ecurie Ecosse "D" types was there being demonstrated up the hill. A few years later (1962 I think) I went to a kart meeting at Ingliston. The start was outside the old race control tower and went up round the old circuit anti-clockwise and came back on to the circuit via the pits entry road.

My first event as a Marshal was at Goodwood at the Easter meeting in 1965 at the chicane before the pits. Trawling my memory I recall that Jim Clark was in the 25 G.P. car, the 30 sports car, and a Lotus Cortina. During the saloon car race all one could see was a Mustang (Roy Pierpoint, I think) coming down towards the chicane then Jim appearing from behind it to try and outrake it into the chicane and on to the pits straight. I did a further two or three events there before moving to Macclesfield in 1967 and going to Oulton Park where I started out as a pits marshal, joining the Mid Cheshire Motor Racing Club and the B.M.R.M.C.

In 1968 I became a member of the Silverstone Emergency Services Team. I recall that in those days there was no such thing as Rescue Units but they did have 6 Land Rover pickups full of fire extinguishers. It was some time later that they got the Jaguar chase car. The first Grand Prix I attended was in 1969 as an Incident Officer for the first part of the pits. I was in that job for 7

years at G.P. meetings at both Brands Hatch and at Silverstone. The worst experience during that time for me was when Jody Scheckter crashed in the McLaren when he hit the pit wall and took out nearly a third of the field on lap 2.

My first race at Ingliston coincided with the opening of the long circuit, and I seem to recall they had novelty races with milk floats, one of them being driven by Jim Clark. The following year I joined S.M.R.C. and became an Observer, usually at the Hairpin, with Mike Fenwick. Other Hairpin worthies included Dave Swinton, Colin Goode, Mike Gascoigne, Mike How and Andy Fenwick. During this spell, Graham Gauld 'christened' me "Mac the Knife" because of the harness release knife I always carried.

Between 1968 and 1974 seasons I marshalled at nearly every mainland circuit; the only two to escape were Llandow in South Wales and Lydden Hill in Kent. Around 1982 I moved down to the Paddock at Ingliston, always on the Paddock Entry gate keeping out the undesirables without tickets (including Hugh McCaig's father one time..). Again, once I reached my 100 events down there I retired.

On the Hill climb front, Jim Hay persuaded me to come up and do Kinkell at St. Andrews where J. C. Lord was Secretary of the Meeting in those days. I, for my sins, was the Chief Marshal doubling up as commentator!

My first trip to Doune was in June 1976 where I did Start Line.

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A WEEKEND ON THE EMERALD ISLE

After a request from the Ulster Automobile Club for assistance in providing experienced motorsport marshals to help man/woman three events over the weekend of Friday 15th to Sunday 17th August, SMMC mustered a small crew of only *nine* members, made up of six for trackside and three crewing the Rescue Unit. In practice *all* ended up working trackside!

As most of us had never been to Ireland before we were looking forward to a very exciting weekend and to be "sure and sure" that's what we had. From the moment that we boarded the Stena HSS at Stranraer we noticed that a number of familiar faces were also going to Ireland to participate in the events, which were termed the Knockdene Speed Weekend. To name a few Scots and with apologies for anybody missed, "Uncle" Bill and Tony Wood, Marion and Brian Hopkins, Allan Mackay and Crew all the way from Caithness and George and Jonathan Ritchie, together with many more from all over the UK.

When we arrived, the UAC had a minibus laid on for transport and Bill Johnston and his charming wife met us

and took us for coffee and a quick guided tour of Belfast. We all agreed that it is a pity that we did not have a longer stay in Northern Ireland. It is beautiful, don't believe what you read and see on TV, take the ferry across and see for yourself. Our base for the weekend was the local YMCA, not the Ritz but adequate for what we required.

Day One — Collected from the YMCA at 09.00 and travelled for about an hour to a former airfield at Kirkistown, which boasts a 1.5 mile circuit. That's longer than Knockhill — and without the hill as it is dead flat. On our arrival we were greeted by the event organisers and officials and informed that as we were all experienced marshals that they were leaving it up to the Fab 6 and the 'local' marshals were only there for crowd control. There was only one real problem that day when Bev Fawkes' big Reliant Scimitar decided to become a three-wheeler, losing one of its rears at the

chicane. Our three mighty men in the rescue unit had to become the recovery crew, as there was no truck there, and the event had been stopped as he was blocking the track. Out came the unit's trolley jack to move the car and with close inspection on all fours by Frazer and Andy S as to where to 'put the jack' when, unseen by both, the driver's mechanic arrived with an air bottle, plugged it into the valve for the in-car jacks and whoosh, up goes the car. Comment follows from you-know-who on all fours of "...what the.....that?".

Second day — on Saturday we had to marshal at the Craigantlet Hill Climb on the outskirts of Belfast. This is run on



closed public roads and what a hill — it is a good second to our Doune even without our strict Hill Control ladies. The roads were closed from 10.00 until 18.30 and there is a need to get everything back in order for the road opening at the end of the day — the event cannot over-run or is abandoned. It looked like a marshal's nightmare — six of us to cover 1700 yards of hill, eight posts plus a road crossing, no radios — thank God for the whistle as many of the posts were out of line-of-sight from each other. Again all Irish marshals were used mainly for crowd control or paddock duty. There were a couple of incidents; a Mk II Escort decided to carry out aerial acrobatics after taking a 90-degree left at high speed and completed two 360s in mid air before ending up facing downtrack. Q. — What's big and white and takes four minutes to come? A. — Clean answers only to the organisers and the communications system. The rest of the day there were

only minor spins and excursions into the verges and then Jonathan Ritchie decided to look up the banking in his single seater Delta. "I'm OK Dad, I've just re-shaped the front...". Conclusion, a great day at the races with nobody hurt, just a few cars damaged.

Our last day — was a long one. We were collected at 09.30 — although they don't know what early starts are over there! — and taken to Nutts Corner circuit, near to Belfast International Airport, for a Sprint. Arrived to find that you can't start racing until 12 noon — local by-laws and it was Sunday. It was a good circuit, perfect for karts but a bit tight for cars, particularly the big single

seaters. All went well until the top twelve run-off. One of the last to go was Steve Liptrott in his very quick 2 litre Caterham 7. He left the line like a rocket, completed the course and was just over the finish beam when the end broke away. Oh wow, he headed for the grass at high speed and completed four 360s in mid air, contacting the soft ground in between. He landed upside down minus fuel tank and with Steve trapped and having breathing difficulties due to his helmet strap cutting into him. Gordon and

Andy S were first on the scene and had to lift the car to get Steve out. After examination by the doc, he was found to be OK, shaken not stirred. His car was badly damaged with the roll bar well bent out of shape. The meeting finished at about 18.30 with plenty of thanks to all SMMC Members for the speed in dealing with the incident and the high standard of professionalism shown by all.

The weekend was as good as expected and we were sorry that we did not have more free time to tour the area. It's superb, just like home only they talk different! The last day was very long due to the ferry leaving at 22.00 and many of us did not arrive home until 03.45 or later.

We may be asked to return next year if there is another clash of event dates over there which takes some of the regular marshals away to other venues. If so, this is an offer not to be missed. We could do with a better response from SMMC Members to this remarkable weekend.

Roland Jones

CHANNEL ISLANDS HILL CLIMBS

The third week of July 1997 again saw a SMMC Rescue Crew heading for the Channel Islands. SMMC rescue attendance was to be at two rounds of the Guyson RAC British Hill Climb Championship, the first at Bouley Bay in Jersey on Thursday 24th and closely followed by Le Val Des Terres in Guernsey two days later.

This year the crew comprised Frazer Madder, Paul Woods, Tam Williamson and Ken Sime.

A new vessel and different port of departure were amongst various other changes for 1997. Condor II on which we had travelled for the two previous years has been replaced by an even larger and quicker jet propelled catamaran known as Condor Express. Four engines propel this new monster, which is capable of holding one hundred and eighty-five cars and eight hundred passengers, speeds of up to forty-eight knots.

The previous port of Weymouth is unable to swallow the vehicle and passenger numbers which Condor Express can accommodate and all embarkation is now routed through the port of Poole, situated further east along the Dorset coast.

Check-in on the Tuesday morning was at the somewhat unpleasant time of 05.30 hrs, a period of the day when most of us are not at our social best. However, when Tam Williamson is one of the crew (a man whose business operates at this low ebb hour) there never happened to be a dull nor unraconteured moment until our time for loading! Tam, a taxi driver whose trade has its own spiel, just like your hairdresser, e.g. "have you had your holidays yet?". . . "is this your lunch break?". . . "are you finished for the day then?". . . kept us amused and fulfilled with laughter.

As in previous years, Condor first visits Guernsey for approximately twenty minutes in departs for Jersey. The sea was magnificent by this hour in the day, allowing the rescue crew to make the most of the very warm and pleasant journey (all of 50 minutes) to Jersey by enjoying the sun and breeze on the rear deck at 50 mph.

Arrival in Jersey, through customs, temperature 30°C (life's tough in rescue) and on to our hotel. A cool beer on the sun terrace, looking eight miles to the French coast, clear across a placid cobalt sea and life seemed pretty reasonable.

The following day (Wednesday) was a time to relax and enjoy the island. Following a late breakfast, our SMMC friend and member Tony Fletcher kindly drove us into the island capital, St. Helier, where we spent time prior to returning to our hotel to freshen up for the beginning of the motor sport events. The beginning was the Jersey Motor Club Cocktail Party in St. Helier that evening. No more need be said of this as it has been reported in previous issues of MARSHALS POST.

The following day, Thursday, was Bouley Bay event day. Mild rain to start the day, then

it dried, then it rained again; a menace for any organiser.

Motoring News and Autosport have each well covered the accident that happened involving Geoff Grime and several spectators during the first timed runs. SMMC rescue crew were required to extricate the driver from his Pilbeam.

Due to the various problems encountered by the organisers earlier in the day, plus the delay involving the Police with this incident, the event was abandoned in mid-afternoon.

(A letter from the Clerk of the Course concerning this incident follows this article — Ed.)

Come Friday morning, the unit and crew were on their way to Guernsey, again via Condor Express. As always, our Guernsey hotel was splendid, with excellent food and a superb outdoor heated swimming pool (confirmed by Messrs Madder and Williamson).

The following day, it's Le Val Des Terres Hill Climb, the public road east of St. Peter Port which climbs between the trees into the town suburbs. The atmosphere that surrounds the rescue unit attendance in Guernsey is disgusting. The Clerk of the Course dresses like a rag bag who has just finished his shift emptying the bins with the council refuse truck. The marshals wear little or totally inappropriate clothing. The breakdown driver, a product of the Genghis Khan finishing school, and his truck vacate the venue during the runs in order to deal with whatever breakdown or accident has occurred on the public roads and details of which he receives on his mobile phone. The SMMC rescue crew saves the event approximately one hour in elapsed running time by manoeuvring the competitor's cars in the finish paddock area. In addition to all that, we are given a lecture by the Clerk of the Course about the fact that he has had to take two days off work to ensure that the meeting happened! He's lucky it's only two days! The secret is, not to let the local attitude and atmosphere get you down. The competitors are friendly and a good rapport is quickly formed.

Later that evening, our long slog home began. Unfortunately, Condor Express let us down by departing late from Guernsey. There was however, plenty of time to make one's purchase of duty free goods during our crossing to Poole.

For me, having ascertained that not all other members of the crew wished to avail themselves of their wine allowance, I was able to "cash in" on a considerable quantity of one of my favourites, Rioja Siglo. Ten years or so ago, it was a wine that you would regularly find on many a restaurant wine list and also prominent on Oddbins shelves. However, with the passage of time it has now become very obscure. I do guarantee you that the introduction to your palate of a Siglo, at the correct temperature, will soon have you making sounds and gesticulations which would

easily emulate Oz Clarke and Jilly Goolden. *(Is this a marshals' newsletter or a wine appreciation society's tasting notes? Ed.)*

On last year's return crossing I had managed to purchase legitimately a considerable quantity of the same wine, albeit with an added difficulty. The problem was that, setting off with the usual basket carried over the left arm in the style of Mrs Thatcher's handbag, I was lifting the wine, a bottle at a time, with my right hand and placing it in the basket. After about five or six bottles were in the basket, it failed to get any heavier, even though I kept adding a bottle at a time. Unbeknown to me, another of our crew, Rod Howat, was standing behind me removing each bottle from the basket and replacing it on the shelves every time my head was turned. When I tell you that Siglo comes in jute covered bottles you will understand how this manoeuvre could be carried out in a silent and surreptitious manner!

We arrived at Poole at 03.00hrs — great! Four hundred and fifty miles to Edinburgh, at least we had four people to share the driving.

Sunday had to be somewhat of a write-off except for the fact that there was a Grand Prix to watch on the box.

In summary, an enjoyable week, a pity that we had to prove our ability (but then that's why a rescue unit is mandatory), excellent food and drink plus very good company.

Frazer Madder

JERSEY MOTOR CYCLE & LIGHT CAR CLUB

Dear Mr Madder,
How can I start to express my and the Club's most sincere thanks for the incredible endeavours from your crew on Thursday 24th July?

The accident was most unfortunate, but I don't think it could have gone more smoothly if it had been rehearsed.

Without their dedication, I shudder to think what the outcome may have been. It is obvious that their training is of the highest standard and the way in which they conducted themselves in such an emergency leaves me knowing that if at any future incident of this magnitude, I know that we could not be in any better hands.

Please pass on my heartfelt gratitude to all the team that assisted us, I feel proud to have been a part of such a well organised operation.

Terry Gorvel
CLERK OF THE COURSE

RAC British Grand Prix Silverstone 1997



The Club was asked by the organisers to supply a Rescue Unit and crew for this year's Grand Prix weekend. Four crew, Rod, Andrew, Bruce and I were the lucky ones who were free for what now requires six days to travel and cover the event. As a result, for a race that takes place on Sunday, we set off south on the Wednesday.

Sign on takes place on from the Wednesday evening onwards and is carefully split into sessions for the different categories of marshal. Bruce and I were staying in the official camp site so for us the large tent in which sign on took place was on our doorstep but for Rod and Andrew there was a bit more of a journey as they were staying at Peter and Patricia French's house at Weedon Lois. We got through these formalities on Wednesday night and then were each the proud owners of a set of orange Proban overalls with RAC embroidered on every limb, courtesy of the sponsors and RACMSA. Any attempt to wear our brand new Club suits would have been met with severe disapproval so they stayed in the boot of the car.

On the Thursday, track events did not start until 12 noon which gave us a very interesting morning. Certain marshals were given the privilege of being able to walk round the F1 team garages and we took full advantage of this, talking to the teams and mechanics about the varying locations of the cars' safety cut-out and neutral switches and cutting areas in case of incidents occurring.

We were placed with the unit at the very first corner, Copse Corner which is just at the end of the pit lane. That gave us a great vantage point and this was made even better through the fact that the organisers had been thoughtful enough to erect a massive TV diamond screen directly opposite our post which kept us up to date with all track events.



Thursday, Friday and Saturday were all practice sessions or supporting formula races. Sunday of course was the main day for which we had been working. 90,000 people started to take their vantage points from the early hours of the morning in the pouring rain. This was the first rain all week and it meant that the teams had to prepare the cars for the wet conditions of the warm up session. However, the rain stopped, the track soon dried up and the sun was out for the race. It was to prove very hard on the cars due to all of the recent changes carried out to the circuit and which made it very fast and hard on brakes and engines. At the end after many twists and turns of fate, Jacques Villeneuve took the chequered flag but by the sound of the crowd you would have thought that Damon Hill had won when he crossed the line to take sixth place. During the race there had been another roar of pleasure from the crowd, but that was only due to the Williams team taking 33 seconds to get Villeneuve out of the pit after dealing with a stuck rear wheel.

We almost had a new Club member when Eddie Irvine decided to stop right beside the unit but he said that he couldn't afford the £9 membership fee. The Ferrari mechanics were in no mood to stump up for him when we pushed the dead car back to his pit after the race, I can tell you.

All in all it was a great weekend and a privilege to be part of the best Grand Prix of the year!

Donald Reid

PLUGS AND POINTS

Congratulations to three sets of Club members whose weddings have been celebrated since the last issue of MARSHALS POST; to Paddy McKay and Mairi Rosie, to Gordon Munn and Rhoda and to Donald Reid and Susan.

A **reminder** that marshals' overalls and body warmers in orange fire retardant Proban cotton drill are available at all times through the Club at 'advantageous' prices due to our buying power. From the end of this month, the stock of these will be held, and new orders taken by, Rod Howat (more details next issue, but telephone meantime 01324 638889 [b] and 01620 823565 [h]) due to Colin Goode's departure to the deep south of England.

We would like to reflect the comments made by Richard Davenport in his SMMC Radio Group article in this issue, in wishing Colin and Brenda well in their new challenge of operating a guest house/b and b which they are taking over as a going concern. Which might be more than could be said for the TR and Morris Traveller by the time they reach their destination!! Colin is certainly not intending to leave the Club and threatens to reappear for the bigger events up here, as well as continuing to carry out the wiring for the rescue units and fettling their radios. All

the very best in the new venture. Now, where's that Manuel got to?

We have changed the company from which the Club embroidery is obtained, in order to allow for smaller minimum orders. Although we always had good results from the previous business, the minimum number of garments had been increased to 12, which was starting to mean a lengthy wait for sufficient orders to be gathered together. The new arrangement will retain the same unit cost as before at £6 but will allow for as few as six garments. If any member would like an immediate order for a single item this can now be done but at a price of £9 due to the setting-up required.

One member provided a navy baseball cap as part of the last order, as well as the usual jerseys and sweatshirts. This was not attempted by the previous company but was very successfully embroidered by the new outlet, which reduced the Club badge by about 20% in order to allow it to fit. As the end result was admired by a few people at Doune, we have reached an agreement that the company could supply embroidered caps in navy blue wool blend Melton with adjuster for a very reasonable £9 when part of an order which meets the minimum number requirements.

If you are interested in embroidery on clothing or

the baseball caps, please contact Rod Howat in the first instance, telephone numbers above.

The rescue crew members have invested in new Proban suits for this season. The familiar scarlet red (washed out to geranium pink in some cases) has been replaced by the Club colours of royal blue with a highly distinctive yellow band on chest, back and sleeves carrying large lettering. The new livery could be picked out easily on the BBC1 Sunday Grandstand live coverage of this year's TOCA visit to Knockhill.

Later in the autumn, the Club will be putting on the road a new Renault Trafic rescue unit, Rescue 8, its latest addition to the fleet. It might be possible to send this unit to the Tour of Mull Rally if its fitting-out to replicate the proven layout of the other two vans has been completed. Once again, it is good to report that the 'most mature' unit has been retained within motor sport, having been sold as a rescue ambulance to the Midland Hill Climb Championship. The creation of their first Race Rescue unit with SMMC's help was reported in MARSHALS POST No.65 in April 1991 and it is pleasing to see our Trafic, known in this Club as Rescue 5, going down south to be based at Kidderminster.

In his article on Doune in this issue, Andy Stronach explains that seven marshals

signed on for the Saturday. Particular mention needs to be made of two of this small number, Ian and Morag Fitzsimons, whose dedication surpasses that of everybody else that day. They had travelled from holiday in Spain to marshal on the hill, suffering a breakdown of their motorcycle on the road north in the Midlands and completing the journey home overnight in the back of a recovery vehicle. Undaunted, they phoned up the Chief Marshal at about 7am to reassure him that as they were back, they were intending to be there that day as well as on the Sunday. They were, and thanks and admiration to them.

FOR SALE — Four steel wheels (4½ J x 13) for a Vauxhall Nova with good tread Michelin MX radials (145 R 13). Also, four Nova SR original wheels (5J x 14); charcoal powder coated steel, triangular cut-out pattern. All in very good condition, available due to a pathological wish on the part of my son to part with lots of cash for alloys as soon as possible after getting a car. I've lost track of why we've ended up with two sets. In order to clear the garage, no reasonable, or sensible, or good, or spectacular offer refused. Please contact Rod Howat in Haddington on 01620 823565. The sooner the better.

SMMC MOTORSPORT RADIO GROUP

The busiest season ever.....

Who was it that said that the Radio Group will only have a handful of events in any one year...??

Well, I am very pleased to advise that at the time of writing and while we are only two-thirds of the way through 1997, we have experienced our busiest season ever. With the Snowman, Valentine (yes, we ran 86 on the Club stage to very good effect), Crail Stages, Granite City, Pirelli, Milltown Stages, Scottish, Charterhall, Hill Rally and the McRae Forest Stages completed, planning is underway for the Speyside Stages, the Kingdom Stages and the Alno. And...we still have potential involvement on the QRAC and of course, the end of season fun on the Grizedale Stages

So, while this modest writer (!), would dearly like to take credit for all this success and increased activity, nothing could be further from the truth. In reality, the Radio Group has achieved what I believe we have all striven for — a genuine team effort in the planning, running and operation of all of the Group's various activities. Indeed, 1997 has seen a number of significant changes.... First, we now have the luxury of no less than 11 full or probationary

Controllers which gives the Group so much more flexibility on events and takes the load off the regulars who have perhaps spent one too many days on top of a hill in deepest Galloway.

Next, pre-event organisation is very time consuming and having set what I consider to be a very professional approach to the servicing of our "customers", this year the Group has benefited enormously from the help provided by several members who have taken full responsibility for the planning and organising of complete events. As such, I am very keen that others might contribute in some way to the administrative load, so please contact me if you wish to extend your input to the Group, beyond your superb help on the stages.

Third, we continue to maintain very healthy Group numbers (licensed sets increased for 1997) and while there is the inevitable loss of one or two operators, we are fortunate that a greater number of new crews join us each year. Some are pleased to support the Group as "affiliates" from other radio teams, while at the same time, we also attract new members to SMMC and, specifically, the Radio Group. In this connection, I think that

Trevor Welch (our new friend from the south) should be mentioned. Living in Watford, Trevor has already ventured up to gain experience on the McRae Forest Stages and will be out on the Speyside Stages and Kingdom Stages and, knowing Trevor as I do already, expect to see him out on the Alno.

This short report would not be complete without mention of Tartan One (Colin Goode). As many will be aware, Colin (and Brenda!) are moving about as far south as one can, later in September. Therefore, I think that while I am sure he will

feature in other articles in MARSHALS POST, the onus does fall on me, not only to thank him for all his efforts in the early days of the Radio Group, but to wish them both, best wishes for the future and a promise that we will not place them in the middle of Clashindarroch if they venture north from time to time (!!).

Finally, could I extend my usual invitation to all readers of MARSHALS POST who may wish to experience "marshalling with a microphone" — please call me, Richard Davenport on 01324 639808, or e-mail to 100575.1270@CompuServe.com to discuss the activities of the Radio Group.

Tartan Six is clear...

CLUB AWARD PRESENTATION

Towards the end of last season, Andrew Main became only the second member of the Club to reach the milestone of 400 attendances since joining the Club. The photograph shows Andrew receiving his award, an engraved plate, from RAC Clerk of the Course and fellow Club member, Mike Fenwick at Knockhill.

Andrew joined SMMC at the April 1973 Doune meeting and this is reflected in his low membership number of 21. He has carried out many duties for the Club in all disciplines of race, rally and speed and his links with Doune remain as strong as ever.

He was appointed to the Club Committee in 1991 with the special responsibility of Club Rescue Vehicles and their equipment. A great deal of this work is carried out unseen and unsung, even by rescue crew members, as Andrew spends hours at HQ ensuring that repairs are carried out and that the vehicles are prepared for long distance events such as the Grand Prix and Channel Islands trips. Servicing of vehicles and their equipment, such as extinguishers, compressors, radios, medical gas bottles and fluids is also part of the necessary work for which he is responsible.

The Club would like to congratulate Andrew on having reached, and by now soared past, the '400' mark.



MARSHALLING AT DOUNE

Seven years ago, I wrote an article for MARSHALS POST entitled "Come on up tae Doune". As Chief Marshal for the Club at the Doune hill climbs, I was concerned at the relatively small number of Club members who turned out at the June event that year — seventeen members to be precise! I recall that the following September event was well attended with in excess of thirty marshals "on-post".

Since then most events have been well attended with only a few being border line with regard to marshal numbers, that is until this year's Doune June event. Strange how the number seven reappears again, as that is exactly how many Club members signed-on to marshal the hill on the Saturday. As most members will know, with nine posts and the holding paddock, a minimum of twenty marshals is preferred, with an absolute bare minimum of thirteen. The event was in jeopardy

of being cancelled due to insufficient marshals and only went ahead due to the "on-post" assistance from the Clerk of the Course, the Assistant Clerk of the Course, the event Doctor and several regular Doune visitors and enthusiasts.

The Scottish Motorsport Marshals Club has the total responsibility (at present) for marshalling cover at Doune, the only events where our Club has this remit. I would like to think that the poor attendance at this year's June event was a one-off and hope that attendance by Club members will return to a healthy normal in the immediate future. This will safeguard our Club's long standing ability to assist Lothian Car Club to run the best hill climbs in Britain.

As attendees to Doune will know, provision of marshals' lunch by Lothian Car Club was phased out a few years ago and marshals receive a cash payment of £3 per day in lieu. This will continue.

I have been asked by Lothian Car Club to advise that they have been monitoring event timings and the sometimes lengthy over-runs which have been as a consequence of incidents. They have decided that on Saturday practice days, a maximum of 4 practice runs will be allowed with a target completion time of 17.00 hrs. This will allow competitors, spectators and most importantly you, the on-post marshal, to plan the rest of your Saturday evening. Unfortunately the Sunday completion time will always be dependent on several factors including the weather and more often than not "driver behaviour".

I would therefore urge members to endeavour to assist with marshalling at Doune, where possible, even if only on one of the event's two days.

I look forward to welcoming more Club members (old and new) to Doune in the future.

Andy Stronach
Chief Marshal Doune

MARSHALS TRAINING

Although we are well into the second half of the Marshalling season, plans are well underway for training events for the start of 1998.

Map Reading — As those of you who attended this event back in 1995 will remember, this was a highly enjoyable morning spent at the RSAC in Glasgow. It is our intention therefore to run this event again along similar lines but this time at a venue in Edinburgh on Saturday 24th January 1998 from 10.00-13.00 hrs. There will be theory and practical sessions and the infamous Colin Goode style informal 'Exam' at the end. Watch out for your mailings on this event.

Speed Event Marshalling — This training day was not held in 1997, so we are hoping for a good response from you our members as well as from marshals of other clubs, so mark this day in your diary now, SUNDAY 15th MARCH 1998 at Doune. The RACMSA has been writing to Clubs in Scotland reminding them of the importance of training for speed event marshals, even though it is not yet compulsory, so let's make sure that SMMC has a large turn-out. The training day will follow the usual format of theory in the morning and practical table top sessions in the afternoon.

Race Marshalling — For those of you involved with marshalling at race meetings, SMRC will be holding their annual training day before the season starts, so watch out for notification from Nick Clarke. This is a good opportunity for marshals of all disciplines to handle and set off a fire extinguisher. It's well worth while.

So get these dates in your diary now and watch out for the mailings in due course.

RICHARD ALLEN
SMMC Training Officer

1998 British Grand Prix

The RACMSA has invited marshalling clubs in the UK (including SMMC) to submit completed and verified Marshals Record Forms from experienced marshals who wish to be considered for marshalling at the 1998 British Grand Prix meeting at Silverstone. The provisional dates are 9/10/11/12 July.

Essential qualifications for nomination are availability for all days of the GP meeting and attendance at a minimum of ten days as a race marshal at race meetings in the 1997 season. Nominations will not be accepted in respect of any "novice" marshals.

A Record Form must be completed and signed by all applicants for nomination, giving the grade which they would wish to marshal at the GP meeting if invited and full details of the minimum of the ten attendances as a marshal at race days in 1997. These forms then have to be verified by the organisers if necessary. These details include the duty or duties performed by the applicants at each of their 1997 race day attendances. Marshalling at speed events or rallies will not count, nor will attendances at race days in a capacity other than as a marshal.

Record Forms are available from SMMC Club HQ — the address is printed at the foot of the back page of this issue of MARSHALS POST. Those wishing to be considered for GP marshalling next year may apply now for their Record Form for completion by the end of the 1997 season. The deadline for SMMC to receive completed Record Forms is **FRIDAY 31st OCTOBER 1997**.

FRENCH LETTER

I was shocked to see the last issue of MARSHALS POST with very little news about all my pals in SMMC and the only bit of levity was seeing that awful picture of Mike How wearing his "flower pot man" hat. (It reminded me of the throwaway line from the late Hector Nicol the Glasgow club comedian who told the story of the two flower pot men in the bar and the first one saying " Shelobble dobbble ibbble dobbble" and the other one remarking "Are you pissed again!").

It seems hard to believe I have been down here for two years and it is four years since I first left Scotland for Hong Kong. Since then, as regular readers will know, I have been able to compare notes on the marshals in Malaysia, Thailand, Japan, China and Macau and our lads could show them all a thing or two. Now my two "home" circuits are Paul Ricard and Monaco.

Recently I was at the Grand Prix Historique de Monaco, an event I have been waiting for for two years. It was back in 1995 that Valentine Lindsay — of the Lindsay historic racing clan — who told me that he and Peter Hannen were angling to organise a historic racing event round the Monaco circuit and it seemed daft at the time. However, as this year is also the 700th anniversary of the Grimaldi dynasty all the buttons went green, it went ahead and was a great success with the kind of real racing which made the grand prix a weekend later look like as exciting as a Concours d'Elegance in Skinflats.

It was also interesting to watch the marshals in action who, incidentally, are amongst the best and as in Britain are drawn from circuits around France. However, with the historic they couldn't use cranes to lift the cars off the track and so they all had trolley jacks which made things exciting. Another interesting thing was that in the sports car race I was standing on the bare television stand at St Devote, the first corner of the race. The cars arrive there pretty fast and have to feint right into what is normally a roundabout and then turn sharper before going up the hill to Casino. On the outside of that corner there was a row of those new barriers which are like huge rectangular cubes made of strong plastic but with slightly flexible sides. They are filled partially with water and have little vents on top. When a car hits them the impact is absorbed by the sides and the air inside is vented through the holes.

In the past two months I have been trying to trace the history of two Maseratis owned by Burkhard von Schenk — he owns *Becks* beer — and sadly "Burky" was the only one to test the barriers. He arrived too fast and slid sideways into them with a terrible crump. He was thrown sideways in the car and yet when the dust settled he complained of only a slight pain in the neck. The car was severely dented along the side whereas it would have been destroyed had it hit Armco. It's a good idea that perhaps should catch on but one wonders at the cost.

However, I will leave you now and see most of you at the June Knockhill meeting as it is one week before Goodwood.

Graham Gauld

NEW MEMBERS

It is some time since we publicly welcomed new members to the Club. Since then the following have joined SMMC:—

KAREN DITCH, Kippen; MARTIN WISELY, Stonehaven; ANDREW BYARS, Stonehaven; MAIRI ROSIE, Kirkliston; GRAEME BROUN, Kinross; BRENDA McRAE, Gartcosh; JOSEPH McCOMBE, Prestwick; JULIAN EDWARDS, Lowestoft, Suffolk; RICHARD OAKLEY, Elgin; BOB WRIGHT, Alwoodley, Leeds; TREVOR WELCH, Watford, Herts; PETER BURNSIDE, Stenhousemuir.

A particular welcome to the new members who live outside Scotland but who wish to belong to our Scottish-based organisation.

Jim Clark Marshalling Award 1997 A personal review

Continued from front page

Four years later saw me regularly at Doune, usually on post 2 or 3 and occasionally on post 5 or the Meadow, before moving up to the Holding Paddock in 1983 or 84 where I have been ever since.

The first rallying experience I had was watching the R.A.C. Rally going through Laurieston, my home village, into Falkirk then up to the Carron Valley stage, this being in the late 1950's and early 60's. The first time I marshalled the R.A.C. Rally was in 1968 when they used Oulton Park as a mixed sprint, off road, stage in rallycross style. Over the years I've done most of the big rallies, using the Dalby complex, I even called the "National Breakdown" by its old name, the "Seven Dales" ..!

I've done more night rallies than I care to remember, largely in North Wales, the Lakes, and the Peak District.

A few individual reminiscences that are fit for publication without being sued now follow.

In the mid-70's, running the 'Macclesfield Drivers and Marshals Home' guests over the years included Jack Russell and Don McLeod; and I recall telling Mother on one occasion that "3 lads" were coming down to spectate at Oulton Park for the Gold Cup. The lads being Bob Hamilton, Jimmy Hay, and Bill Pollock.

Doing a mid-point on a two-day event in Wykeham in 1975 with Frazer Madder, Ewan McColl, Neil Dickson, and (I think) J.C. Lord, along with others. With FM, EM, and ND, sleeping in a Mk1 Escort Estate, myself and 2 others in a Peugeot 204 Estate, and the rest either in a tent or a Mini van! The second running of the stage we spent most of the time replacing a large boulder in the middle of the track which kept being flung out as competitors ran over it.

The same year, but at Twiglees, the same crowd doing the Flying Finish and being asked by Gordon Lord to get competitors' numbers as they passed us and not to rely on the Stop line supplying them....

I was often asked by a friend who was in the 'T.A.' to help out by marshalling on what was referred to as a 'Night Navigational Exercise'. One hundred and eighty Land Rovers all with odd-looking number plates (12 AB 34 sort of thing) and two-tone green and brown paint jobs. It was during one of these events that I was asked to take two Army Sergeants with me, which I willingly did. It was due entirely to their Irish accents that we were nearly arrested in North Wales by the Police as being members of the I.R.A. and terrorists to boot! We were saved by the arrival of the Clerk of the Course who confirmed who we said we were and finally released!!

Looking back over the years in motorsport there have been some sad moments, like when Paul Hawkins crashed the Lola T70 with full fuel tanks part way through an endurance race at Oulton Park and was burnt to death, and being at Brands Hatch when Jo Siffert died during the Race of Champions; but the saddest for me was when I marshalled an autocross near Wilmslow and heard on the car radio at the lunch break that Jim Clark had been killed at Hockenheim.

On a lighter note, my most embarrassing moment was when I took a hired Austin 1800 round Ingliston to get signed on as an Observer at the Hairpin - and took off the front nearside wing on the Armco barrier!!

Finally, as the advert says:

Been everywhere,
Seen everything,
Done everything.

.. and heard all the excuses!

Ian Baird.

MARSHALS POST is the Club Magazine of

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