

MARSHALS POST



ISSUED BY SCOTTISH MOTORSPORT MARSHALS CLUB

No. 96 SEPTEMBER 2001

British GP 2001

It was a very wet Thursday morning when we arrived at Club HQ to collect Rescue 9 for our trip down to Silverstone and the British GP – surely it wasn't going to be another wet British GP like last year, was it? The crew for the weekend was Rod Howat, Ken Sime, Andrew Main, Alastair Gray and myself. An 08:30 departure and incident-free (dogged by the usual roadworks on the motorways) took us down to our accommodation – B+B with friends of SMMC in Weedon Lois (20 mins from the circuit). Due to the fact that Patricia and Peter French had limited space for both bodies and Rescue 9, Rod was staying a hundred metres away at the Vicarage, and early on, we were jokingly informed that the vicar's wife was a lover of Islay Malts. We had enough time to wash the Rescue Unit before we reported to the circuit to sign-on for the weekend and collect our tabards and paperwork. After doing that, and with some time to kill before the marshals' briefing, we requested permission to reconnoitre the circuit – permission granted by CofC. Entering the track at Brooklands we completed two laps of the circuit stopping at our post (Abbey) for a few minutes to check on parking arrangements for the Rescue Unit. On our second lap we interrupted filming of a TV sequence for ITV's F1 Saturday programme - Martin Brundle and Mark Blundell breaking into fits of laughter as we approached Becketts where they were lying prostrate on the track!

Friday morning and a 06:00 breakfast prepared us all for the day ahead. We reported to the Medical Centre to collect our radio and Doctor – and we were all pleased to be met by Dr. Chris Ruddlesdin (the MSA Medical Assessor) who had been assigned to us for the three days. We had all worked with Chris on previous races and rallies. Moving out to post we eagerly awaited the first practice session (but first, of course, we had the brace of circuit and medical inspections to go through). The programme for the weekend comprised F1, F3000, F3, and Porsche Supercup and Thoroughbred GP races. A damp track for the F1 practice sessions saw the noise of the V10 racing engines drowned out with Traction Control pops and bangs. At least we had the wondrous roar of Cosworth DFVs, powering the Thoroughbred Grand Prix (TGP) cars, to look forward to.

A quiet but long day with only one serious incident - a crash in F3000 qualifying for David Saelens. Surprisingly, the aftermath of the crash was shown in full detail on the giant screens around the circuit – not that you could see much of the extrication as the car was surrounded by personnel from a medical car, extrication unit, Rescue Unit, St. John ambulance, recovery vehicle and of course the Prof. (Sid Watkins) and his team from the FIA Medical Fast response car.

Saturday, and the third free practice for F1 was very wet (we did not

mind as we had the rescue unit to shelter in), but at least there was a break in the weather between sessions and the track was drying quickly. Not quickly enough for Tarso Marques who got his braking wrong at the start of free practice 4 and spun across the bows of the rescue unit ending up in the Abbey gravel trap. Best session of the day was the TGP qualifying with an array of JPS Lotus F1 cars, a fantastic Tyrell P34-6 six wheeler, and cars from Williams, March, Arrows and others.

We ate out at a local pub, and the only topic of conversation in the bar and restaurant was the Silverstone GP. On returning to the vicarage, Rod was greeted with a bottle of 'Laphroaig' with a note attached – "DRINK ME". What hospitality.

F1 Race day and the crowd numbers looked low, with large sections of the Abbey grandstand empty even for the F1 race. Not that HELIPOINT SILVERSTONE wasn't busy – we counted 16 helicopters in the holding stack awaiting their landing slots. Best race of the day was the TGP race – Cosworth DFV power, various ages / classes of car, and total commitment of the drivers kept all who remained to watch thoroughly entertained. Watching Martin Stretton drifting the six-wheeled Tyrell around Abbey was an awesome sight. The closest thing to a shunt at Abbey didn't even involve a race car. 'Silverstone Sid' in the Fire Tender Jaguar was following Prof. Watkins in the medical car for the start of the Porsche Supercup race. The Jaguar took the 'straight-on' short cut at Abbey and had to lift and



slow dramatically to avoid hitting the medical car running race route around that part of the circuit.

Post stand down and a chance to do some shopping and explore. We went on a tour of the pit lane complex, where the teams were busy dismantling equipment. All except BAR. One of the team mechanics was moving to a job in the factory, and his team mates 'cable tied' him to a fence. Then half a dozen of a particular brand of cigarette were placed in his mouth (not so Lucky for him), before hair dye was painted onto his hair and eyebrows. I bet he looked lovely later with a purple and blonde Mohican and matching eyebrows! While strolling further down the pit lane we were nearly bowled over by a flight case rolling off the tail lift on one of the McLaren trucks. "Don't worry about it", said one of the crew. "It's only £½ Million worth of engine!!" Time for shopping.

When all shopped out we joined the queues waiting to depart Silverstone on the A43. Joe Public seemed happy with the day's events and all were resigned to the inevitable delays associated with the GP. Maybe next year the new Silverstone bypass, currently under

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SMRC Marshals' Welcome Package - 2001



Welcome

Welcome to the Scottish Motor Racing Club's (SMRC) Race Marshalling Team. This document attempts to help you, as a new Race Marshal, through your first few meetings. It also contains some useful information for experienced marshals that are working with the Scottish Team for the first time.

What will you do?

During your first year as a new marshal, you will be assigned to the Trainee Team and will be working 'on the bank' alongside experienced marshals who will help you to gain an appreciation of the environment that you will be working in. During your period as a Trainee, for your own safety, you will not be allowed to go on to the circuit while it is 'live' (that is while cars are actually racing) but you can expect to be asked to help the flag marshal and there will be plenty for you to do between races when we have to clear up any debris there may be in the sector you are working on, as a result of an accident and ensure that the track is safe for the next session to start.

On arrival at the track

You will receive an official pass and a complimentary pass that will admit you, a friend and your car into the circuit. You should enter via the paddock entrance, turn left and drive slowly through the paddock to park beyond the kart circuit, then make your way to the

Charlie Perkins, Training Instructor to Scottish Motor Racing Club, has prepared a Welcome Package for the benefit of new race marshals and those who might be experienced already in their disciplines at a race circuit, but are not familiar with Knockhill. We are pleased to print here, a compact version of the package which will be of interest to members, regardless of whether they are new to racing or perhaps think that they know our 'home' circuit! SMMC members should note the reference to the blue sign-on sheet that is available at the start of a race meeting, next to the SMRC team sheets in the marshals' building. In order to gain an SMMC credit, you must print your name on that blue sheet, as well as signing on for insurance purposes on the white sheets.

marshals' building. This is situated immediately behind the pits and beside the race control building, just next to the parking area at the Medical Centre (see map).

Sign on time for the 2001 season is 07:45hrs on Sundays although times may vary depending on the meeting.

On arrival at the marshals' building, please ask for Charlie Perkins, Stan Edmond or the Chief or Deputy Chief Marshal who will explain the signing-on procedure and introduce you to the Chief Track Marshal who will assign you your duty for the day. Please be aware that there is a lot of pre-race activity going on and the people you need to speak to are often busy. It is important that you make yourself known. It is essential, for insurance purposes, that you sign on at every meeting you attend. It also lets us keep a record of your attendances. For SMMC members, an extra blue sheet is available and you should *print* your name on this in order to gain your sign-on credit for the meeting.

Grading cards/licences

You will be given a grading card, which you should leave in the racks in the marshals' building on the morning of each meeting. If you perform your duties for the day in a satisfactory manner, your card will be signed and returned to you. As you collect the requisite number of signatures, you will be able to progress from trainee to other disciplines in marshalling.

The Circuit

The following chart shows the names of the main corners of Knockhill. Basically, each corner has a Marshal's Post. The Posts are numbered starting from the Start Line (Post 1), Duffus (Post 2), McIntyre (Post 3), Chicane or Glenvarigill (Post 4), Brabhams (Post 5 (not normally manned on club events)), Clark (Post 6), Railway (Post 7) Taylors or Hairpin 'in' (Post 8), Taylors or Hairpin (Post 9), and finally Paddock Gate (Post 10).

When you first arrive at your designated post, you should report to the Observer, who is the person in charge of that section of track. The Observer will have a Post Register and an upgrade sheet. You need to sign-on to the Post Register and also indicate that you are looking for an upgrade signature by entering your name to the yellow Upgrade Sheet. The Observer and Incident Officer will be assessing your performance during the day and the Observer will, if appropriate, recommend to the Chief Marshal that you should get your 'signature' for the day. If the Observer feels that he cannot recommend that you get your signature, he should explain to you

the reasons why, however, it is your responsibility to check with the Observer before leaving the post. You should understand that attendance alone does not mean that you will automatically get a signature.

Clothing

For your safety, it is highly recommended that you invest in a pair of orange Proban Flameproof overalls. These are available from the Scottish Motorsport Marshals Club quartermaster, Rod Howat ((0131-440 0812 or rohowat@sol.co.uk), or from specialist suppliers.

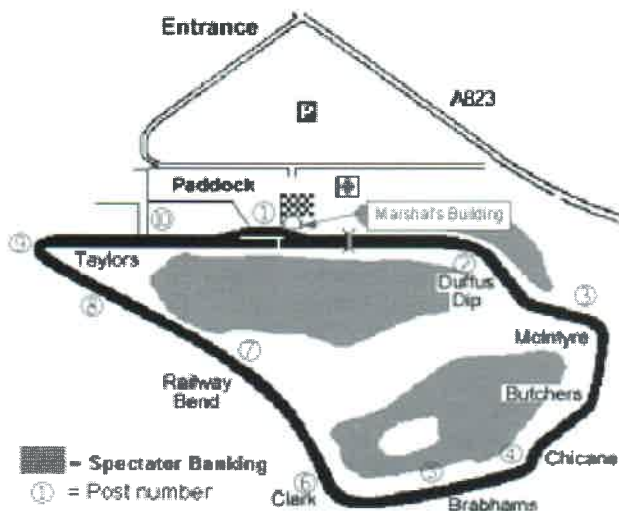
You should always wear natural fibres (cotton and wool) as man-made fibres can melt - even under protective overalls. You should carry a pair of heat resisting gloves, welder's gauntlets are ideal. Stout steel toe-capped boots are essential.

It is a good idea to know your blood group. You will see many marshals have their name and blood group embroidered on a patch sewn above the left breast pocket area of their overalls. This may be critical information in an emergency.

For your comfort, wear several layers of warm clothing, if it gets too warm you can always take some off. During cold weather, you will also find that thermal underwear is a good investment. Choose the colour of your clothing carefully to ensure it does not clash with flags (red, yellow and blue). Orange is ideal. Always carry your waterproofs with you whatever the weather was like when you left home. Avoid thin nylon waterproofs at all costs, they are not safe if you are near a fire and you will find that they often 'sweat' inside in which case you will be as wet as if you did not wear them. You will also find that you need to wear a hat or cap in both hot and cold weather.

Lunch

Lunch is provided in the marshals' building on Sundays and on any full day Saturday meetings. Coffee and tea are available in the morning, lunch time and in the evening after the meeting is over. You are still advised to pack some drinks and snacks to help you through the day.



Useful Contact Information

As a trainee, knowing who to call for information can be difficult. The following Senior Marshals will *always* be available to help you in any way they can. This table shows who you should call for specific questions.

For general information on meeting dates, content and sign-on times, contact
Jim Redpath, Deputy Chief Marshal

6 Morvenside Westburn Edinburgh EH14 2SJ	Home: 0131-530 3956	redpath4@aol.com
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If, for any reason you are unable to attend a meeting that you previously indicated that you would attend (or vice-versa), contact either...

Stan Edmond, Deputy Chief Track Marshal

165 Colinton Mains Road Edinburgh EH13 9BX	Home: 0131-441 4650	
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or... **Lynn Perkins, Chief Flag Marshal**

1 Brodick Drive Gourock Renfrewshire PA19 1AF	Home: 01475 639668 Mobile: 07721 576198	chperki@attglobal.net
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For any information on training or the upgrade process, contact

Charlie Perkins, Training Instructor

1 Brodick Drive Gourock Renfrewshire PA19 1AF	Home: 01475 639668 Mobile: 07979 816387	chperki@attglobal.net
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If the above are unavailable to answer your questions then contact

Nick Clarke, Chief Marshal

19 Laverockdale Park Colinton Edinburgh EH13 0QE	Home: 0131-441 2698	nick.clarke@myplastics.co.uk
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or **Graeme King, Chief Track Marshal**

99 Brownhall Avenue Edinburgh EH12 7NT	Home: 0131-316 4707	Gill.King1@btinternet.com
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2001 Meeting Schedule - final meeting in October remaining

Date	Meeting Details
April 1st	SMRC Classes + Karts, 2x Bikes Sidecars & Northern Saloons
May 13th	SMRC Classes + FF Festival & Junior FF
June 16-17th	SMRC Classes + ASCAR, Legends & E-Types
30th June - July 1st	SMRC Classes + Karts & Heavy Noisy Metal
July 21st-22nd	Touring Cars
August 5th	SMRC Classes + Caterhams & BARC MGs
August 18th-19th	Power Tour
September 16th	SMRC Classes + BARC Classic Saloons, Northern Saloons & T Cars
October 21st	SMRC Classes Double Header

Thanks Dept.

Club members Jonathan Lord has written in his capacity as Secretary to the Meeting, to express the thanks of RSAC (Motor Sport) Limited to all SMMC members who assisted both in the rescue units and around the stage on the day of the first RSAC UK Rally Challenge on 2 June 2001. Although it was a late addition to the 2001 calendar, it was one which was considered worthwhile by competitors, officials and spectators alike.

As mentioned elsewhere in this edition, the second such Challenge takes place at Knockhill Circuit on 30 September 2001 and again will be well attended by SMMC members.

The Club has been passed an e-mail received by Knockhill Racing Circuit Ltd, which reads as follows . . .

*"I am writing to ask you to extend our thanks and gratitude to all the marshals that helped us when our car was set on fire on Friday last week in the GT test session. If it wasn't for their speedy and professional actions we would not have had a car left to compete with for the rest of the weekend. Thanks again and we look forward to seeing you again soon — as long as the weather is a bit better!
Regards, The Cerbera Speed Twelve GT Racing Team, TVR Engineering Ltd".*

This fire happened in the pits during a test session in the PowerTour weekend and was quickly extinguished by the crew from our rescue unit, which was manned that day by Frazer Madder, Andrew Main, Allan Matheson and Ty Nicholson. Well done to those that saved the 'beast' from severe damage and who also attended to the injuries suffered by one of the pit crew.

British GP 2001 — continued from front page

construction, will be completed and the problem will ease. With nothing else to do we were all people-watching – and ‘G’ were there some people leaving the circuit. Now Rod, please keep your eyes on the road!

So that was Silverstone 2001. A disappointing F1 race, but a great TGP battle. Good company and friendly atmosphere at the B+B. Roll on the next invitation for Rescue Duties at the British GP.

Peter McMullen



SMMC Unit feeling a certain affinity to the home of all safety aspects at the GP



Crew in an occasional sunny moment at Abbey

The following article has been reprinted with kind permission of long term friends of the Club, Geoff and Marje Thomlinson and relates to the first RSAC UK Rally Challenge. Not only Sprite were impressed by the event; it was considered such a success that a second, similar but improved event takes place at Knockhill Circuit on Sunday 30 September 2001.

AIRWAVES

THE NEWSLETTER OF SPRITE RALLY COMMUNICATIONS
ISSUE 61 JUNE 2001

EDITOR - MARJE THOMLINSON

EDITORIAL

Well at last some motorsport to report. A huge effort undertaken by the Royal Scottish AC and Scottish Motorsport Marshals Club resulted in a single venue event at Knockhill on 2 June. Sprite were asked for operators and six travelled to the event – Geoff & Marje, Henry & Kev, Barry and David, Dave Pagin, Dave Thompson & pal and Brian Huddleston.

A very early start saw everyone signed on by 7.00 am and sporting a splendid yellow cap and goody bag in hand. Lots of old friends from our Scottish Rally days were there and it was good to see them. We all had excellent view points and saw really good action all day. Our eyes had the best action trying to keep a check on the cars coming thick and fast past our location. Two stages were running together and it was virtually impossible to keep check sheets as we normally do, we certainly got in a muddle from time to time. By the time we got to our third point we'd modified the sheets to record the number of times a car came past, the more ticks, the more times he appeared - one - No. 77 came past

8 times in all - we should have only seen him 6 times. We'd cracked it by then and were operating much more efficiently, but then we got 60 starters and only 58 finished the previous stage - how could that be? Control didn't seem too bothered that these numbers just didn't add up, so we just sat tight.

The variety of cars ranged from world rally cars, Pumas, XR4s to old style Ford Escorts. Incidents were frequent but fortunately nothing went seriously wrong and there were no injuries to report. Visibility was excellent, it was a glorious day and apart from a bit of dust it couldn't be faulted.

We certainly enjoyed it but our eyes were very tired by the end of the day because we had to concentrate so hard. Two of us watched all the time but really another pair of eyes would have improved the performance even more. The organisation was superb and there must have been a huge learning curve with it being the first time. I know set up and take down time was at a premium with events running every day at Knockhill, but if anything did go wrong it wasn't obvious from our point of view. The quality of the marshals at our location was superb - they did an excellent job and nothing was too much trouble for them, they were on the ball for every incident.

I hope they do it again, it was one of the best spectator events I have ever seen and next time we'll go with better designed check sheets to specially accommodate this type of event.

The opinions stated are the contributors' own and not necessarily those of the Scottish Motorsport Marshals Club.

MARSHALS POST is the Club Magazine of

SCOTTISH MOTORSPORT MARSHALS CLUB

24 Hawthorn Gardens, Loanhead, Midlothian, EH20 9EG

Tel: 0131-440 4459