

# MARSHALS POST

THE NEWSLETTER OF SCOTTISH MOTORSPORT MARSHALS CLUB



**Edition 105**  
May 2013

## Welcome back!

**Yes,** I know that it has been a long time since MARSHALS POST last was published and for this there are various reasons. At that time, there was a lot going on internally to put the Club on a better footing for the future and that coincided with a downturn in articles being submitted for publication. Other organisations were switching to electronic publication rather than the printed word and we needed to do the same but were aware that this could not be a quick change. Our web site, [www.smmc.org.uk](http://www.smmc.org.uk) needed some work and that resulted in a new webmaster and refreshed design which was fit for us moving to an increasingly electronic based operation.

So here we are, MARSHALS POST in a new format for most, although we respect the fact that a few Members still need to have hard copies supplied. I have had to sacrifice a few old articles which have not been able to withstand the time delay and for that I apologise. This is the start of a quicker response time and a better service to Members, so please consider contributing to your magazine and letting the Editor have copy which can be included in future editions. As we are not an organising Club, there is not the chance to give regular updates on events, competitors' results etc. as other motor clubs can and do, so a little more initiative is needed to keep things fresh and interesting.

In the meantime, I am grateful to the SMMC Motorsport Radio Group for having introduced the 'Update' newsletter to keep their guys in touch with what was happening in the absence of MARSHALS POST. I hope that the two can work together in future to keep everyone aware of developments in motor sport and what our Members have been doing in their various disciplines.

## SMMC's Fortieth Anniversary

As Members will have been aware from mailings sent out during last year, SMMC was proud to celebrate its 40th Anniversary in April this year.

There has been a good response to our suggestion of holding an event to mark this achievement. We have built on this and now are pleased to announce that the SMMC 40th Anniversary Dinner Dance for current and past Members, their partners and friends will take place.

(continued on Page 2)

## Contents

Scottish Autograss Racing Club	2
WRGB 2013	3
SMMC Motorsport Radio Group	5
RSAC Scottish Rally	6
Behind the Scenes with Rescue	7
Membership Secretary	8
Yellow Flags	9
Northern Ireland Motor Sport	9
Lanarkshire Car Club	10
SMMC Club regalia	10
Out of Hours	11
Membership Renewal	12
<a href="http://smmc.org.uk">smmc.org.uk</a>	12

The early details are:

Date: **Saturday 23 November 2013**

Venue: The Menteith Suite  
The Macdonald Inchyra Hotel and Spa  
Grange Road, Falkirk FK2 0YB

Time: 18:30 for 19:00

Format: Drinks reception followed by Dinner, Guest Speakers and presentation of Awards. Ceilidh Band with disco for the breaks. Dress code is lounge suit or better!

Tickets: £50.00 per person



Accommodation is being made available by the Hotel at a special reduced rate of £99.00 per double room, bed and breakfast. Rooms can be booked directly with the Inchyra (01324 711911) or Macdonald Central Reception by quoting block code SCO 231113. These preferential rooms will be held for us but will be released to the public four weeks prior to the event, so booking well in advance is recommended.

A real advantage of staying at the Inchyra is being able to have full use of the Vital Health and Wellbeing Club & Spa, whether for the pool and spa facilities, the fitness centre or the therapies which are offered. These are open to guests from early afternoon on Saturday until your check-out time on the Sunday and advance bookings can be made for any treatment.

The Macdonald Inchyra has been chosen due to a number of factors. It is located just off J5 of the M9, some 30 minutes from both Edinburgh and Glasgow and therefore is well placed for guests joining us from all parts of Scotland and beyond; it is of the high standard for the quality of event which we would like to enjoy and there is a range of other overnight accommodation available close by which our guests could use as an alternative to the Hotel itself. We intend to provide full details of these and other points when confirming to those people who wish to attend.

This is a brief early advice of the key details and much more will follow. *Please put the date in your diary now.* Many people still will remember the 25th Anniversary event held at the home of the RSAC in Blythswood Square, Glasgow and we intend to make this every bit as successful. We will advise about how to obtain tickets in later e-mails / letters and through the web site.

### Scottish Autograss Racing Club

We have had an approach from Scott Pryde, Chairman of Central Scotland Autograss Club, to ask if any of SMMC's Members would like to marshal at their meetings. CSAC is a self-funding club fully affiliated with the National Autograss Association based in Avonbridge, Falkirk. More information is available on the web site at [www.scottishautograss.co.uk](http://www.scottishautograss.co.uk).

Just because we have traditionally covered the 'better known' types such as circuits, rallies and speed events does not mean to say that we should limit our members' chances of other variations.

Scott would be pleased to hear from anyone who would like to help and asks you to make contact with him at [prydie9@hotmail.com](mailto:prydie9@hotmail.com) or by phone on 07971 028981.

## WRGB 2012

### The Start of it all...



It all started at the Jim Clark Rally 2011, with a chance meeting and conversation with a marshal who just happened to be staying at the same caravan site as me. After talking while he helped me to put up the awning on my caravan, he suggested that I give the Chief Safety Officer for the WRGB a call.

After returning home on the Monday I phoned Charlie Webber and asked if it would be possible to bring a rescue unit down for the event in 2012; he agreed and said that he would put us on the list. Then I had to ask the Club if it would be OK if we got a formal invite, thankfully the answer was 'yes'. So when the formal invitation came through, the reply to Charlie was a definite 'yes' and having canvassed our crew it was decided that Dene Wicks and I were able to commit and so we were going to Wales in October 2012.

In early August I started getting details by e-mail of the stages that we would be covering, which gave me time to sort out accommodation and plan travel schedules, and then the safety plan and related paper work arrived at the start of October. I managed to find us a little family-run bed & breakfast which was fairly central to all the stages that we were covering and was reasonably priced as well. Everything was coming together nicely. As our first stage was going to be early on the Friday morning, we decided to start the journey to Wales on the Thursday morning, meeting up with Castle Rescue and their mobile kitchen in Edinburgh, after which we then travelled down in convoy. After several fuel stops on the way down, as it takes a lot of fuel to run Castle's v8 Landrover, Dene and I arrived at the B&B about 18:30. We took in our bags then went to the local pub where we met up with the crew from Castle and had our tea - or maybe it was our supper.

### The Event: Day 1 Friday

Our first stage was Hafren, first car was 09:38 which meant we had to be on stage at 06.30, we needed to be there 3 hours before the first car, but luckily it was only a 30min drive from the B&B so that wasn't such an early start for us. We were lucky that the doctor who was assigned to us for the day was staying in a hotel in the same village as us, so we picked him up on our way to the stage.

We arrived at the stage start and handed in our sign-on cards and we were handed our goodie bags, we then headed off into the stage. We were the third rescue unit on the stage and at post 13, which meant we had to travel approximately 11 miles in the dark to reach our location. The day went well, no one had anything to do, everyone was happy. However, we did have one slight problem - Dene attempting to cook. He managed to burn the frying pan and its contents of sliced sausage, our breakfast. However, the breakfast rolls tasted all right once you put brown sauce on them and had strong coffee to wash them down.



### The Event: Day 2 Saturday

We were allocated Celtic Manor, normally the home of golf, so running a rally stage there seemed to attract quite a few wealthy spectators. It was a late start for us as first car was due at 18:30. We thought we would leave the B&B at a sensible time and have a walk round the service park and buy a few things to bring home. We decided the best place to park a rescue unit would be at the event's medical centre, and that's where we headed. Luckily it wasn't too busy; we parked up next to Stoke Rescue who were covering the service park for the day. We stayed with Stoke for a while before going for a walk and watching the service crews working on their cars.

(continued on next page)

We decided to head into Cardiff town centre and got on a bus, expecting to pay a normal bus fare, but we were surprised when the bus driver said its OK guys, just find a seat. The same happened on the way back, we were very impressed by the welcome. We got back to the service area around 11:30 then went for breakfast. Caught up with Stoke Rescue again and then headed out to Celtic Manor.

We arrived at the entrance to Celtic Manor to be told that "you can't come in this way, we have got three weddings going on...." We got directions from the people at the entrance which took us to the spectator car park; we were then asked if we were St John's Ambulance and told where to park. After explaining that we were the stage rescue unit we were finally escorted to the stage start where we met up with our doctor and the crew for our M.I.V.

The stage went well. Our wealthy spectators seemed impressed, no one had anything to do and everyone went away happy.

We got back to the village around 22:00, found a chip shop open and got something to eat then went back to the B&B to settle for the night.

### **The Event: Day 3 Sunday**

An early start again, we were allocated Walter's Arena with first car at 08:30 which meant being on stage for 05:30, leaving the B&B at 04:30 - a bit of a struggle, but we managed. We were mid-point rescue on this stage and managed to use a helpful short cut from post 3 through to post 16, which was our location.

When we arrived at post 16 the priority was putting the kettle on and having breakfast and keeping Dene away from the cooker. When daylight broke through, we had a look at what seemed to us to be a normal junction, until the first WRC car arrived.... four wheels off seemed to be the best way to describe its arrival.

When the nationals came through our junction, all was going well until a Mk2 Escort came past us, flat out, missing his braking point, careering into ditches and swerving all over the track. The driver eventually regained control of his Escort and everything settled down again. Another good day.

We got back to the B&B at around 16:30, changed out of our overalls and invaded the pub for a couple of pints and something to eat.



A flying Sebastian Loeb on Walter's Arena - Stage 3



This is a Mini, but not as we know it....

### **The End of it all: Day 4 Monday**

We got up at around 08:00, went down for breakfast, loaded up the van with our bags, met up with Castle Rescue and headed home. We arrived back at the yard at Loanhead at around 16:45, washed the van met up with Andrew Main, gave him back the unit keys and headed home.

Overall it was a great event, we didn't have anything to do but that can only be a good thing. Let's hope that we get a return invitation for 2013 and maybe we can get a few more of you interested in coming with us.



Only Petter Solberg can boast of having this Ford Fiesta as a 'spare' car

Mark D Ritchie = Words; Dene Wicks = Pictures Saltire Rescue

## **SMMC Motorsport Radio Group**

As this is the first MARSHALS POST for some time, it is perhaps appropriate to recap what the members of the Motorsport Radio Group do. The simplest description is that Radio Marshals (or Radio Crew as they are still sometimes referred to) are marshals with a means of communication. Whilst other resources are provided to man the time controls at the start and stop lines of each stage, more and more reliance is now placed on Radio Marshals to cover interim posts throughout the stage. So in addition to manning their radio and tracking course cars and competitors, they also need to be willing to undertake spectator marshalling tasks.

We organise radio communications on most of the rounds of the MSA Scottish Rally Championship and some of those run as part of the Scottish Tarmac Rally Championship. Whilst most of the Club financial turnover is generated by the three Rescue units, the highest percentage of the Club membership is actively involved with the Motorsport Radio Group. Providing safety radio cover on these events in 2012 involved more than 238 member attendances by 59 members. In total, the Radio Group has 83 members.

The Club licenses the Tartan call sign with the MSA and more than 70 radio sets are currently licensed (it is a mandatory requirement that all sets are licensed, serviced and maintained to a standard which is set by the MSA). The radios which are licensed include those owned by the Club and available for new members to borrow until they acquire their own kit. This removes one of the barriers to new members getting involved and giving it a try to see if they like it. Club members also use a number of other call signs including Border, Elgin, Granite, Jupiter, Mull, Scot, RAYNET, REDE, Thistle, Tob and Vulture.

Members are provided with training both by the Club and also through the Scottish Association of Car Clubs. To make sure all operators know how they are expected to use their radio, we have produced a 'Guide to Rally Radio', a copy of which is given to every new member. This guide was issued first in 2007 and is currently in the process of being updated to reflect changes in procedures as defined by the MSA and also the experiences of our members on events.

The Club is also active in the training of members who

wish to become MSA Licensed Radio Controllers. These are experienced Radio Marshals who act as the link between the crews on the stages and senior event officials in Rally Control. To gain their licence, members need to undertake a programme of training, showing they understand how rallies are organised as well as actually running a radio control. This should take between one and three years. As well as our own members, SMMC continues to support members of other Clubs by providing them with the opportunity to complete the necessary training to allow them to become licensed officials.

The Motorsport Radio Group organises an annual get together when we talk about operational issues encountered and how we think we can improve the service we provide to the Clubs that use our services. These evenings are one of the few times a year when members meet face to face.

Hopefully this gives you a flavour of what we do. In the next update I will provide some more detail as to how we actually operate and how this is dependent on the marshals on the stages.

If you want to hear more about the Motorsport Radio Group activities please feel free to get in touch with Garry Headridge who co-ordinates the Group's activities. Garry can be contacted at [garryheadridge79@btinternet.com](mailto:garryheadridge79@btinternet.com) or 07780 602480.



Students turn MOT failure into competition car at Autosport International

Motorsport Design Engineering students from the University of the West of Scotland arrived on the Go Motorsport stand at Autosport International with a standard 1.0L Nissan Micra, which they proceeded to transform into a rally-ready Junior 1000 Ecosse Challenge car. Alison Clark, Go Motorsport's Scotland RDO, organised the build to show how quickly and cheaply grass roots competitors can make the transition to rallying.

"The car was an MOT failure and cost just £250, and we had a total parts budget of £1500," said Clark. "Visitors to the show were astounded that we were able to build a competition car so cheaply, and I hope that this motivates enthusiasts to become involved in the sport." Many exhibitors provided parts and tools that had been forgotten, with Mac Tools, Gaz Shocks, NGK, JJC and Autoglym and Powervamp Racing all offering support. The completed car's bonnet was signed by former F1 world champion John Surtees OBE, BTCC star Matt Neal, television presenter Edd China and popstar-turned-racer Shane Lynch.

## RSAC Scottish Rally 2013



The RSAC Scottish Rally has been included in this year's British Rally Championship following a seven year break. The popular Dumfries-based event - which has been added to the BRC calendar as the fourth round of the series - will be held on Saturday June 29th. It will also continue to be a counter in the MSA Scottish Rally Championship, which has just announced a new title sponsor in ARR Craib Transport Ltd.

BRC Manager Mark Taylor said the rally had grown over the years as an integral part of the Scottish Championship, and they were delighted to be returning to "a great event with a great team running it".

Jonathan Lord, Clerk of the Course for the rally, said: "The Management Committee and the rest of the organising team have done a great job in running the event to the highest standards. It's good to see that their hard work, and the constant support of Dumfries and Galloway Council, has been acknowledged in this way. We look forward to welcoming the BRC's competitors, officials and followers to Dumfries in June".

Finlay Carson, Events Champion of Dumfries and Galloway Council added: "This is great news for the region as host for the Scottish Rally. Dumfries & Galloway Council are delighted that our continued support of this event has assisted in the return of the event to the stature of being part of the British Rally Championship".

Planning for the event is already underway, and talks have been held with officials from the Scottish Rally Championship to agree a route that will provide the best option to both series. Early indications suggest it will be based on stages used during last year's rally, including Eskdalemuir and Ae forest.

Visit [www.ScottishRally.co.uk](http://www.ScottishRally.co.uk) for the latest details.



### Quality discounts on quality torches

A couple of years ago, I was impressed by the ability of a torch shown to me by a colleague in Merrick Rescue, now named EFAR (Events First Aid and Rescue) in Dumfries and Galloway. Due to a tie-up with mountain rescue in their area, they were able to benefit from a discount negotiated with the suppliers of LED Lenser torches. Being a bit of a torch junkie, I had a fair range of conventional Maglites, the million-candlepower lanterns which never hold their charge and some head torches which relied on that strange shaped battery with brass prongs that you can never buy when you need one. So I was interested and bought both a professional torch and a rechargeable head torch. I haven't looked back, so to speak. They are incredible quality and with a power that you have to use and see to believe.

I have negotiated a group purchase scheme with the importers which is able to offer the full range of these LED Lenser products at very good discounted prices to Club members – provided they are ordered through an account being set up with SMMC, not on individual direct sales. This isn't the place to go into the details but have a look at the web site <http://www.dalesman.uk.com> and click through to LED Lenser and see the range. I can guarantee that if some of the retail prices quoted frighten you, stick with it and the SMMC price will be much more comfortable.

I am able to take notes of interest from individuals now if you e-mail me at [rod@smmc.org.uk](mailto:rod@smmc.org.uk) and tell me what you might like and I will give you an idea of the price to us as a Club. This venture relies on placing a sensible order at one time to save on carriage charges and then being prepared to stand the cost of further postage or meeting up at an event or other arrangement to pick up your goods.

Rod Howat

## Behind The Scenes

Many of you will have seen the SMMC rescue units out on events, be it a race meeting, rally, speed event or perhaps at Knockhill at a Hot Hatch day. I wonder though if you realise the amount of time and effort required to source, equip, prepare and run a rescue unit for attendance at events. It all starts with the sourcing of a suitable vehicle.

SMMC has a preference for the Renault Master van as these have in the past proved to be reliable, relatively economical to run, with a low floor height and sufficient internal space for our requirements. Typically we source a new vehicle every three years which means our oldest vehicle is retired from rescue duties after nine years of service. It is interesting to note that the last two rescue units have remained within SMMC, having been transferred across to and converted for use by the Motorsport Radio group as Mobile Radio Control Units.

Following the placement of the vehicle order and while delivery is awaited, there are many meetings and discussions regarding the conversion and internal layout of the new vehicle. When a layout is agreed, there are visits to and discussions with companies to establish a cost to carry out the conversion work. Then follows the conversion in the workshops to install the necessary light bars, sirens, radios, other electrical equipment, shelving, lockers, internal heater etc. and of course the external high vis markings and other lettering.

OK, so now we have a shiny new rescue unit sitting in the yard, however it's not much good without extrication and medical equipment. The bulk of the equipment is easily sourced from the rescue unit to be retired, perhaps with some of the mechanical items and tools being updated or replaced due to age. The medical kit is also reused although there are also many medical items that require routine replacement prior to their expiry date. Whilst some of these items are simply disposed of, we do where possible, retain medical kit items for crew training.

You will have realised by now that the above is not a quick process and in the past has typically taken six to seven months from initial discussions to the vehicle being ready for its first event. However the real time behind the scene is spent on day to day administration to ensure the smooth operation of the rescue service. Around November each year, the event booking enquiries for the following season start to come in from organising clubs. The proposed dates are confirmed

and logged in our rescue calendar. As the new season progresses, a rolling monthly request is issued for rescue crew to attend events. The event schedule is issued approximately four weeks in advance, to allow us to monitor whether we receive enough positive responses from rescue crew to cover these events. An event crew schedule then is issued, so that all the rescue crew know who is attending which event and in which vehicle. I would like to say that every month runs like clockwork, however things can change rapidly. Events sometimes can be cancelled or postponed and there is the inevitable once-in-a-while phone call requesting a rescue unit at relatively short notice, thus requiring emails and phone calls to source additional crew.

Following an event, the crew chief completes a log sheet to provide a record of crew attendance, fuel used and any other relevant details. The log sheet is then forwarded to the club treasurer and used to generate an attendance invoice to the organiser for payment. As with all vehicles, there is an ongoing requirement for routine maintenance, cleaning etc, and many of the crew are more than happy to assist with these tasks in addition to the events they attend.

I hope that this provides an appreciation of the work that goes on behind the scenes to allow the SMMC rescue units to attend events. SMMC is always seeking potential recruits to join the rescue crew. If you are interested or wish to find out more information please email us at [club@smmc.org.uk](mailto:club@smmc.org.uk) or speak to any rescue crew you see at events; they will be pleased to assist.

Paul A Woods



## Membership Secretary

I would like to thank Catherine Headridge for offering to take on the role of Membership Secretary for SMMC, to welcome her to the role and introduce her to Members for the first time.

Catherine has taken on the challenge well - and very successfully. The Club's previous system was split between the database being held and operated from South Devon by Colin Goode (I'll get on to that in a minute...) and the operational side of handling membership matters by Mike Gascoigne, SMMC's Secretary and Treasurer. Thanks are due to both for the huge amount of work spent over the years on these tasks.

Colin continued to run the database after he moved from Penicuik many years ago, by his own admission mainly because nobody else would do it and because he wanted to maintain contact with the Club in a positive way. Mike was already aware of the amount of time required to run the financial side of the Club and membership was one of these functions which was able to stand on its own.

So, following a careful handover of everything needed to carry out the combined role, a new database has been created, there is now a very good grasp of where we are with all membership matters and the advantage to the Club is that we will have an improved response time to membership enquiries and applications.

As Garry has stated in another article about membership renewals in this edition, please contact Catherine Headridge, Membership Secretary ([ceheadridge79@btinternet.com](mailto:ceheadridge79@btinternet.com) / 01506 848004) who will be pleased to help.

Editor



blackcircles.com is the UK's leading online tyre retailer, with prices up to 40% less than the high street chains for tyres and up to 60% for servicing. There are over 1,200 fitting centres nationwide and the company enjoys customer satisfaction rates of over 99%.

blackcircles.com Limited was established by Michael Welch in Peebles in 2001 and has grown strongly since then. In 2006, we carried an article in MARSHALS POST which was an offer from the company to Club members, of an additional discount from the already keen tyre prices and some people might well have taken advantage of that.

Now, with many commercial changes having taken place and a major link established with Tesco whereby you receive a large number of Clubcard points when buying some tyres, SMMC has joined blackcircles.com's Affiliate Programme. It is no longer possible to give an additional discount to individuals; however when you choose to click through to their web site from [smmc.org.uk](http://smmc.org.uk) and end up purchasing, SMMC will receive a small additional benefit that will come back to the Club and help our funds.

Please consider using this service and helping the Club in a small way – a win for all, for SMMC, for you who will enjoy excellent prices for the widest range of tyres and other services and for blackcircles.com, whose customer base cannot be wrong based on the satisfaction

evidence.

This is in the process of being set up on our web site so please check back if it is not yet operational at the time that you are reading this!

### Website – your assistance required!

Early last year the Club launched its refreshed website. The address remains the same – [www.smmc.org.uk](http://www.smmc.org.uk) – but the content has been enhanced and brought up to date. We have plans to add a secure 'members only' section in due course where you will be able to offer items for sale etc. In the interim we need your input to make sure that the content remains fresh and relevant.

You will see there is a Gallery along with a News Section. If you have any pictures of Club members on events, or simply motorsport images which you think your fellow members will enjoy, please send them to either Rod Howat or Garry Headridge and they will endeavour to work out how to load them to the site! ([rod@smmc.org.uk](mailto:rod@smmc.org.uk) or [garry@smmc.org.uk](mailto:garry@smmc.org.uk))

Similarly, if you have any news about an event that you may be involved with and again think it may be of interest to our members and others that monitor the site, send them through. For example, this may be a change of date for an event or a request for marshals where SMMC is not directly involved. We can't promise to publish them all within what is sometimes a tight timescale but will make sure as many as possible are published.

## Yellow flags

The MSA has changed the requirements for the display of flags when there is a possibility of non-competing vehicles and rescue vehicles moving on a rally stage ahead of competing cars. From 1 January 2013, Red Flags have been discontinued and replaced with Yellow Flags.

As previously applied to Red Flags, Yellow Flags will be located at mid stage rescue points and all locations where a rescue / emergency vehicle may re-enter the stage following a shortcut and at each radio location these vehicles subsequently pass.

They can only be displayed on the specific instruction of the Clerk of the Course or Stage Commander. Yellow Flags, must measure a minimum of 60cm x 70 cm, and must be prominently displayed (held out steady not waved) by a designated marshal who MUST wear a marshal's tabard.

No flag other than a Yellow Flag may be deployed at any point on the stage.

The major difference in using Yellow Flags is that competitors no longer need to stop whenever they are shown one. Instead, on passing a Yellow Flag displayed by a marshal wearing a marshal's tabard, the driver MUST immediately and significantly reduce speed. The driver will then maintain this reduced speed, whilst being prepared to stop, until the end of the special stage.

You will see that although competitors must significantly reduce speed, no definition has been given as to by how much they must slow down. At this time you are asked to use your own judgment and if you don't think a car has slowed, record details and report to Control as soon as possible.

Given the recent introduction, this formed a main discussion point of the Motorsport Radio Group evening held recently. In summary, main points raised were:

Should yellow flags be located at all mandatory radio posts and not just those after a mid-stage rescue unit / shortcut? The Border Counties did this.

How do you stop a rally car? At least a red flag did that.

Should radio marshals wear a specific colour of tabard? Nothing is mentioned in the Blue Book but some International events such as Jim Clark and Pirelli use blue tabards whilst others, such as Rally of Scotland, don't.

These points were raised at a MSA Clerk of the Course Seminar on 10 March 2013 and are now being taken forward to Rallies Committee at the MSA.

In the interim all radio crews should look to acquire their own yellow flag – this should be considered part of the standard kit. These must be a minimum of 60cm x 70cm.

Update post meeting – there is still some discussion regarding red flags. Whilst crews should obtain a yellow flag, it may be worth holding on to existing red flags until matters are finalised.

It was also suggested that all crews should obtain a blue radio board that they can place next to their vehicle to show it is the radio car. Potential suppliers and costs are being investigated.

*(This article has been reprinted from SMMC MRG Update combined with notes from the MRG Annual Meeting held on 26 February 2013)*

## Northern Ireland motor sport

As a bit of a different opportunity for its members, SMMC is pleased to pass on the information about 2013 race meetings at Kirkistown, which Chris Edwards has set out for the marshals who attend regularly at Knockhill. As he writes:

“Motor racing across the water gets better and better and our dates are out and have been since August!

May I take this opportunity on behalf of my Irish colleagues to invite any marshals across the Irish sea for any race meetings at Kirkistown. The hospitality is well known and the club owns the circuit, so it's politics-free! We have formula Libre, full Formula Ford grids and sports and saloon have to be split due to the numbers.

I normally fly from Edinburgh easyJet (cheapest has been £17.50 one way). I hire a car and am happy to take any travellers to and from the circuit - maximum three.

If any of these dates are of interest please get in touch by e-mail and I will reintroduce you to fun, friendly motorsport.

2013 dates are as follows:

April 6<sup>th</sup>  
April 27<sup>th</sup>  
May 25<sup>th</sup>  
June 22<sup>nd</sup>  
July 25<sup>th</sup>  
August 31<sup>st</sup>  
September 28<sup>th</sup>

Kind regards to all

Chris Edwards  
[edwards007@btinternet.com](mailto:edwards007@btinternet.com)”

## Protective overalls, Club badges and clothing

As we are now well into the 2013 season, I would like to remind members, particularly those new to the Club, of the service offered in the supply of marshals' protective clothing. Overalls cannot be recommended highly enough, whether used for circuit marshalling, where they are essential, for speed events or rally marshalling.

The Club can supply overalls in orange Proban fireproofed single layer cotton drill fabric. These are available in stock sizes Small (chest 34"-36"), Medium (chest 38"-40"), Large (chest 42"-44"), Extra Large (chest 46"-48") and XXL size (chest 50"-52"). Be generous when working out your size and remember the need to allow for extra layers underneath and for freedom of movement. The price for these overalls is £53.00 to members when collected, for example at Knockhill, or else postage will be added which typically is £5.00. For an additional £6.00 the Club badge is available, embroidered on to a matching Proban patch and ready to be sewn on. Orders should be sent, with remittance please, to Rod Howat, 55 Netherbank, Edinburgh EH16 6YR; tel h.0131 666 2009, or e-mail [rod@smmc.org.uk](mailto:rod@smmc.org.uk) for further details. Please remember to state your requirements and the size clearly and make all cheques payable to SMMC.

We have a good stock of three versions of the Club badge available. All display the full colour logo of the Club at approximately 75mm diameter. There is a windscreen badge, which is printed on to clear PVC and is non-adhesive in order to be removable. The second is a sticker version for items such as clipboards. Both of these come at a cost of £2.00. Lastly, there is a badge that is silk-screen printed on to a white cotton patch at £1.00 each. These badges normally are available from me at Knockhill sign-on. However, if you wish to buy some directly, please write to me indicating your requirements clearly and enclose the correct amount to cover payment together with a stamped (standard letter rate at first or second class) self-addressed envelope. This rate will cover two badges, please increase it to the next category for more than that.

The Club badge can be embroidered on to your

own garments at a cost of £7.00 each, provided that we can gather together a minimum of six to be embroidered at the same time. If a member wants a single item urgently, this can be done, although the price rises to £10.00 due to the setting-up time. The items accepted are navy blue jerseys, sweatshirts, jackets, polo shirts etc. If you are eligible, the word 'Rescue' or 'Radio' can be added below the badge at no extra cost if you specify this. Please contact me for any enquiries regarding this service. Prices are being held again for this season until a rise is forced on us.

Rod Howat



## Lanarkshire Car Club

SMMC was disappointed to hear that Lanarkshire Car Club was wound up the AGM in March 2011, after what some have termed a gradual decline. The club was formed in the 1930s as a combined motor cycle and car club. It was only after World War II that the car section continued on its own. Like most clubs it had its ups and downs. In its early days, under the charge of the Neil Sisters, Chrissie and Andy, it ran many events including rallies, autotests and trials. These were usually very competitive as well as being very popular and social. In its heyday it ran Scottish Championship rallies including a series of Burmah Rallies. The latter rose in status to become an International event. For the past few years there had been a decline in members and events, and as a result it became no longer viable to run a productive and active club.

SMMC is privileged to accept the donation of the balance of the club funds, which are to be used specifically for 'safety purposes'. There is a range of purposes which can qualify for that particular expenditure and it is not the intention to direct it only towards the Rescue function of the Club. We are very grateful to the outgoing Committee of Lanarkshire CC for this generous donation and will keep Members advised broadly of how the funds are allocated.

## Out of Hours

Even if we don't have the clout of Piers Morgan (or the guests), we would like to share some occasional facts about other members whose voluntary help allows the Club to exist and operate. Here, Andrew Main lays bare to his employers, Scottish Water, how he spends some or all of his spare time. This was as a result of a series which SW's internal newsletter carried, to identify interesting or unusual staff hobbies.

What is it you do in your out of hours?  
*Motorsport Rescue*

What does this involve?  
*Attending races, rallies and other motor sport events to provide safety cover in the event of an accident involving a competitor or spectator.*

When did you start doing this?  
*1978. Other than the Red Cross, there was little or no medical or rescue cover at most events. The Scottish Motorsport Marshals Club (SMMC) set up the first Rescue Unit in Scotland and gradually event organisers saw the sense in having a Unit in attendance. For many years now, this has been compulsory.*

Why did you start doing this?  
*Couldn't afford to compete but wanted to be involved.*

How did you get involved in this?  
*After trackside marshalling, I joined the newly formed SMMC and was later asked if I was interested in starting rescue training.*

What is your favourite part of it?  
*An example is a recent drive back from Fort Augustus on a sunny summer evening after a safe event. Least favourite is wearing a double layer fireproof suit on a hot day.*

What is your most memorable experience doing this?

*Don't want memorable experiences. A good event means nobody has been hurt so I haven't had to do anything.*

How long do you think you will keep doing it?

*Will have to stop sometime but there are only about 20 licensed Rescue Crew in Scotland and few trackside marshals seem interested in starting rescue training.*

What training did you have to undertake to do this?

*Training standards set by the UK Motor Sports Association (MSA). Attend annual practical and medical training and must pass a practical assessment every three years.*

*Also need first aid certificate and knowledge of all the medical equipment carried in the rescue units.*

Where do you do it?

*Have been as far afield as the Channel Islands, but mostly in Scotland and north of England.*

How often do you do this?

*Event organisers book the rescue units. The SMMC has 60 bookings this year to be covered by our three units. I usually manage about 40 a year.*

Anything you'd like to add?

*The units carry hydraulic cutting gear, hand and electric tools and comprehensive medical equipment as required by the MSA. They are effectively a cross between a fire brigade emergency tender and an ambulance.*

*SMMC also has a Motorsport Radio Group whose members provide radio cover on rallies.*

# Membership renewal

[smmc.org.uk](http://smmc.org.uk)

The Club year started on 1 March and the annual membership fee of £15 was due then. The majority of members have set up standing orders with their bank and the payments are made automatically at this time. This is much appreciated by the Treasurer and Membership Secretary. Some however continue to pay by cheque or cash. We appreciate that for some people this is how they like to 'do business' but with a view to reducing the administration of the renewals and the associated costs, we encourage all members to use the standing order facility.

If you want, we can provide a standard form for submitting to your bank. Alternatively, please use the following details to set up a payment, either through your branch or electronically:

Payments should be made to:

Bank of Scotland, PO Box No 10, 38 St Andrew Square, Edinburgh EH2 2YR. Sort code 80-11-00

for the credit of:

Scottish Motorsport Marshals Club Ltd,  
Account Number 00637500.

Please quote your membership number and name as part of the reference.

Any membership not renewed by 1 June 2013 will be considered to have lapsed.

Should you have any questions about this process, please contact Catherine Headridge, Membership Secretary ([ceheadridge79@btinternet.com](mailto:ceheadridge79@btinternet.com) / 01506 848004) who will be pleased to help.

Over the past 18 months, changes have taken place on the SMMC web site. A new web designer and webmaster, Lock Horsburgh, who runs Lomond Hills IT, was appointed to shake the site up a bit and give it an improved look and functionality.

That has been delivered, if people's supportive reaction is anything to go by. Also, the site is being used pretty much for the first time by folk outwith the Club, to ask for help, to make membership enquiries, make bookings of rescue units or advise of events for which they need marshalling assistance, often at short notice. These enquiries are welcome and the e-mails are forwarded to those people in SMMC who are responsible for the different functions.

There is now much more for which the site can be used and we are able to introduce more as we take it forward. We intend to introduce a Members-only section, to have the ability to go online and advise us of any changes in your details, in time to have an online payments system and a real hope is that there can be a portal for Doctors and other medical professionals involved in the sport to share non-specific information, a function which we believe is lacking anywhere else.

Please think about any uses to which you would like to see the web site put – and *let us know*. Any e-mails can be sent to [rod@smmc.org.uk](mailto:rod@smmc.org.uk) and will be considered with a view to implementation.

We need to walk before we can run but equally, we don't want to pass up an opportunity to offer a feature which could be useful to Members and which we either haven't thought of or didn't know existed.

**MARSHALS POST** is the Club Magazine of **SCOTTISH MOTORSPORT MARSHALS CLUB**

(Registered Office: 5 Atholl Crescent, Edinburgh EH3 8EJ) Address for the Editor: [rod@smmc.org.uk](mailto:rod@smmc.org.uk)  
[www.smmc.org.uk](http://www.smmc.org.uk)

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