



**Motorsport
Safety Fund**

Helping
to keep
motorsport
safe

THE MARSHAL

INCORPORATING RESCUE & RESUSCITATION

Contacting the
Motorsport Safety Fund

emails re *The Marshal* to:
info@motorsportsafetyfund.com

To order DVDs or publications
plus all other correspondence
and donations:

Motorsport Safety Fund
PO Box 200
Sevenoaks
TN15 8WZ

DVDs and publications may
also be ordered online. Go to
www.motorsportsafetyfund.com

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The Marshal.

www.motorsportsafetyfund.com

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is a founding member of the
FIA Foundation for
the Automobile and Society.
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New films from the Fund

Two new films are now available for free downloading from the Fund's website. They are designed to address two concerns: spectator safety and what to do if you happen to be the first to arrive at an accident.

- **Stay safe**

This runs for only a couple of minutes and simply aims to alert motorsport spectators to the risks involved. It has a special section on rallies and it is hoped that some event organisers may be able to persuade local TV stations to carry it.

- **First on the scene**

This is just under 4 minutes long and gives basic advice if you happen to be the first on the scene of an accident - whether in motorsport or on the road. It is hoped it will help reassure potential marshals who may be deterred because of not being sure what to do.

Both films – in fact they are so short they should perhaps be called 'filmlets' – are available for downloading from the Fund's website.

No charge

There has been much critical comment in the media recently about the behaviour of some registered charities either in their fund-raising activities or in the salaries and expenses paid to executives. Just for the record, *nobody* involved with the Fund gets a salary and *nobody* claims any expenses. Every penny donated goes towards our films and publications and the Watkins Lecture. And if you hear a rattle while driving it will be the gearbox going not us shaking a donations tin.

WATKINS LECTURE 2016

The annual Watkins Lecture is to be given at Autosport International,
NEC Birmingham on Friday 15th January

The name of the speaker will be announced later on the Fund's website and in the media.

It will start promptly at 11.15 am (doors open at 11.00 am):

*Admission is **free** but by ticket only – there is an application form on **page 5**.*

Testing

In some countries marshals have to demonstrate that they can run a certain distance in a target time carrying, say, a fire extinguisher. Maybe the idea dates back to Roman times because according to 'The Dream of Rome' by Boris Johnson:

"These Romans were tough. They were trained with forced marches – 25-mile sprints that had to be accomplished in four hours, carrying packs weighing 66 pounds. ...and they were toughened up with swimming in freezing waters."

It is understood that the MSA has no plans to introduce such training practices in the UK.

Rescue!

John Jago, a Vice President of the Oxford Motor Club, has been a strong supporter of the Fund for many years and, being in printing, has played a major role in the design and layout of all our publications including the *Rescue Manual*. He made the local press recently because he was involved in a manual rescue of his own. He and his wife Jill were on their narrowboat on the Thames when a 23-year old lady had a seizure and ended up in the water. They heard her cry for help and managed to rescue her. A fine effort!

Dear Santa

Following overwhelming demand (well, we've had at least two emails) the Fund has obtained a further stock of its motorsport clipboards.

They have sealed-in information on the radio alphabet, flag signals, rally special stage signs, incident handling advice etc.

The clipboards have four clear A4 plastic pockets for such things as entry lists and marshalling instructions plus other smaller pockets. The spine has been enlarged on this new version so that the clipboards can be closed more easily with pens etc in place.

Finally, there is a small pull-up tag for hanging up the board or for those important occasions when you need to attach things with bits of string.

Postage is something of a pain with such items but we've managed to hold the price at £10 including postage and packing.



Donations

The Trustees are very grateful to

MSA	£10,000	Healey Drivers Club	£200
BRSCC	£2,110	CW Bourne	£150
Donations in memory of Jem Marsh	£1,379	Donations in memory of Jeff Goodliff	£125
Ilkley & District Motor Club	£500	Pulmolink	£125
Donations in memory of John White	£450	Abingdon Works Centre	
Lancashire & Cheshire Car Club	£250	of the MG Car Club	£50
Simon Flude (Jim Bamber books)	£213	Richard James	£40

Thanks also to those who round up amounts when purchasing publications or DVDs.

Feedback please

The Trustees would welcome views on two new items it has been suggested the Fund should make available:

- An armlight which can either operate as a torch or be set to flash to act as a warning light (see photograph).
- A First Aid kit. An accident is an accident whether on an event or the A34 but it would perhaps be possible to tailor contents with the sport in mind.

We haven't investigated pricing because we need a feel for likely numbers first but whatever they cost, that would be the price.

If you have any views, for or against, perhaps you could post them to the address on page 1 or email them to

enquiries@motorsportsafetyfund.com. Thanks.



Listen to marshals says triple Le Mans winner McNish

Three times Le Mans 24 Hour winner Allan McNish called for the views of marshals as well as drivers to be taken into account when motorsport's governing bodies develop new safety standards, when he delivered the annual Watkins Lecture.

Asked by James Allen who the future custodians of motorsport safety should be, McNish said: "I think we all have a part to play in it.

"Every driver has a part to play in it – they will naturally play more of a part the older they get, the more established they get, and also the more bumps they have had – and all of the marshals, bringing in some of their ideas, because they see it on the ground.

"Between all of us we need to have new thoughts and then I do believe it is down to the organising bodies to mandate it."

McNish said he believed drivers today thought more about safety than they had when he was young, but he criticised them for not giving each other and the circuits where they compete more respect.

"I don't think they treat other drivers with a heck of a lot of respect and they certainly don't treat the circuits

with respect because...it's easier as you have got so many run off areas," said McNish, who also called for modern F1 cars to be made more difficult to drive.

"I do think the modern Formula 1 car has too wide a window and I say that because if you take the Silverstone driver test last year, there were three or four rookies that just came out of a lower category, jumped straight in (to an F1 car) and they were all fast," he said.

"Now you can always get one special one...but I don't believe you can get three or four, just like that and therefore I do think that they (the cars) should be that little bit edgier to drive...more horsepower and a little bit more tricky, something that requires the driver to physically work as well, because now, physically, they are much, much easier than they used to be."

Club News

Association training

The Association of North Western Car Clubs is hosting a Rally Marshal Training Day, for those interested in becoming a marshal and for all grades of existing marshals looking to retain their grade or learn new skills, at Stockport College, on Saturday 30th January 2016.

The Association of Northern Car Clubs is hosting a Rally Marshal Training Day, with the same objectives, at Askham Bryan College, York, on Sunday 31st January 2016.

British Motorsport Marshals Club

Fixed venue marshals' training days are generally planned for January through March and the BMMC are at the centre of these. Their regional training officers are working with other clubs to plan training days around the country. Whether you are a trainee or an experienced Post Chief, Specialist, Kart or Speed Marshal there will be a training session tailored to your grade and experience. Details of all training days will be on the club's website in the near future and also on the MSA's marshals section.

The club encourages all marshals to attend a training day before the season restarts in 2016. Those seeking to upgrade need the signatures for the appropriate modules in the grading scheme and those who are maintaining their grades need to attend one training day every two years.

The club hopes you have taken advantage of the marshal's circuit representatives to pass on your comments and suggestions with regards to working conditions. BMMC is proud to co-ordinate the circuit reps and represent the marshals at the Association of British Motor Racing Clubs.

The AGM is at the Thistle Hotel Brands Hatch on 6 December.

Castle Combe Racing Club

Castle Combe Racing Club's Chief Marshal Richard Beard received a surprise phone call in early June from Mark Carter, Treasurer of the Caterham Graduates Racing Club, explaining that each year the club makes a donation to a circuit marshal's club and this year Castle Combe Racing Club has been chosen as recipients of a sizeable donation towards improving facilities for marshals.

Castle Combe was chosen because the Caterham racers witnessed the marshal's getting drenched when they visited the circuit for a particularly wet meeting, after which they thought some better protection would be appreciated! The Club will use this money towards improving the weather protection on the 14 marshal's posts around the circuit.

Furness & District MC

The club is running the Grizedale Stages Rally on 21 November. Entries are well up on last year but they need more marshals. If you are able to help email: dangdo75@gmail.com

North Humberside MC

The club are running the NHMC Cadwell Stages Rally and Junior rally on 15 November. Entries are strong as it is a round of several championships.

The club has had a good response from marshals but would welcome more. Contact the chief marshal for the event, John Newlove at john.newlove@btinternet.com if you can help.

Slaithwaite MC

Slaithwaite MC's Karen Spencer has won the EMAMC marshal of the year award for 2015.

Club News

Torbay MC

Torbay Motor Club thanked its volunteer marshals this season by awarding free entries to a motorsport related prize draw.

Volunteers who marshalled at any two events received two free entries to the draw; they also received an additional entry for every other TMC event at which they marshal during the season.

The prizes were:

- 1st: a gift certificate, valid for one year, for a Single Seat Racing Car Experience at Thruxton.
- 2nd: £100
- 3rd: £50

The prize winners will be announced at the end of the 2015 season.

Wigton MC

Earlier this year Wigton ran an historic rally training day where newcomers were taught about taking part in such events and also about organising and marshalling; during the practical side everyone had a go at marshalling and time keeping. The idea was to ensure that new members know that being a member involves both helping and taking part.

At the club's classic show which involves about 80 marshals, they give new marshals a WMC polo short.

On their main events they have a marshals' pack with things like a pen or clipboard, biscuits etc plus a lottery ticket. Marshals also get the same meal at the finish as competitors so they can all mix.

The marshals' championship has ten awards from a passenger ride in a WRC car through admission tickers to various motorsport events and shows.

Worksop & District MC

Worksop & District Motor Club have this year raised just over £1500 for Mission Motorsport, a charity to help disabled ex service men become racing drivers and rehabilitate through motorsport.

WDMC held a tombola at Retford Gala day with a stand and vehicle parade then a raffle at Goodwood Festival of Speed where they attend as marshals providing safety cover on the rally stage.

Click here to download ticket/s online!

To order by post send the form to:

Motorsport Safety Fund,
PO Box 200,
Sevenoaks,
TN15 8WZ

Please note that:

- No tickets will be sent unless an SAE is enclosed.
- Lecture tickets do not include admission to Autosport International.

Please send me ticket/s to the

Watkins Lecture 2016

at Autosport International at 11.15am on Friday 15th January 2016. Doors open at 11am.

Title Initials Name

Address

.....

..... Post Code.....

Marshals Registration number (if any).....

- A reminder that a German version of the Rally Safety film is available on the Fund's website.
- Two Fund publications, the First Aid Z leaflet and A Pocket Guide to Marshalling, have been mildly revised. The main updates to the Guide reflect changes in the flag regulations.

Quiz

1. Who was the first British driver to win a World Championship F1 race in the 1950s?
 2. Why was Sydney Allard's Monte Carlo Rally victory unique?
 3. Which was the first British-made F1 engine to win a World Championship F1 race?
 4. What was significant about the competition no. 722 on Stirling Moss's Mille Miglia-winning Mercedes-Benz in 1955?
 5. In what year was the Shelsley Walsh hill climb first held?
- See answers below.

Teenage numbers

Many club magazines carry laments about the difficulty of attracting younger members. Perhaps not surprising – a recent report from the Independent Transport Commission alongside the Office of Rail and Road towards different forms of transport showed that the proportion of 17 to 20-year-olds with driving licences has dipped from almost a half back in 1992 to only 31% today. Figures for the over-70s shows an opposite trend.

The research indicated that whereas oldies see a car as a key part of their lifestyle, youngsters are falling out of love with cars. They are deserting them because of taxi-sharing apps, better public transport in some areas and internet shopping. Plus of course horrendous quotes for car insurance.

Looking into the future, will driverless cars increase the trend? Will they really happen? And will they ever be used in motorsport? Questions we put to industry watcher *Paul Gilligan*:

I think the answer to both is yes. Driverless cars are being developed very quickly now, and I think will be a reality far sooner than many people think. Is this a bad thing? I'd say definitely not.

I'm guessing that most people reading this are like me and enjoy driving. But not I'd wager all of the time. I'm lucky enough to live on the edge of the Lake District, and on a summer's evening a hood down blast is a joy. However sitting in a jam on the M25 taking an hour to cover 10 miles holds no pleasure for anyone. Nowadays if possible I take the train for a long trip, but I'd be happy to have a similarly relaxing experience down the M6/M1 whilst an electronic brain chauffeured me. Meanwhile I could work, read, watch a movie, chat on the phone, actually USE that time sensibly.

AND by the way, driverless cars will be a lot safer. They won't get tired, have another glass of wine, get road rage, lose attention whilst talking on the phone, speed and so on. They will be more economical because the "driver" will choose the most efficient speeds and techniques, they will be able to follow other driverless cars very closely, effectively slipstreaming them, there will be no unnecessary aggressive acceleration or braking.

Why would driverless cars be used in motorsport? Simple, for publicity, the same reason every manufacturer who ever entered motor sport did it.

There will be different makes of driverless cars. Each manufacturer will want to prove theirs is the best. How better to do that than to beat the others round a race track? T'was ever thus. Given the old saying that competition improves the breed I've no doubt that driverless cars will develop much faster if they compete with each other. How marshals and the MSA Steward will cope if Driverless A is a touch more aggressive than is sensible when trying to overtake Driverless B is a problem others, not I, will have to solve!

**Why would driverless cars be used in motorsport?
Simple, for publicity,**

Quiz answers

1. Mike Hawthorn (Ferrari, French GP, 1953).
2. He is the only driver to win the Monte in a car of his own manufacture.
3. Coventry-Climax (Moss/Argentina/1958).
4. 07.22HR was its start time from Brescia.
5. 1905

MEDICAL MATTERS

FIA Institute Launches App for Motor Sport Medical Personnel



[Click here to download on iOS](#)

[Click here to download on Android](#)

The Medicine in Motor Sport app contains the latest regulations and guidelines alongside useful articles and videos.

The FIA Institute has produced a new application for mobile and tablet devices that will enable motor sport medical officials to keep up to date with the latest practices and guidelines in motor sport medicine and safety.

The Medicine in Motor Sport app, which is available for iOS and Android, offers analysis and advice on a broad range of topics from medical infrastructure at motor sport events to extrication techniques and advice on dealing with motor sport-specific injuries. It is made for practical use at motor sport events from karting to Formula One and presents safe, accepted approaches for the trackside treatment of motor sport trauma patients.

The app, which has been overseen by Formula One's medical rescue co-ordinator, Dr Ian Roberts, will initially launch with 10 chapters and will grow as further content is added and updated. Additional chapters will be added in collaboration with leading motor sport medical professionals worldwide.

The content in the app includes detailed medical guidance for all types of accidents and injuries, such as thoracic injury, abdominal trauma, head injury and spinal trauma. The information is divided in several segments and can be searched for by theme or topic. The app also includes a news section, which displays each edition of AUTO+Medical, the international journal of motor sport medicine. This and other sections will be updated regularly.

Professor Gerard Saillant, the President of the FIA Institute and FIA Medical Commission, said: "Medicine in Motor Sport is designed for the thousands of doctors, nurses, paramedics and rescue personnel working at circuits and on rallies every weekend. It will help them to stay updated and knowledgeable about the latest practices in motor sport medicine."

Dr Ian Roberts, the medical rescue co-ordinator for Formula One, said: "The app will be of great use to medical professionals working at motor sport events around the world as it is accessible and portable, which allows us to keep up-to-date with the latest research at our finger tips."

The Medicine in Motor Sport app can be downloaded free from the App Store on iOS devices and Google Play for Android users.

Background to the new app

The first edition of "Medicine in Motor Sport" was published by the FIA Institute several years ago in paper format. It was very well received and much of the content of that edition remains highly relevant. It was, however, considered that a second edition was long overdue. Rather than produce another paper document, it was decided to go for a readily updatable version in the form of an "App".

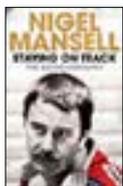
The App's content can be updated immediately anything changes, although of course Medical practice is evolution more often than it is revolution. This immediate update facility is more useful for regulation changes, technical upgrades or more importantly safety notices. In addition, individual authors have been tasked to maintain their area of work, and as more technical and regulatory information is added this too can be updated as it occurs. There is also the facility to "push" notifications to subscribers on updates and changes to topics of interest to them, or even to receive all of the notifications.

The initial release of the App has opened with 10 chapters. However, the overall plan is to grow this resource, with new chapters being added at regular intervals. This way the launch was not, as for a printed book, dependant upon all of the chapters being ready at once! Around thirty topics have already been agreed by the Editorial Board, with some having been assigned authors. The topics list is not exhaustive, and niche but relevant subjects will all be considered.

It must be remembered that this App is about Medicine as applied to motorsport; the aim is not to just recreate a medical textbook, but something more focussed on our area of interest. The content is therefore aimed at anyone involved in motorsport. It is, of course, primarily for members of the Medical Team but the chapters will be of interest to Marshals, Rescue crews and the general reader who wishes to understand some of the background to the medical interventions and the unique features of trackside medicine.

Books

Nigel Mansell: Staying on Track



by Nigel Mansell.
ISBN 978-1471150227
Published by Simon & Schuster UK, £20.

There is no shortage of Mansell biographies, but this is the first penned by 'Our Nige'. That said, it covers familiar ground: how he sold his house to fund an F3 drive; how he saved Lotus' Peter Collins from drowning and so on. On the flipside, he is reticent about discussing people with whom he had famously strained relationships in period.

Mansell is at his best describing life away from the track. While there are no great revelations here, you do put the book down believing him to be a thoroughly good bloke who is perhaps misunderstood still by the media, if not by race fans.

First Principles



by Norman Burr
ISBN 978-1-845845-28-5
Published by: Veloce Publishing, £35.

This is the official biography of Keith Duckworth, one of the greatest characters there has ever been in the sport. The book includes many of his down-to-earth comments which became known as Duckworthisms and which were collected and exchanged by enthusiasts almost like cigarette cards. Typical was "It is better to be uninformed than ill-informed".

Extensively researched, the book includes not just fascinating details of the man himself and his family but also the background to the growth of Cosworth and the technical details of the engines produced. The book includes many previously unpublished photographs. A great read.

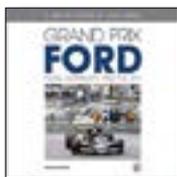
A Chequered Life: Graham Warner and the Chequered Flag



by Richard Heseltine.
ISBN: 978 184584 4134
Published by Veloce Publishing, £30.

Few motor sport insiders ever enjoyed such a long and diverse career as Graham Warner. The RAF pilot turned racing driver enjoyed success trackside, while simultaneously building up his Chequered Flag garage business in Chiswick. The author outlines how and why he became a manufacturer of racing cars before recounting his role as a talent spotter. Warner gave the likes of Graham Hill and Jim Clark seat time long before they became famous before turning his attention to rallying. The narrative also tackles his subsequent career as a restorer of historic aircraft. Warner led a life less ordinary, that's for sure.

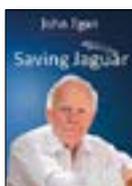
Grand Prix Ford – Ford, Cosworth and the DFV



By : Graham Robson.
ISBN : 978-1-845846-24-4
Published by : Veloce Publishing, £65. Limited edition of 1500.

Claimed to be a unique study of the engine, the people who designed it, those who supported it, and the cars which used it, this massive 272 page book relates the story of the extremely successful DFV F1 vee-8 engine. From 1967 to 1983 it ruled the roost, and few other power units could ever beat it. Every aspect is covered, most of it in glorious colour supplied from Ford's archive, and one long section describes, in detail, every F1 car which ever started a World Championship race using DFV power. Have you ever heard of the Kauhsen, the Coloni or the Onyx ? They're all there.

Saving Jaguar



by John Egan.
ISBN 978-1907085314
Published by Porter Press International, £24.95.

The title of this book is apposite. Egan was the right man at the right time to revive Jaguar during the 1980s when it appeared set for the embalming table. As you will learn from this 224-page hardback, he did deals with everyone from the British government to shop stewards and suppliers to halt the slide into oblivion and came out the other side.

Aside from the behind the scenes stories, the narrative also covers Jaguar's return to prominence trackside, first with Bob Tullius and then Tom Walkinshaw. The text given over to the latter is particularly intriguing. Recommended.

The Business of Motorsport

by Chris Aylett CEO of the Motorsport Industry Association

Although the world's press focuses on the world of Formula One and sees this as motorsport, we all know that this is just a small, very wealthy, part of our sport. The 400 companies that are in membership of the Motorsport Industry Association (MIA) sell their goods and services to an international audience, and so through them, I keep my eye on the true world of motorsport and I can report that, unlike the crazy world of Formula One, it is in very good shape.

I guess the overriding negative is whether the leaders in motorsport really know how to attract, entertain and hold on to paying audiences. They have become "bug eyed" by income from the TV and in many cases, have overlooked the powerful impact of attracting a paying audience. Can you imagine the impact that Wimbledon would have if there was no-one in the Grand Stands or the same applies to Wembley. Now take a look at most major motorsport events outside of the USA, and you will see a pretty sorry picture. Somehow or another the leaders of motorsport are going to have to realise that this is part of the sports entertainment world and they need to bring those fans back and attract new ones.

It is fascinating to see how Global Rallycross, in all its various forms, is doing exactly that – it's proven popular with audiences both live and on TV, and has almost immediately become an international success. What a journey from Lydden for such a simple series, but it's really flying now. As part of this resurgence in 'off-road' sport, we see rallying slowly returning in popularity in Europe and the USA, with some 'new' car brands showing interest in an increasingly exciting WRC. However, safety for spectators and competitors has become THE major, urgent issue to resolve and the governing bodies will need advice from experts to find a way forward.

In addition, Formula E has become enormously popular with a young audience who have simply never heard the bellow of a V8 or the chatter of a turbo, so they don't know what they are missing. To them a quiet, reasonably quick F1 lookalike, being driven by handsome young stars around their local park or town centre, is new motorsport, and they are not wrong. Since the first race, there have been many different forms of motorsport and we should welcome them all and move along with the times.

It seems that sportscar and GT racing has also caught the imagination of the world – it is booming in the USA alongside the ever-popular NASCAR series, and in most European countries, it is having the same effect. The crowds at Nurburgring and Le Mans as well as Daytona and Sebring, are truly staggering and this is good news for the UK business of motorsport who supply a large part of the field with engineering services and parts. At this year's Le Mans, every single gearbox was made in the UK, for example, and most of the parts from most of the engines came from the UK too - whatever national anthem is played at the end of the race!

Of course, we must celebrate our British World Champion, Lewis Hamilton, who is doing a great deal to bridge the gap between yesterday's motorsport and tomorrow's – he is certainly attracting young fans and bringing a great deal of attention to Mercedes, who thankfully still choose to invest heavily through Brackley in Northampton, in the UK motorsport business. They rely on suppliers throughout the UK to support their racing business which last year, spent well over £150m and employed nearly 800 people to win the World Championship. We are indeed lucky to have seven of the F1 teams based in the UK and they do so because this is the place that gives them the winning engineering solutions.

I am very optimistic for 2016 and beyond. I can see a growth in the use of hybrid engines for motorsport and a growing interest in electric racing, as well as off-road activity both in rallies and desert raids which will attract new TV and spectator audiences. Our sport has always been ever-changing and this has never been more true than at this present time. Who would bet on the ownership of Formula One remaining as it is for another five years, and when it changes, what next? I can't wait!

Rallycross an international success

Sportscar and GT racing has caught the imagination

Volunteers' survey

Analysis of the Volunteers' survey conducted via the last edition of **The Marshal** shows that:

- The average age of marshals continues to creep up. Ten years ago the average age of male marshals was 48.3, five years ago it was 53.4 and today it stands at 56.6. Figures for female marshals over the same years are 46.8, 43.8 and 50.1 years.
- The number of volunteers prepared to train over the internet has fallen, from 73.7% in 2009 to 42% today, although email is now the preferred way to receive information on volunteering at 36.6% with post second at 26.9%
- 34.4% of those completing the survey were members of the BMMC and 50% members of BARC/BRSCC/HSCC/750/MSVR and Silverstone marshalling organisations.
- As with previous surveys, **recognition** and **respect** were listed far higher as incentives than anything else. Only 1% listed 'formal payment' and never as their first priority. Several respondents commented that they might give up marshalling if payment was introduced.

1. Average age	Male 56.6 Female 50.1.
2. Number of years helping the sport	Male 26.1 Female 16.2
3. Number of events officiated at in 2014 Number of days this involved:	Male 15.4 Female 13.7 Male 23.9 Female 23
4. Compared with 2013 this was	More 11.5% Less 37.7% About the same 50.8%
5. In 2015 expect to do:	More 22.6% Less 10.3% About the same 67%
6. What limits the number of days spent marshalling?	Financial constraints were the key concerns mentioned, fairly closely followed by family and work commitments plus 'other interests'. Feeling undervalued, late finishes and small entry lists also made the top ten list of limiting factors.
7. Why specifically choose some clubs, locations or events?	In order of priority: travelling distance ("location is more important than the organising club"), respect (this word cropped up more than any other throughout the whole survey), treated well, appreciated, good briefings, get expenses. always get a lunch break. Among the clubs 750, BARC, BRSCC and HSCC received most good mentions with Knockhill most praised among the circuits.
8. Miles travelled on average per event:	124.
9. Incentives marshals should receive:	26.9% placed recognition in first place way ahead of anything else. Then came: guaranteed finish time, guaranteed lunch break, token payment, meal voucher, expenses ("valued by youngsters in particular" was one comment). Other comments in answer to the incentive question: Thanks go a long way. A bottle of water at signing-on is always welcome. Shortage of marshals can create further problems especially among younger marshals as standing alone all day seems a huge disincentive to them. Decent facilities for marshals staying overnight always appreciated eg showers/toilets accessible and working. Some events need to raise their game to prevent marshals becoming disillusioned eg signing-on at 23.00 for a stage that starts at 08.00 the next day. Too many events start with unrealistic timetables and when things go wrong it is the volunteers' rest times that suffer. It would be really nice if drivers actually acknowledged marshals with a wave.
10. Trained for the task(s) you undertake?	Yes 98% No 2%
11. Who provided the training?	MSA 45.5%, Club 39.7%, Circuit/championship 14.7%
12. Hours training per year?	12.
13. Consider this adequate?	90% said yes.

Volunteers' survey

14. How could training be improved?	A large majority (80.4%) left this section blank. Suggestions from the remaining 19.6% included: Spread training days throughout the year. Maybe a second 'refresher' midway through the year. Spectator control should be given more attention, including how to deal with problem spectators. "Hate the emphasis on man management training - mentoring/motivation. We are motorsport enthusiasts not management trainees." "No incident is the same so you learn from every one."
15. Prepared to train over the internet?	Yes 42% No 58%
16. What First Aid training have you received?	54% basic introduction to First Aid 14% no training 36% of training funded by motorsport organisation, 28% funded by employer and 18% by self.
17. Marshalled abroad?	No 74%, 12% have done so some six times.
18. Ever competed?	44% no 30% stage or road rallies 12% circuit racing or autotests.
19. Competed in 2014?	85% no.
20. How prefer to receive information on volunteering?	Email 36.5% Post 26.9% Via club magazine 23.6% Internet site 12.9%
21. Use to get information on motorsport?	In order of priority: Email 49% ,websites 36% followed by TenTenths, FaceBook, post, YouTube,apps.
22. How did you get involved?	Talking to a marshal 32.7% Via motor club 30.8% Via family 15.4% Others (including an ad in an event programme) 21.1 %
23. Member of a marshals' club?	BMMC 34.4% BARC/BRSCC/HSCC/750/MSVR/ Silverstone: 50% None 15.6%
24. On a club committee?	Yes 36% No 64%
25. Magazines read.	Motorsport News 23.5% None. 23.5% "Too expensive. Get it all online". Autosport 13.2% Motor Sport 13.2% MSA News 8.8% Others 29.7%
26. Likes:	The people, respect, being thanked, plenty of notice of events, covered signing-on area, food provided.
Dislikes:	Being undervalued, poor facilities, poor grids/dull racing, late finishes, pompous nose-in-the-air officials. Officials reluctant to take action against certain 'star' drivers. The weather : "Can't light my pipe which is a patented Scottish anti-midge machine."
27. Other activities.	None 21% Family 17% Community/charity 17%, followed by travel, walking, other sports, gardening etc.
28. How do you prioritise?	Family first then finance and quality of events.

THANK YOU again to all those who helped with the survey. As promised, personal details have not been passed on to any other parties and all entries have now been deleted or shredded

Other points from the Volunteers' survey

The following comments reflect the views of other respondents to the survey.

- The questionnaire seems to be directed at bigger events. (Guilty – we used the same questions as five and ten years ago for comparison purposes.)
- We are asked to submit attendance list early in the year but are only advised 7 to 10 days prior to an event. More notice would be appreciated.
- Dislike officials with inflated sense of importance - usually worst at their duties. And the pompous attitude of some team managers who shout and swear at marshals.
- Often changes to circuits to improve drivers' safety are to the detriment of marshals' safety (large run-offs, fencing without gaps, multiple layer tyres walls).
- Too many meetings scheduled for the same weekend in the same part of the country, thereby drawing on the same marshalling pool.
- The period of time marshals are expected to be in stage is too long.
- Being female can often lead to being thought of as second class and can't do the job. We are not respected.
- Attitude of some competitors could be better. They tend to forget we do it for free!
- Single-manned posts on circuits can be a problem. Sometimes it might be better to run some double-manned and some vacant rather than have single-manned posts as this leads to even more disillusion especially among younger marshals as standing along all day can be a huge disincentive for them.
- Make all drivers do at least one day a year marshalling. Two days would be even better.
- Put more weekends in the year!
- Too many clubs exploit and undervalue their volunteers. Too many circuits provide no or poor facilities for marshals - unlike their foreign counterparts. Too little thought is given to marshals' posts and marshals are never consulted about necessary improvements. Safety is increasingly compromised by low numbers and lack of expertise. Too many meetings are run on a wing and a prayer and too often competitors get away with dangerous behaviour.

Colour change

Although banned in major league motorsport, methanol is still used as a fuel by a number of historic cars in circuit racing and hill climbs in the UK. It's increased cooling properties over gasoline allow higher compression ratios. One disadvantage of the fuel is that it burns without a visible flame, hence the orange identifying disc required under MSA rules to indicate cars using the fuel.

The 500 Owners Association introduced a new rule this year stating when using methanol the fuel additive Alky must be used.

The reason is safety – it changes the colour of flame tips from invisible to yellow in the event of a fuel fire.

Out of interest, methanol is also used in top level tractor pulling and speedway.

For the record...

Although it seems a long time since the presentation of an engraved Silver Pewter Salver and £250 at the MSA Night of Champions in January 2015, the *JLT MSA Volunteer of the Year* for 2014 was **Richard Ashton** of Calder Rescue, who was recognised for his sterling efforts in the field of motor sport Rescue. Also receiving a prize cheque and an MSA Flag trophy was Oxford Motor Club's Karen Kearns, winner of the Marshal category.

A number of other volunteers were Highly Commended for their efforts:

Steward/Clark: **Alan Bolton** from Northern Ireland and **Roger Fisher** from Cumbria.

Technical Official: **Gary Nicholls** and **Tony Michael** from Essex.

Medical/Rescue/ Recovery: **Ian Culbert** from Northern Ireland.

Also: **Colin Anderson**, from Devon, and **Steve** and **Julie Hill** from Northumberland.

Lynne Kendall, the 2013 JLT MSA Volunteer of the Year was named the *FIA Best Marshal for 2014*, becoming the third British winner of this award in four years.

News from the MSA



Rescue panel review training regimes

Many of the rescue fraternity have been involved in motorsport rescue for many years and will thus remember the days of the bi-annual assessment when the rally units typically congregated at places such as Clumber Park with all the units going through an assessment over the weekend. On alternative years the race units would meet at such as Donington Park Circuit and go through the same process. Since then rally units and race units have been “merged” so that we now have motorsport rescue units and the training and assessment arrangements changed with the principle of combining the assessment with training. These sessions have been run on much more of a localised basis which has taken away the need for units to travel from far and wide to attend what had become somewhat of a “jamboree”.

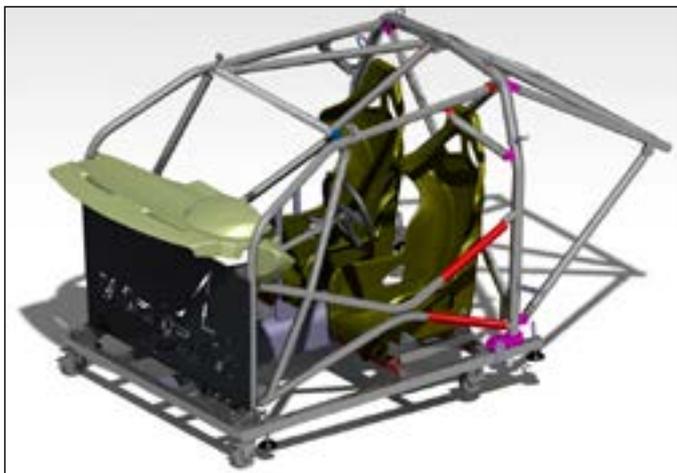
Life is ever developing and rescue is no different. Think back to the early days and most units would reckon to have the cutting gear out and working at just about every meeting whereas now dealing with removal of an injured competitor is more a case of “passive extrication” rather than cutting vehicles apart in order to get them away for treatment. Generally speaking driver/passenger compartments are much less liable to be seriously intruded and vehicle structures although a little deformed are less likely to fold up as was once the case.

Whatever the activity regular review of the activity, the risks, the training needs, etc. is a prudent principle to follow and this is just what the Rescue Panel have been doing. Over the last few years there have been issues with the time period of licences between assessments and there has not been the same level integration between training and assessment as was anticipated. The Panel considered going back to the “old system” but decided such was not the way to go forward.

For many years a number of MSA officials have had a requirement to attend two out three annual training seminars in order to maintain their licence so the Panel has decided to take this principle and apply it to RESCUE crew. Thus the basic scenario is that each year there will be four training seminars held at different locations in the UK and these will not necessarily be the same each year. To illustrate in year one there may be sessions at Thruxton, Donington, Knockhill and Kirkistown and for year two it may be Brands Hatch, Shelsley Walsh, Croft and Kirkistown. By moving the venues around a little it means that the same crews have not got the longest journey. Each seminar will comprise of a “classroom” session and then practical assessments.

Traditional assessments have used scrap cars, sourcing these has become somewhat more difficult of late. The FIA have recognised this and produced a training unit which mimics a competition saloon car which is provided with sacrificial sections of tube so that crews can cut tubes in order to simulate cutting ROPS tubes in order to extricate the competitor. Assessment finished appropriate tubes are replaced and the unit is ready for the next assessment.

Thanks to the FIA the MSA has a Formula One training unit which is located at Silverstone Circuit. It is not the most transportable of units by virtue of its size and it will always be required to be at Silverstone Circuit for the British grand Prix so the unit is to be permanently located there. By arrangement it will be available for training sessions. To enable single seat rescue training elsewhere in the country the MSA is



The closed cockpit training rig developed by the FIA Institute

News from the MSA



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commissioning a more transportable unit, essentially a single seater “tub” which we anticipate will be transportable in a reasonable size estate car.

It will take 2016 to get everything in place for this change so for 2016 existing arrangements will continue until otherwise advised. The Panel are researching the use of training facilities used by such as fire brigades for the “classroom” sessions so there are some interesting developments in this area.



The FIA Institute extrication training rig which is at Silverstone and used by extrication crews who are to be on duty at the Grand Prix.

This takes care of RESCUE but what about RECOVERY? Much of vehicle recovery involves winching operations and there is an inherent risk in any winching operation. Common sense is clear that if you have a tow line, be it cable, rope or whatever under significant tension something may be break and a line that breaks under tension can writhe around and inflict significant injury on any personnel in the vicinity. To manage this risk means making sure that that the equipment is up to standard and then making sure that those using the equipment are adequately and appropriately trained and apply that training to the job in hand. Current thinking is for recovery trainees to go through one of the commercial vehicle recovery courses that deal

with the basic techniques. Thereafter training sessions will take that basic training and apply it to motor sport use. As a principle the Recovery crew will again run the same licence requirement of attend two training/assessment sessions in any three years to maintain a licence. The system needed to follow this principle is still being thought through and developed so more news in the New Year.

On track marshalling

We have been reminded over recent months that a powerful enemy of effective risk management is complacency. It does not matter whether we have many years of experience or are a new recruit and it matters not whether you are an observer, flag marshal, incident marshal, at a race meeting, a kart meeting, a hill climb, a sprint or whatever, complacency can hurt! Any moving vehicle has the ability, if it goes off course, of inflicting serious injury. The academics and engineers amongst us will recognise that “half $m v^2$ squared” always applies. Any moving body carries energy and for the motion of that body to cease that level of energy has to be dissipated. Mass (m) is significant but the velocity (v) squares up so has greater significance. Doubling the weight of a moving object doubles the energy that needs to be dissipated in order for that object to come to rest. Double the speed and the energy value increases hugely. Many may think “it’s only a kart” but a kart carries significant energy and if that is dissipated by impacting YOU it is going to hurt! Always use the protection of barriers provided or if on such as stage rallies the natural barriers. If you go trackside to deal with an incident, no matter what the event, always check that any circulating traffic is being controlled by such as the display of appropriate signals, that you always keep watch on approaching vehicles and at all times are fully aware of what is going on around you.

What is needed post incident?

A simple question but as is often the case the answer is possibly more complex than may first be anticipated. In the immediate aftermath of an incident the care and treatment of any injured persons, be they competitors or otherwise, correctly takes priority. Thereafter much depends on the seriousness of the incident although for all incidents there is the need to establish whether it is an incident that requires in depth investigation or not. When the police attend such as a serious road traffic collision they

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put a lot of effort into “preserving the scene” for it is the detail of the evidence at the scene which counts hugely in determining what happened.

The MSA fully investigates incidents that result in life changing injury and does so in order to establish as far as is possible exactly what happened and whether there is anything to be learned that can be applied to minimise the possibility of such an incident occurring in the future. It is basic risk management. Sketch plans to show the approximate position of cars, people debris etc. always help, images always help. Having contact details for those that witnessed the incident is essential and if the witnesses can write a brief account of what they saw as soon after the incident as possible then it generally provides the most accurate account. Thus if you are in attendance at a significant incident please try and avoid destroying evidence and once the casualties are away from the site assist the clerk of course and MSA Steward to gather evidence.

Officials Personal Accident Benefit Scheme enhanced.

The MSA regularly reviews the insurance package that is an integral part of the MSA governance of motorsport activities, a process that is currently underway so as to ensure that the benefits payable are appropriate. Thus for 2016 there will be enhancement and adjustment within the MSA Officials Personal Accident Benefit scheme. We all hope that we never have cause to benefit from this scheme but equally there will be a few persons who will be grateful that there is such a scheme.

Keeping up to date with modern techniques

It can be said that you can find out anything through the internet and there is no doubt that there is a huge amount of information there but always remember that not all of it is correct. One source of information that is followed by many who are interested in rescue is to be found at: <http://blog.holmatro.com/blogs/108-the-outstanding-role-of-the-volunteer-in-vehicle-rescue.html>.

Rescue Panel

The Rescue Panel considers all things to do with rescue and recovery working with the Medical Advisory Panel on the medical aspects and drawing on its own and external resources for the mechanical side of things. If you have anything that you would like the Panel to look at, suggestions you'd like to make, etc. then please drop a note to technical@msauk.org.

Vehicles and Equipment.

The winter months are generally a little quieter for most, although there are still a few events going on for no matter when there is always some sort of motorsport going on somewhere. It is however a good time to go through units and equipment to make sure all is as it should be. MSA Stewards are pretty good at casting an eye over units, they may not be experts in rescue and recovery but with the experience they have in motorsport with a little bit of common sense they can soon work out if the unit and crew are up to scratch. We are aware that a couple of units have updated vehicles, always good to see but please make sure you liaise with the MSA so that the records and registration gets suitably updated.

Theft

Be aware that in some areas of the country there have been thefts of Nitrous Oxide, mainly from hospitals. Whatever kit you have it is wise to make sure it is adequately secured so as to minimise the possibility of loss through theft. We are aware of hydraulic cutting gear being stolen, not necessarily for the thieves to sell on but to use in the theft of cable and similar materials.

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Fold down to the size of a credit card. All 'Z' leaflets are £1 incl P&P.

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Marshalling Z

Basic information on all aspects of marshalling.



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£1 each incl. P&P.



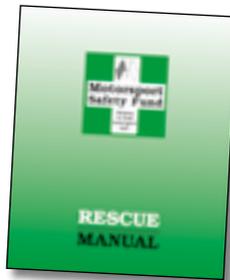
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Rescue Manual

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- Motorsport Marshalling
- It Could Happen To You! Advice on personal preparation and equipment to help newcomers take up motorsport in safety.
- Motorsport Rescue A guide to equipment and how to use it to extricate drivers from crashed cars and how to work with medical personnel while doing so.
- Motorsport Firefighting

Flag Marshalling

Motorsport Vehicle Recovery

A guide to recovering crashed or broken-down vehicles without damage to people or cars.

Medical Support for Motorsport

Produced by the FIA Institute for Motor Sport Safety, to encourage more medical personnel to assist at events.



The DVDs are £10 each including postage & packing.

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Flag Marshalling		£10	
Motorsport Vehicle Recovery DVD		£10	
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