



## **Lancashire Automobile Club**

### **A Century of Service to Motoring 1902 – 2002**

#### **107th Annual General Meeting**

**Wednesday 11<sup>th</sup> February 2009, 20:00 hours**  
**at**  
**Whalley Golf Club, Portfield Lane, Whalley**

#### **Honorary Secretary's Report** **for the year March 2008 – Feb 2009**

My fourth official tenure as holder of the Office of Honorary Secretary commences with this report which details the events of the previous 12 months – from Feb 2008 to Feb 2009. As ever, it has been a busy and eventful year and I will attempt to capture the most noteworthy in the pages that follow.

My report starts where the previous one finished, here at Whalley Golf Club for the **2008 AGM**. The business was conducted in a brisk but formal manner (as one would expect) and was chaired by Eric (Ted) Heath. It was proposed and agreed that subscriptions would not be increased (as detailed in the minutes) and Stephen Proctor, Hon Treasurer, outlined his reasons for such. This (2008) evening concluded with an informal quiz, hosted and drawn up by Jim Hindle.

On **Saturday 16<sup>th</sup> Feb 2008** the club joined forces with other motorsport enthusiasts to assist with the **North West Stages Rally**. The LAC has been asked to staff with marshals for the stages at Clifton Marshes, Lytham Hall and Driving Standards Observers - which the LAC provided, touring parts of the route and reporting any unacceptable behaviour by competitors. The very presence of these observers has a calming effect and was recognised by the organisers and general public. The contributions of Mel and Mark Whitaker, David Bell and Brian Haslam and not least Alwyn and Margaret Davis to this cause enhanced the Clubs reputation in this area. This event has become a prominent fixture in the rally calendar and provides drivers and co-drivers alike with an opportunity to test themselves on a number of challenging but enjoyable courses.

A number of club marshals gathered at Clifton Marsh, Preston, under the Jurisdiction of Chris Lee. Money was raised for the event charity – Marie Currie- with a donation to a designated local charity (as United Utilities had provided the Clifton Marsh wastewater treatment works venue for free)..

On the **20<sup>th</sup> April 2008**, we were treated to the Traditional Club season opener – always known as the New Year Rally, but this time “The St Georges Day Rally” Run as part of a National Day of the Federation of British Historic Vehicle Clubs (of which LAC is a Member) ‘Drive It’ day campaign, we turned out 72 cars and their teams on a beautiful Lancashire Spring Day with sun and blue skies all day; starting at our ‘home’ – the Black Bull at Old Langho, after teas, coffees and great bacon butties, all cars sporting Union jacks, the entourage set off to visit 16 of Lancashire’s Hill

Country / AONB Villages throughout the Ribble Valley, ending up at the famous old coaching inn Ye Moorcock Inne on Waddington / Slaidburn Fell. See you 26<sup>th</sup> April 2009 — same times, new place – the Mitton Hall starts the event, finish at the Moorcock Inn Slaidburn.

By mid May, and hard on the heels of the St Georges, we had the second road event on the club calendar. More serious stuff this - **The Fellsman Rally** is a great way to commence the real motorsport year. A navigational route through some spectacular north west scenery, a lunch halt and return to the Waddington Arms for a well earned drink and chat.

The weather was much better than 2007 as well - and added to a very enjoyable day's motoring for those who managed the route Thanks to Mike Raven, John Hartley and Owen Drew for the work done behind the scenes and to ALL the marshals who assisted on the day.

The month of June brought to the roads of Lancashire, the longest running event in the club calendar. **The Manchester to Blackpool** entered its 46<sup>th</sup> annual running again with one or two more changes on last years event – incepted by Martin Wylie, Nigel Whitaker and Chris Lee. We repeated the option of being able to choose part of the routes on offer and Martin put together a route book that allowed the competitors to do just that. The event concluded at last year's location, the Arnold School, at which the event cars formed an attraction as part of the school community day.

Guest of honour was The Worshipful the Mayor of Blackpool. Thanks go to the Clerks of the Course, Eric Heath assisted by Martin Wylie and Chris Lee as Deputy CoC, the Start - Alwyn & Margaret Davis to the Finish and Controls organising teams, Nigel Whitaker, son Mark and Mel, his wife (course car) Dennis Walton (course car) and staff of the Arnold School. *And* our Mike Chadwick of Blackpool BC. But especially to the trusty marshals – who make it all possible – thank you from Ted & Chris

Plans for this year's event are already well in hand if not all complete under the Clerk of the Course, Martin J Wylie, and Chris Lee, Deputy CofC and RouteMaster; Regs out now – see the website (below)

The 16<sup>th</sup> running of the **Coast to Coast to Coast Classic Tour**, was yet again, fantastic. The weather was brilliant throughout - the scenery (for those able to legally take their eyes off the road) was a sight for sore eyes and the hospitality food and accommodation extremely satisfying, particularly lunch and the finish venue – east Ayton Lodge, Scarborough.

If anyone is thinking about entering this year's Coast to Coast tour, I would suggest they make contact quickly as any places still available will be snapped up – guaranteed!

If speed is your thing, the first Sunday in **August 3<sup>rd</sup>** is probably underlined in your diary. The great and the good from all over the country – from Scotland and as far south as Devon – travel to the **Three Sisters Race Circuit** to take part in the annual **National B 2-lapper**.

The LAC is the only club to put on such an event at this circuit and the entry list suggests that the drivers enjoy their day with us. We again co-promoted the event with Chester Motor Club and the combined team functioned well with the joint Clerks of Course, David Bell and Bob Chesters, producing a seamless and efficiently run event. I would like to say thanks to all who support this event, be it drivers, mechanics, marshals and club officials, without whom this Sunday in August would be just that – a Sunday in August.

2009 will again hold a joint event with our neighbours, colleagues and friends from Chester Motor Club, we have secured the entire weekend so will be running a two lap sprint on the Saturday followed by a single lap event on the Sunday.

Next came the fabulous **Highland 3 Day Classic Car Rally** – and rally it was, but 4 days it was also – as Mike Raven and Team added a ‘Day 0’ to get you in the mood for what was to come. A fantastic event, the product of many many miles and more many many hours of pre-planning, routing, re-routing and arrangements; of administration and more planning; Mike – you are a Master at your Craft – we will be there in September 2007 to see what you can do to us next ! Thanks to all concerned – Mrs Cath Raven, your Marshals John Wadsworth, Chris & Jan Lee etc

This was followed by the fourth annual running of **Lombard RAC Revival Rally**. The LAC’s participated and thanks, as ever go to the marshals who turned out to support the event .

We then had a stint on the **Rally of the Tests** (the original type of event that started the RAC Rally of Great Britain – in 1932 – the LAC was there running the Start / Finish at Blackpool) – with Mike Wood, Dennis Walton Brian Haslam & David Bell marshalling a various controls.

The 2007 season drew to a traditional close with our attendance on the **Wales Rally GB**; returning back to its last event of the WRC season with a end November / early December date in the calendar.

David Bell commenced the organisation on behalf of the Club and Martin Wylie took over to set the 15 officials and marshals in place. LAC members and others attended Thursday for the shakedown, Friday, Saturday and Sunday stages, and some good but cold weather, all went according to plan till the last stage on the last day – Sunday at Port Talbot; crowd trouble ensued, and Chris Lee has appended his report in full; the after event de brief covered this well and the organisers have taken on board the LAC recommendations to be included in 2009 Safety and Organisers Plan. We still had one of the Assistant Clerks of the Course of WRGB, Sue Sanders-Peppitt, sendthanks and appreciation to our team for a good job well done

Thanks to all the Marshals who worked for the Club and who turned out again this year

The conclusion to twelve months of activities was rounded off the last Saturday evening at the **Annual Dinner Dance** and prize presentation evening.

The event, as ever, was organised, arranged and facilitated by Carolyn and Anthony Taylor. The venue was the Moorcock Inn Waddington. Those attending were impressed with the surroundings, the meal and the atmosphere generated by a large gathering. All had a super party and good dancing and conversations

As ever, the club rewards those individuals who practice the art of motorsport together with those who organise and enable the events to run.

## **Awards Presentation : -**

### **Speed Championship**

This year we took in all events at Three Sisters and Anglesey giving 13 rounds in all. With the best 5 rounds to count for the championship. Many thanks to Chester Motor Club for their commitment to our joint event at 3 Sisters and organizing an excellent event at Anglesey.

In reverse order

**3<sup>rd</sup> -Eve Whitehead - A Trophy and cheque for £25**

Slow start to the year as the car went through it's development stage but as reliability improved so did Eve's performances. Of particular note was her run at our 3 Sisters where she took out Craig Powers car and went for FTD. Narrowly beaten for FTD she did pip Craig to take the class.

**2<sup>nd</sup> – Craig Powers – A Trophy and cheque for £50**

Really getting to grips with the OMS 2000M with some truly outstanding performances in a very competitive class. Frequently in contention for FTD. Gave our eventual winner a close run right up to the final round.

**1<sup>st</sup> – Derek Martlew – The Mylcreest Trophy and replica plus a cheque for £100**

Consistent top runner in class all year. Frequently took class honours. His Formula Ford was outclassed by some newer machinery but he kept the pressure on all season to pip Craig by 4.5 points.

**Wood Trophy – Bernard Jones**

This is our award for the classic rally brigade. Bernard is always there a regular entrant on all LAC classic events. He drove an immaculate (up to the Highland 3 Day) Austin Healey 3000. Least said about that the better, Suffice to say his navigator was considered for the MSA 'doing something dangerous award!

Not only on LAC events Bernard has also been out on Austin Healey Club events taking the big Healey to Scandinavia during 2008.

Talking of overseas Anthony Taylor deserves particular mention. He flew to the States to prepare an historic Can Am racing car. The owner couldn't find time to transport it up to the race, in Canada, so Anthony and son Rick undertook the arduous task of trailering the car from Boston area up to the Mosport Can Am Thunder Event at Toronto. Once there the owner rang again and apologized that he could not make the meeting. Would Anthony care to drive in his absence? I think you know the answer to that.

**Attwater Trophy – David Bell**

For Lifetime Services to the Club, David is General Secretary, organizer, marshal official and represents the club, and motorists interest with the RAC Foundation. David has lead the club from the front for many years and this trophy is in recognition of many years sterling work.

**MSA Trophy for doing something dangerous David Bell and Chris Lee**

This year the club attended the World Rally GB in deepest darkest Wales. As well as doing shakedown and six stage starts the team led by David Bell also marshaled a major spectator point at Port Talbot on the last day. Things turned nasty with some elements of a crowd of over 2000 trying to get onto the stage. 12 marshals had the task of keeping the stage clear. bottles and punches were thrown but the team managed to keep the track clear. David was narrowly missed by a bottle and Chris was punched and pushed by some unruly members of the crowd.

**Peter Collins Trophy – The clubs top award - Mike Wood**

It's not what you do it's the way you do it!

Competitor, organizers helper and sage

Competed for since the 1950's at all levels of motor sport including Works Drives

Organised events both social and competitive. He organised the early coast to coast classic events and is the main instigator of the Sportsmans Lunch at the Stirk House.

TV personality – well he was one of the few British competitors at the top level for a time.

He was a competitor on the first event I (CDL) marshaled on 41 years ago

Mike wood responded:

Obviously I was delighted to receive the Peter Collins Trophy, I had always wanted my name on it, but it seems that many years ago I must have said that I didn't want it to Chris Lee. I can only think that it must have been at a time when I thought the Club had already given me too much anyway.

Regarding what I said on Saturday, I was referring to the very first rally that John Waddington and I won together which was an annual event run by Leeds University Motor Club called their Night Navigation Rally. By chance I was looking through my albums last week and I noticed that it had been held 5th February 1955, which made it exactly 54 years to the exact weekend and night of our Dinner Dance. I also referred to the following weekend in 1955 when John and I won a much bigger event, the Yorkshire Rally, back to back wins then. I still have the reports on both those events and I commented on Saturday night that the report said that there had been heavy snow and blizzards throughout the event, I was in fact mocking the present day weather reports we had been having all last week and cars being stuck everywhere.

John and I won both the events in a Ford Anglia 100E, with a 1172cc side valve engine, 3 speed gear box and windscreen wipers that ran on air compression from the engine and subsequently got slower and slower when ascending hills of any size. The tyres in those days were not much bigger than cycle tyres and with not much tread, Weathermasters had not been invented at that time. I remember when we got to Sutton Bank in the middle of the night we could not get to the top because our tyres wouldn't cope with the snow. We managed to turn round and returned to the bottom and fitted strap-on leather type chains, I think 3 per wheel on the back wheels, John doing one wheel and me the other, my hands have never ever been as cold. We kept those 'chains' on for many, many miles because there was lots of snow and hills in North Yorkshire. This was a 500 miles event starting at approx 9.00pm on the Friday night and finishing approx 4.00 pm on the Saturday afternoon. The whole event was run at 30mph+ and John and plus the faithful Anglia were the only car and crew to visit every control, subsequently we won the event comfortably.

On Saturday night I said that I had waited 54 years to get my hands on the Peter Collins Trophy. Obviously this couldn't have happened as we did not possess and present the trophy until 1976. I have only therefore had to wait 33 years to get my hands on it!!!

**Bernard Jones** continued as **Editor** to the Club newsletter, "**All Torque**". He has settled well in to his new position over the last 4 years. The newsletter is a vital part of the club. The committee is delighted that Bernard agreed to take up the post and we are pleased to express the Club's appreciation for the 2008 editions - all arriving on time at our homes and eagerly awaited. The magazine running in A5 with more colour is top class – we always look forward to it; thanks again Bernard

**2009** promises to be another successful, but challenging, year. The club, through its links with and membership of the **RAC Foundation**, is working to ensure that the voice of motorsport and its associated business is listened to and acknowledged. It is only through a club such as ours that future motorsport champions are able to gain experience and learn their trade. As members, we all have a part to play.

At this juncture, I should also like to highlight the work done by two valiant club members. Firstly, **Owen Drew**, ( [owen@drew-family.wanadoo.co.uk](mailto:owen@drew-family.wanadoo.co.uk) ) who is our WebMaster of [www.lancsautoclub.com](http://www.lancsautoclub.com) . It is one of the best motor club websites on the net; try them, see what I mean; Owen (assisted by Mike Raven) does this for us in a most professional manner and we are deeply indebted to you Owen; the grateful thanks of all the Directors, Officers and Committee and the Club Members of the LAC are extended to you – as well as the general surfer and browser who will have come to us through the site information. Thank You Owen...

However dear member, this does not spring to life all on its own; it comes from information passed to Owen from many sources; you are one of them, so any reports, information, pictures, articles, club history, copy of old magazines, club bulletins; cartoons, quizzes, history, sepia photos etc etc - please send to Owen on the above email address

Secondly, we express our thanks to **Peter Stanfield** – our second webmaster, this time of the Great Manchester to Blackpool Run website - go to the club site, <http://www.lancsautoclub.co.uk> take the link top right to GM2B; Peter's email is [info@ite.eu.com](mailto:info@ite.eu.com) Please send him your car information, part event jottings, escapades, adventures, stories, photos etc. (strange how both these chaps have FY locations – must be something in the air ! )

To end my report, having now held this post for 4 years, you may recall I originally said I would take it on for 6 months! well Martin Wylie has ably become Minutes/Agenda/ General Secretary for the Executive Committee, and Alwyn Davis has still signified his assent to nod to any worthwhile job asked of him, so I am now able and going to be the Office Bearer until a willing volunteer or successor will take over. I have often felt 4– 5 years is a sufficient time to spend doing such work and it gives others a chance to step in, particularly the younger members and put their personality stamp on the pages of this great club's history. I will again thank the **Club General Secretary, Martin J Wylie** for his help and assistance to me this last 4 years, and particularly in the production of all the official paperwork for this **AGM** ( And , of course, Alwyn Davis yet again - for printing the high quality 30 copies). Thank you both.

In closing, I should like to thank all members of the club for their dedication and support. I wish to express my sincere thanks and gratitude to my fellow committee members for their assistance and encouragement during the past year, to wish you all a super year's motorsport and to thank you all for taking the time to attend this evenings meeting.

**David W G Bell, F.I.M.L.I.,**  
**Director, Vice President & Honorary Secretary**  
**Lancashire Automobile Club**

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**10<sup>th</sup> February 2009**



Est 1902

## Appendix 1 to AGM 2009

### Wales Rally GB 2008 Lancashire Automobile Club

#### Report

##### Introduction

This year the LAC supplied marshals to the following Stages

Thursday	3 <sup>rd</sup> December	Shakedown	
Friday	4 <sup>th</sup> December	Stages SS 2/5	Sweet Lamb
Saturday	5 <sup>th</sup> December	Stages SS 9/12	Resolven
Sunday	6 <sup>th</sup> December	Stages SS17/19	Port Talbot

Representing the LAC was David Bell as senior official and Martin Wylie who acted as coordinator for the first time.

In general organization prior to the event went well with only minor glitches encountered with the new on line MSA Marshals registration system. It was pleasing to note that Stage Commanders were specifically requesting the LAC's presence. This reflects well on the clubs standing and perceived capabilities.

The organizing team was supported by both regular and new marshals ranging between five at Shakedown and twelve at Resolven.

This report has been prepared at the request of the Club's General Secretary for presentation at the Annual General Meeting.

#### Individual stages

##### Shakedown

The LAC team assisted with stage arrival and stage start until 1300 hrs thereafter we ran it on our own Marshalling team five.

This was well organized and gave the team chance to practice use of the clocks and start procedure prior to the competitive stages on the event.

##### Sweet Lamb

The LAC team ran the arrival control and stage start.

Marshalling team eight

The team was divided into 3 at arrival and five on start line. The arrival team was assisted by two marshals from other clubs at ATC.

Severe weather conditions prior to the event had led to the cancellation of the previous stage, Hafren, and a shortening of Sweet Lamb. The stage start was moved into the stage to avoid a frozen section of track overlaid with snow. The resulted in a very congested start area but this was overcome and the ATC/Start ran well.

The start area was being observed by a member of the Polish team who will be organizing a round of the championship next year.

One issue was that half way through SS2 there was a break in the flow of competitors. After this break competitors started arriving in groups. None of them were prepared for the stage as 'someone' at the end of Hafren was informing them that Sweet Lamb was cancelled and non competitive. This was overcome by sending a marshal down the track to stop and tell the competitors that the stage was

indeed live and to prepare for the stage. This gave them chance to check their times and get on helmets etc.

On the second run through, SS5 a number of non competitive vehicles arrived at the ATC. On investigation these were marshals from Hafren who had been told to stand down prior to the second non competitive run through. It was considered too dangerous to send these vehicles against rally traffic.

Restricted parking meant there was a danger the track could be blocked but with the help of these marshals it was possible to maintain a passage for competitive cars.

### **Resolven**

The LAC team ran arrival control, start line, flying and stop finish.

Marshalling team twelve.

The team was divided into three at ATC, two at start, two at flying finish, four at stop finish. The start team was assisted by two marshals from other clubs.

The stage was as well organized, as usual, and the LAC team dealt with situations as they arose. The organising team and their SC are a top set up, and not only made us very welcome, ensured all was in order for the well and safe running of the Stage. Issues on stage were dealt with speedily and the police support appeared excellent. The LAC team at the start line was observed by a team from Scotland who paid close attention to our procedures and asked a number of questions. The timing crews were provided with Transit vans as offices with temperatures down to minus 5 it is considered that heating in the timing vans is essential for future events.

### **Port Talbot**

The LAC team was acting as stage marshals at the jump (Post 17).

Marshalling team ten. The LAC team was initially assisted by up to 10 marshals from other (unknown) clubs.

This section of the stage was well publicized and featured in the Official Programme. On arrival the section was found to be well set up with barrier mesh and tape in position to help manage spectators. Non Spectator areas were clearly marked. There was no radio car within this section and no police presence. There were a significant number of film crews and official press photographers (in excess of 30 at one time). The jump was situated on a long straight and competing cars were approaching the jump in excess of 100mph and going airborne for some 50m at heights up to 1.0m to 2.0m. (See picture below). The track was frozen with patches of surface ice.



As the spectators arrived they were 'greeted' in our normal manner and as a result were happy to stand in their allocated areas. The crowd grew to some 1000 persons prior to the start. The Safety Car requested that we allocate marshals to the bend leading into our section. This depleted the numbers available for the area immediately adjacent to the jump.

The first run through, SS17, went well with no major issues. The spectators were on the whole well behaved and in the main remained within their allocated areas.

Prior to SS19 now 11.15 – 11.45 am the crowd grew significantly with a number of spectators bringing crates of beer and other alcoholic drinks. Despite being asked to move behind the barriers and not walk on the stage a large number refused to do so and went to stand immediately after the jump. Assistance was sought from the spectator safety vehicles at 12.10 and with their help the errant spectators (who we guess had nothing better to do on a Sunday afternoon but to cause mayhem – and we guess who hadn't paid!) were moved to safer positions either behind the plastic mesh or back from the track in the non spectator area to the right of the track beyond the official spectator areas. The second of the FIA Safety Cars observed the growing numbers in the crowd and one of the occupants said – 'best of luck! Just call if things get too heavy!' but regrettably didn't give D Bell her number. The non spectator area to the left of the track was cleared of spectators. The safety vehicles then moved on.

After car zero the number of spectators continued to grow to in excess of 2000 and pressure was put on the marshals. Initially this was verbal but later objects were thrown at the marshals including rocks, bottles and even the stake from a 'Prohibited Area' notice.

At this time a 'spectator' dressed in camouflage gear with an army helmet complete with webbing and attached grasses etc was observed crawling towards the jump from the non spectator side. The

spectator was intercepted and asked to move into the spectator area by D Bell – as the local marshals were by now socializing with a group of louts and not taking any responsible action at all. On arrival in this area he commenced to organize what can only be called attacks, both verbal and physical, against the marshals. Other spectators were running onto the stage to place mobile phone cameras and video cameras just after the jump.

Under this pressure some of the marshals either moved away or removed their tabards to join the crowd. All LAC marshals remained in position but the effective number of marshals was now twelve. The remaining marshals attempted to keep the spectators at least 2m from the top of the bank next the track but could not prevent them moving further into the non spectator areas. Whilst attempting to control the spectators the marshals were verbally abused, threatened, spat at and pushed. One marshal was struck in the chest and lightly bruised. At no time did any marshal retaliate.

After a bottle narrowly missed him David Bell as Sector Marshal attempted to contact the Chief Marshal for the Stage– Alan Coslett by mobile phone. The mobile was tried as there were no radio cars immediately available and no spare marshals to go to the nearest radio car at post 18. There was no answer from the phone and David left messages, at 13.03- at the time of writing this report no response has been received.

The situation continued to deteriorate, and D Bell advised the louts that if they didn't desist as safety was paramount and lives were being called into threat, he would call the Stage Commander and have the stage stopped or cancelled – and he beseeched the 'good' spectators to assist in the control of the louts. Abuse continued, and a missile (Bottle) was thrown at D Bell from somewhere in the crowd (a bad shot – as it missed by a country mile)

With the assistance of 1 other marshal, (B Haslam – pictured below) D Bell made a last appeal – and advised the spectators he would also call the Police. Plenty of Welsh abuse was then thrown at him, so he again tried the Stage Commander's phone, still to find it on answer phone. He then looked, with C Lee, through the official documentation, the Marshals Handbook gives clear direction as to the action to be taken – and that was what had already had been done so far, but no where in the official documentation was there listed any phone numbers to seek speedy or even emergency assistance.

At 13.06 D Bell called Clive Grounds (SC – Shakedown) and briefly related the situation. Clive took the matter on board, and at 1319, a Richard Clark, Area/ Regional Organiser called. D Bell gave a full report as above and asked for immediate Police attendance, to which Richard Clark replied, 'Its now 20 past 1, and the last 10 cars are at the Start line- and by the time any police get there, it will be over. It was then clear that no assistance would be provided. (These phone calls are registered on D Bell's o2 call log as evidence. The last car cleared Post 17 at 13.46

After Sweeper Car came through at 1405, two Police motorbikes passed Post 17 traveling WD; apparently they had been stationed at Post 18. Even then some abuse carried on for a time as the marshals packed up.

D Bell has made it clear that he will NOT attend Port Talbot or any of the organizing Clubs stage/s at any time in the future and hereby formally withdraws the support of his team from LAC.

### **Discussions with the MSA**

This report was forwarded to Allan Dean Lewis at the MSA for information and possible action in mid December. Alan passed it to one of the organizers of the event, Sue Sanders who has had detailed discussions with David Bell and Chris Lee.

Sue was aware that there had been 'issues' at post 17 on the WRGB but was unaware of the full details. She expressed concern and was grateful to have the opportunity to take on board some of the issues raised.

As an initial response, dated 01/01/2009, she has replied on behalf of the MSA as follows:

“As we discussed, we agreed that various events had led to the problem escalating as it did and that we had tried to put in place sufficient cover for this type of eventuality. The problems mainly boiled down to communications in the following ways:

1. under the circumstances the radio was too far away
2. running S. Wales on a Sunday and the last stage in a notoriously difficult area was not such a good idea
3. if there had been hand held radios between the Spec area and the radio car – things would probably have been fine as there were two police officers at post 18 for this very reason
4. if David hadn't lost his phone he would have had my number to call me direct
5. if the SC's phone had been available you would have been able to contact hi for further support

so for the future

1. Where a radio car is NOT able to be positioned directly by a Spec area we will always consider the use of hand held radios between the radio car and the sector official
2. we will consider whether it's appropriate to run in South Wales on a Sunday, if it has to be, then we prepare MORE fully for this type of situation
3. we will provide a single sheet of contact numbers in all paperwork so that all sector officials have a direct number to call if there is a potential incident that requires further intervention
4. Risk Assessments (although done) need to be written up to cover spectator abuse and should show what preventative action as well as what additional support measures are in place.
5. We will discuss Sector Official Training again for 2009 with specific emphasis on spec control and personal safety (this has not been covered fully for a few years)

There will be more than this to discuss, this will be done at our Management Group Debrief on January 13<sup>th</sup>. I will advise you of the outcome of the relevant discussions as soon as minutes are available. If there is anything I have missed, please drop me a line before the 13<sup>th</sup> so that I can include it in my report."

Chris Lee responded to this letter setting out the Clubs position and stressing our concerns. The above report was discussed at the Management Group Debrief as stated and several steps have been agreed to address the hardware issues. These include:

Action has been agreed on all the points raised, further discussion will take place over

- alcohol and possibility of controls for this
- spectator viewing areas and netlon – I will ensure these are amended for 2009 event to include our comments
- contact numbers will be included in relevant paperwork
- distance to radio points in both directions will be included on the safety plans
- hand held radios will be provided where a radio car CANNOT be sited at a SVA, otherwise we will ask Forestry to create a lay by for a radio car
- plus all other points as mentioned in my email earlier this month.

Sue Sanders

### **Summary**

The MSA has reacted in a constructive and positive manner to the incident. The steps so far agreed should go some way to assisting all marshals, not just LAC, if a similar situation should occur in future. That being said the Club believes there is much more which needs to be done. Clear guidelines need to be established for marshal and officials in how to react to developing situations. These guidelines need to have clear recommendations in how individuals should react in an escalating situation to ensure that marshals, competitors and spectators are not placed at unacceptable risks caused by an unruly element within the crowd.

The Club remains available to help in whatever way it can in the development of the MSA's strategy in dealing with these matters.

Chris Lee  
Chief Marshal  
12.01.09