

ST. JOHN AT THE GRAND PRIX

— Behind the Scenes —

Apart from 500 paid and volunteer staff on duty, the emergency vehicles and \$1 million worth of equipment, St. John put up an immense effort in preparing for this year's Grand Prix.

Almost all departments in St. John made an enormous contribution to the smooth running of Adelaide's leading major attraction.

St. John Stores Manager, Don Leaver said "we begged, borrowed and scrounged from all sorts of branches, companies and friends all the equipment we needed to stock our 3 Medical Centres and First Aid Posts. Things people don't think are important until needed like power cords, spotlights and hoses, for example."

"Each Medical Centre needed 136 different items alone; excluding the tent. It took us a full week to get the Centres into complete working order," Don said.

St. John Building Maintenance met a last-minute request to create 2 portable flagpoles to help identify the Medical Centres. They also produced specially designed boxes fitted to the FIV and SIV track side emergency cars to house all the extra emergency equipment needed to extricate a racing driver.

Over 600 man hours went into designing and installing two-way radio systems for the Grand Prix. St. John Communications Manager, Gordon Best and his team of radio technicians put aside all normal work for a month to concentrate on the Grand Prix's unique needs. They designed and built a radio network for use by all trackside emergency services. They fitted two way radios to 15 tow trucks and other emergency vehicles. They put together 30 head sets linking emergency personnel with the Grand Prix Control.

"We even designed and built a 25ft mast for better communications on site", Gordon said. "It's been a very successful team effort to keep our normal workload up at the same time".

AT THE TRACK

With over 500 uniformed staff on duty during the race days, St. John maintained a high profile for the



We caught this strange Brabham boot-burning ceremony at the end of the day's clean-up.

public.

Not so visible were the support personnel on hand to fix just about anything from flat batteries in ambulances to broken antennae.

One important team of trouble shooters was Vehicle Workshop Foreman, Gerry Foran, and Radio Tech, Rob Worrell. Gerry has a special interest in the Grand Prix, being a long time racing man himself. Rob is a more recent convert and already has a tale to tell his grandchildren. He managed to be in the right place for a trip round the track in a Chase Car with Mark Knoffler, Dire Straits lead singer.

Gerry and Rob between them can fix just about anything on St. John vehicles. Happily, not much went wrong this year.

Another key man was Courier Graham Aistrop who spent the whole time zipping around the emergency track exit points keeping the troops fed and watered. "I didn't get to see the races, but I certainly saw some interesting sights in the crowd," Graham said.

Our ambulance builders, Javelin Auto Bodyworks, put on a maximum effort to get all our vehicles serviceable in time for Grand Prix Week. Manager, Les Brazier, reckons they completed the equivalent of 2 weeks work in 3 days round the clock.

Javelin also prepared 22 extra red lights, stripped and painted, as well as carried on the normal vehicle building program and repaired 3 prangs!



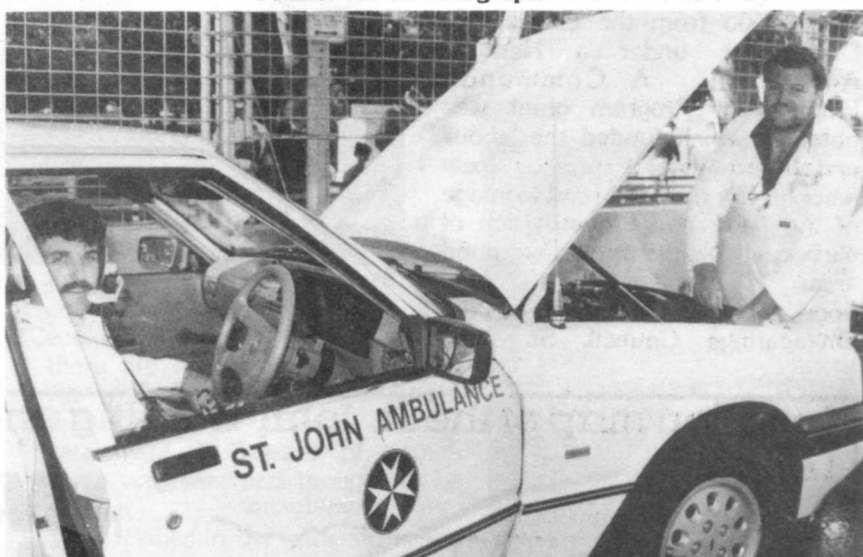
RadTel Tina Hosking with Australian Skipper John Bertrand.



Kathleen Turner just caught USA Skipper Dennis Conner for an autograph.



It just wouldn't be Race Control without Don DeGiglio!



Radio Tech Rob Worrell (left) with Fleet Manager Gerry Foran



It's over at last...time for a Fosters for some of our Track Staff: Graeme Ellis, Ian Sinclair, Chris Zeitz, Tina Hosking, Peter Lorimer, Kathleen Turner, Ray Greig, Mike Atkins John Magor and Annette Amos. (Tina is showing off her ID card signed by Piquet, Tombay, Johannsen and Bannon!)