

## SECTION 1:

### INTRODUCTION

#### 1:1 WELCOME

Welcome to the Bulldog National Rally 2001

This manual should encompass every detail of the organisation of the major motor sport event. However, if you are not sure of any detail, no matter how unimportant you may think, please contact – either the Senior Official in charge of your part of the event or rally HQ. It is better to ask than to run the risk of doing it wrong!

On behalf of Wolverhampton & South Staffs Car Club Ltd. Thank you for assisting in the smooth running of the Bulldog National Rally 2000.

#### 1:2 SENIOR OFFICIALS

Clerk of the Course	John Trevethick 07718 919171
Clerk of the Course (Nat B)	Ray Lloyd 07771 976844
Deputy Clerk of the Course	Gareth Thomas, Mervyn Johnson 07977 721431
Event Secretary	Andrea Johnson 07748 365668
Chief Marshal	Richard Felgate
Entries Secretary	Jim Male 07905 653795
Safety Officers	Kevin Page, Mervyn Johnson 07714 232424, 07855 815714
Press Officer	John Clewer
Chief Medical Officer	Dr Ian Pickton-Robinson Via Mervyn Johnson
Service Area Co-ordinators	Bob Newall 07799 117466
Timekeeper	Vaughan Allcock
Radio Co-ordinator	Harold Hicken <del>07751 24006</del> 07831 240064

### 1:3 OFFICIAL CALL SIGNS

Spectator Control Car	SPEC 1
Course Car (GARETH THOMAS) (Mobile 07977 721431)	WOLF 2
Clerk of the Course (Nat B) (RAY LLOYD) (Mobile: 07771 976844)	WOLF 1
Course Closing Car (ALAN CORNES)	ACORN 1
Safety Officer (KEVIN PAGE) (Mobile: 07714 232424)	WOLF 3
Safety Officer (MERVYN JOHNSON) Mobile:07855 815714	WOLF 9
Chief Medical Officer( IAN PICTON ROBINSON)	MOMO 1
Chief Marshal (RICHARD FELGATE)	WOLF 4

#### COMMUNICATION CONTROL

Llangywer/Penllyn HAROLD HICKEN (Mobile: 07731 240064)	CLIP CONTROL
DYFI BLOCK (CONTROL) DAVE ALLSEBROOK	CLIP RELAY
DYFI BLOCK (LINK) <del>IAN PICTON ROBINSON</del> BRIAN GIBSON	OAK LINK
DYFNANT DAVE GOODWILL	CLIP LINK

#### AREA CONTROLLERS

LLWYDIARTH DAVE TALBOT	WOLF 12
GARTHEINIOG JOHN GRIFFITHS	WOLF 8
DYFI MAIN NIGEL DAWES	WOLF 14
PANTPERTHOEG JOHN MALE	WOLF 10
LLANGWYER / PENLLYN ROB RICHENS	WOLF 15
DYFNANT JIM CORNES	WOLF 11

**HELICOPTER SUPPORT UNIT CONTACT VIA SAFETY OFFICER - KEVIN  
PAGE ON REQUIREMENT CONFIRMED BY DOCTOR OR PARAMEDIC**

## SECTION 2

### SAFETY & COMMUNICATIONS PLAN

#### 2:1 SAFETY POLICY

The Bulldog National Rally's objective is:

*To plan and run a safe rally where the risks to spectators, competitors and officials is minimized by:*

- *giving priority to the safety of spectators, competitors and officials when planning the route and timetable of the rally:*
- *deploying the best available medical, rescue, and other officials.*
- *Ensuring that all officials have the best possible advice and guidance through briefings and/or written instructions to enable them to perform their roles.*

#### 2:2 GENERAL INSTRUCTIONS

2.2.1 All doctors and crews of rescue units, ambulances, recovery vehicles, and radio cars, must report to the Stage Commander on arrival at the stage, and must sign-on using the signing-on sheets provided. Stage Commanders, Doctors and Rescue Crews should be readily identifiable at all times.

2.2.2 All non-competing vehicles must be parked in a place of safety, as instructed by the Stage Commander and :

- at least 30 metres from any road used as part of a special stage between a point in advance of the start control and a point 100 metres beyond the finish stop control; and
- where a road may form an escape road, at least 100 metres from the special stage bearing in mind the potential approach speed of competing cars.

- 2.2.3 All emergency routes should be unobstructed at all times. Once the stage has opened, safety, rescue and recovery vehicles should not move from their positions without the authority of the Stage Commander.
- 2.2.4 Radio and Doctor posts will be positioned at the points shown in the Road book and Stage diagram. Personnel at these locations should ensure that the relevant RACMSA safety/assistance signs are in clear view of the rally route at all times. Radio Control should be advised of any unmanned radio posts before stage opening, and any safety signs removed.
- 2.2.5 At no time should the Stage Commander be absent from the stage arrival/start area. He should always be available via the stage start radio. If it is necessary for a Stage Commander to leave their designated position at the stage start, and/or be out of radio contact, Stage Commander should delegate someone to take charge before the Stage Commander leaves their post.
- 2.2.6 Each official's car carrying time cards and each competitor are to be issued with a previous car number, to ensure the positive monitoring of cars through the stages.
- 2.2.7 In the event of an incident, the first priority is to deal with those competitors, spectators and/or officials who are injured, the second priority is to prevent escalation of the situation and, only then to deal with vehicles if they constitute a hazard to the continued running of the stage. Finally, personnel involved in the treatment of casualties should complete a copy of the incident report form – found at the back of this manual.
- 2.2.8 The Press Officer will be the only person to speak to the press or media and all enquiries should be directed to him. All statements will be approved by the Clerk of the Course before issue. Under no circumstances should any official or marshal comment on or make remarks about anything or anyone following an incident.
- 2.2.9 Under no circumstances will any car be allowed to drive in the reverse direction of the stage.
- 2.2.10 No competitor may rerun a stage

2.2.11 the location of any competitor who fails to complete the stage is reported to the stage commander.

### **2:3 COURSE CARS & OFFICIALS**

2:3.1 All marshals, radio, rescue and recovery crews should be in position 1 hour before Car 01 is due at which point the stage moves to 'READY' status. From this time, no vehicle may drive on the stage without the permission of the Stage Commander. Up until the stage moves to 'OPEN' status 30 minutes before Car 01 is due, the following official vehicles may still enter the stage with the Stage Commander's permission:

Stewards	Clerk of the Course
Chief Timekeeper	Assistant Clerk of the Course

2:3.2 From the time the stage is declared open, only the following official vehicles may enter the stage:

Clerk of the Course	Deputy Clerk of the Course
Safety Officer	Assistant Clerk of the Course
Chief Marshal	Chief Medical Officer
Spectator Control Car	Competing Cars

Stage Commander - **Only in the event of an incident.**

Rescue & Recovery vehicles – **As required in the event of an incident and under the control of the Stage Commander.**

Course Closing Car (CC1)

2:3.3 Duties of Control Cars are as follows(24.2.7):

Course Opening Car	Gareth Thomas
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Will traverse the stage between 60 and 30 minutes before the first car is due and will declare the stage 'Open'. After this time, no movement of vehicles other than Control and Safety vehicles under instruction from the Stage Commander is allowed.

Clerk of the Course	John Trevethick
NAT B Clerk of the Course	Ray Lloyd - Inspection of stage
Chief Marshal	Richard Felgate - Inspection and support for equipment & manpower
Safety Officers	Kevin Page & Mervyn Johnson - Inspection and liaison with medical and rescue facilities.

The Spectator Control Car will pass through the stage approximately 15 minutes before the first competing car. If they are not satisfied with spectator safety on any stage, that stage will not be permitted to run.

Spect Control Car .....

**Between and after the competitors :**

Course Closing Car

No stage or control may close until the Course Closing Car has passed. They will collect certain documentation and clocks as appropriate.  
 24.2.7 (a) all vehicles passing through the stage will report to the Stage Commander its findings on arrival at the finish.

**2:4 INCIDENT PLAN – GENERAL**

- 2:4.1 An incident evolves as information becomes available and the duties listed in this incident plan should be viewed with that in mind. Senior officials should, as far as possible, remain in a supervisory role. This will allow them to maintain a better overall picture of events and be better placed to take management decisions.
- 2:4.2 Incidents will be classified into three categories – Low Risk, High Risk and Red Flag Implementation.
- 2:4.3 **LOW RISK** – Incidents include mechanical breakdown, minor errors of judgement and other typical minor rallying mishaps.
- 2:4.4 **HIGH RISK** – Incidents include ALL incidents, which involve injury to persons, whether competing or not. They also include incidents requiring a stage to be stopped to remove an obstruction or to allow the passage of a rescue vehicle.

2:4.5 **RED FLAG - Incident** procedure - used only on stages with in stage safety units.

A red flag incident is one where the mid stage safety facilities need to be deployed for a safety incident beyond the mid stage location, while there are competing vehicles live on stage prior to the mid stage point. The decision to activate the red flag procedure is that of the stage commander only. Upon instruction from the stage commander, the Clerk of the course or his Deputy, the radio car or marshal at the mid stage location will display a red flag to the competitors and the safety vehicles will then enter the stage and proceed in the stage direction. Competitors **MUST** be advised in writing which stages are operating this system, and the procedure, which the competitors must adopt. - "competitors who are shown a red flag on a stage where they have been notified in advance of such a system must cease competition and come to a standstill at the side of the road or track as soon as possible. They must not continue until advised to do so by an official of the event."

The radio car will record all car numbers that are affected by the incident, and hand this list to the course-closing car. They will also inform radio control when all cars that were live in the stage when the red flag incident procedure was activated have passed the red flag position.

## **2:5 INCIDENT PLAN – ACTION & RESPONSIBILITIES**

2:5.1 This generic incident plan has been devised in anticipation of the type of incident that might occur on the event. However, each incident is individual in its nature and will require decisions to be made by the officials and emergency personnel present at the scene of the incident

### **LOW RISK INCIDENTS**

<b>Nature of Incident</b>	<b>Action</b>	<b>By</b>
Any	Render Assistance as Necessary	Marshal
Vehicle stopped, Being worked on by Crew.	Ensure vehicle is safe Advise Stage Commander	Marshal Marshal via radio car
Vehicle Unable to continue	Ensure vehicle is in safe Location	Marshal
	Advise Stage Commander At <u>Least</u> 1 member of crew To remain with vehicle	Marshal via radio car Marshal to advise crew
	Arrange recovery after stage Closed	Stage Commander

## HIGH RISK INCIDENTS

### May require Red Flag on Appropriate Stages

<u>Nature Of Incident</u>	<u>Action</u>	<u>By</u>
Is Stage blocked or vehicle In dangerous location ?	Advise Stage Commander Stop Stage (If blocked) Stage Commander to Assess situation	Marshal via radio car Stage Commander Stage Commander
Any injuries suspected ? Is extrication likely ? Is there likelihood of fire?	Send Doctor & Rescue	Stage Commander
Minor injuries confirmed	Dealt with by Doctor	Doctor
Serious injuries confirmed	Dealt with by Doctor & & Rescue Crew	Doctor
Is additional Medical back- Up required?	Request CMO to attend	Stage Commander on Request from Doctor
Extrication Required	Rescue Unit to perform Extrication with guidance From Doctor	Crew Chief
Is transportation to Hospital required?	Summon County Ambulance Send official to Rendezvous Point to meet ambulance	Radio Control on Request from Doctor Stage Commander
Is Recovery required? Clerk of the Course	Send Recovery Unit Anticipate actions to be taken if incident escalates, Will implement measures for competitors as Appropriate.	Stage Commander
Stage Doctor	Assess and treat casualties appropriately.	
Stage Commander	Will ensure immediate clearance of an emergency route into the scene of incident, deploying marshals as appropriate to maintain route. Send an official to the stage entrance to direct medical/rescue personnel and ambulances to the scene. (Guide to be sent if necessary), Prevent any unauthorized vehicles gaining access to Stage. Issue new road times and re-route competitors as Appropriate and instructed by Clerk Of Course. Manage the dispersal of competitors from the stage Start and clearance of competitors blocked in stage by the incident. Arrange spectator control and dispersal	
Radio Control	Management system radio to be used for all medical Emergency traffic 86 radio to be limited to Safety calls and above until incident allows return too normal traffic. Landline/ mobile to be used to communicate situation to relevant casualty department to warn expected Workload.	



### **CLERK OF THE COURSE**

- 2:5.2 The Clerk of the Course or his deputy on the advice of the Chief Safety Officer, the Radio Controller and Chief Medical Officer. To make all decisions relevant to the effective running and control of the rally and to ensure that the Stewards are kept fully informed of all aspects of each incident.

### **SAFETY OFFICERS**

- 2:5.3 The Safety Officers and Radio Controller shall have under his control all Ambulances, Rescue and Recovery teams, and will recruit and deploy them to provide the most effective and responsive cover. They are responsible for ensuring that each stage has a written safety plan showing the locations of rescue, medical, recovery and communications personnel, and that local hospitals and emergency services are alerted to the passage of the event.
- 2:5.4 They are responsible for the collection of written reports of all high-risk incidents and the preparation of a master report of all such incidents.

### **STAGE COMMANDER**

- 2:5.5 Each Stage Commander has the front-line responsibility for ensuring the safe running of their designated stage and all officials on that stage (including medical and other safety personnel) are under his immediate control. In the event of a high-risk incident, the Stage Commander's assessment of the situation, deployment of the resources available to him/her, and consideration of the need for additional resources, are vital to the well being of the injured.

2:5.6 The Stage Commander is responsible for:

- the initial decision to stop the stage
- Dispatching the medical and rescue personnel under his/her control to the incident;
- Keeping Radio Control aware of the situation at all times and, based on the advice from the Rescue and Doctor at the scene, to seek additional resources if required.
- Ensuring that, should a county ambulance be summoned, suitable rendezvous arrangements are made and any access to the incident scene facilitated;
- Collecting and completing written reports of all high-risk incidents and passing these to the Safety Officer.
- Photographs of the site.

#### **STAGE MEDICAL OFFICER**

2:5.8 Doctors will enter the stage with the other medical services on the instructions of the Stage Commander and, on arrival at the scene of a high-risk incident, are responsible for:

- triage;
- deployment of the other rescue and safety personnel;
- passing accurate information to the Stage Commander about the number of casualties, the action taken, and the disposal of casualties, for onward transmission to Radio Control and the Chief Medical Officer.
- submitting a full report to the Chief Medical Officer at the end of the incident.

#### **AMBULANCE AND RESCUE PERSONNEL**

2:5.9 These personnel will only enter the stage on the instruction of the Stage Commander. On arrival at the scene of a high-risk incident, will work as directed by the Stage Medical Officer, and assist the Stage Medical Officer in the treatment, removal and extrication of casualties, and the evacuation of casualties to hospital. At the end of the incident ambulance and rescue

personnel should write a report of the incident to be attached to the Stage Medical Officer's Report.

## **2:6 STANDARD RADIO PROCEDURES**

2:6.1 All radios must operate through the relevant control or relay/link.

2:6.2 The following information will be required from each stage:

- Stage Ready
- Doctor, Rescue and Radio crews in location
- Course Cars
- First competing car number and time
- Time stage stopped and last car number
- Reason stage stopped
- Action taken
- Time stage re-started & first car number
- Time stage closed
- Last three car numbers

2:6.3 Please ensure that:

- Radio crews have only one duty
- All radio crews keep a check sheet
- Radio crews make themselves known to start, finish crews etc.

2:6.4 Some basic do's and don'ts:

DO:

- Make sure that all radios are manned at all times.
- Listen to your radio at all times. Messages for other people may have a relevance to your stage
- Write any long or important messages down first
- Keep messages brief
  
- Remember that you cannot hear all that your local controller can hear. If he does not answer you immediately there may be other traffic not audible to you.
- Take note of those radios you can hear well: you may need to use one of them as a link.
- If your radio fails, check all the connections. If this fails, try to

let someone know.

- Make sure that your radio call button does not get stuck in the open position.

**DON'T:**

- Use 86 as a chat channel. You may prevent urgent messages being heard by others.
- Put radio/loudspeakers outside cars where they can be over-heard by others.
- Try to listen to more than one radio. You may miss an important message.

**2:6.5 SPECIAL CALLS**

- PRIORITY** - Life or death situation only
  - SAFETY** - Possible safety problems
  - URGENT** - Other urgent messages
- Any misuse of these call signs will be dealt with severely.

2:6.6 In priority situations, controllers will announce the fact and ask for radio silence. Please do not be tempted to transmit unless you have very relevant information. But listen carefully because the controller may need your help.

2:6.7 Calls should be initiated as follows:

'PRIORITY, PRIORITY ... CLIP CONTROL FROM WOLF ONE'  
Wait for the controller to acknowledge and clear the air before passing the message. **Priority, safety and urgent calls will always take precedence over administrative calls.**

**SECTION 3:**

**OPERATING PROCEDURE – GENERAL**

**3:1.1 RADIOS**

Radio cars will be provided for each stage and will be located as detailed in Section 4. All radios must be in the position shown on the relevant Stage Safety Plan at least one hour in advance of the arrival time for Car no '01'. If any spare radio cars arrive please use them sensibly and notify Radio Control of their positions and call signs.

The RAC Safety Assistance signs for Radio and Doctor posts will be positioned on your stage at the points indicated in the Road book and/or Safety Plan. Crews allocated these positions should ensure that these

signboards are in clear view from the rally route. Any points not manned should have them removed. **Any unmanned radio points should be notified before stage opening to Radio Control.**

**At no time during the running of the event should the Stage Commander vacate the Stage Arrival/Start area he will be available via the stage start radio at all times. Stage Arrival and Start radios must not be taken to the scene of an on stage incident.**

It would be of help if Stage Commanders could attempt to obtain a radio for their own personal use on the day particularly in the event of a Stage Commander being required at the scene of an on-stage incident.

### 3:1.2 **EMERGENCY SERVICE**

Emergency services will be provided for each stage and will be located as detailed in Section 4. All emergency services must be in position at least one hour in advance of the arrival time for Car no '01'.

### 3:1.3 **MONITORING OF CARS THROUGH STAGES**

Each competitor has a section on his timecard for previous car number; these numbers must be entered at the start and checked at the finish of each stage and any discrepancies notified to the Stage Commander via Radio Control.

### 3:1.4 **INCIDENT PROCEDURE**

Refer to Section 3:1.8 in respect of any incident or emergency.

### 3:1.5 **AUTHORITY**

The **Stage Commander**, with reference to the Clerk of the Course via the Radio Controller, has full authority over the running of the stage and over all marshals, radio crews, emergency service teams, doctors and all others concerned with the stage. This authority is to be used with tact and courtesy at all times to ensure the safe and efficient running of the stage.

### 3:1.6 **QUERIES ON THE DAY**

Any queries you have over the layout or smooth running of your stage on the day, please contact, via Radio Controller if necessary, a Deputy Clerk of the Course or the Clerk of the Course.

The Chief Marshal is due through your stage 1 hour before the first car, please be at the stage start at this time to check in with him.

**IF YOU ARE IN DOUBT ABOUT ANYTHING AT ALL, HOWEVER TRIVIAL IT MAY APPEAR TO BE DURING THE RUNNING OF THE EVENT, PLEASE ASK FOR ADVICE. AS A MAJOR NATIONAL EVENT IT IS IMPERATIVE THAT THE TIMETABLE IS STRICTLY ADHERED TO AND DELAYS ARE KEPT TO A MINIMUM.**

### **3:1.7 COURSE CARS**

Some, or all of the following vehicles will traverse the stages in advance of competitors: Stewards, Chief Timekeeper, Clerk of the Course, Deputy Clerk of the Course, Chief Marshal, Safety Official, Spectator Control Car, Course Cars.

### **3:1.8 INCIDENT PROCEDURE (See also Section 2:5)**

If a competing car stops/breaks down/has an accident .....

One marshal to slow down all following cars immediately. Protect the scene of the incident. **DO NOT, HOWEVER, EVER ATTEMPT TO STOP A COMPETITOR** – No marshal has the delegated power to stop a competitor unless, of course a person's life is in danger. Competitors are required to carry 'OK' and 'SOS' boards for use at incidents. If urgent medical attention is required the 'SOS' board must be displayed to following competitors: if not the 'OK' must be displayed.

If you have a radio car in your vicinity please inform them of the details of the incident.

If there is a fire immediately help the crew of the car. Their safety is paramount. Seat belt harnesses usually have a quick release mechanism – if in doubt cut the belt with a knife. All competing cars have a remotely operated, via the handle on the front scuttle of the car, under-bonnet fire extinguisher in addition to at least one hand-operated appliance in the cockpit – both can be activated very quickly,

Other Incidents:

- a) Keep spectators out of the way.

- b) If the car has one, turn off the ignition via the cut-off switch – this is usually located on either the scuttle or the rear panel and is marked by a lightening flash symbol.
- c) Use the competitors red warning triangle to warn other competitors. If it is necessary to suspend the stage or you require urgent medical assistance please contact your nearest radio car. If urgent medical assistance is required display the competitor's 'SOS' board to following competitors.
- d) Stabilise the car if it is in a dangerous position.
- e) If there is a potential serious injury try not to move the injured party unless there is an obvious danger e.g fire, car going over a drop etc. Ensure that any injured person can breathe properly – lift the chin to maintain a clear airway, remove any false teeth and loosen clothing around the throat. **DO NOT REMOVE HELMET.** Keep the person warm.
- f) The Stage Commander will have plans for emergency access routes if any injured person requires evacuation for hospital treatment etc.
- g) Try to keep the route clear for other competitors – if a car goes off make sure that other cars are not delayed or endangered if the crew try to get back on the road. **IF IN DOUBT LEAVE IT OFF.**
- h) If there is an incident involving injury your Stage Commander will require you to make a written report after the stage has been closed.
- i) If the stage is unavoidably blocked, please report to your Stage Commander the numbers of all cars involved in or affected by the blockage. The Stage Commander may order a **RED FLAG** action on appropriate stages.

TIME SCHEDULE

STAGE 1 – DYFNANT

NATIONAL A CAR 01 DUE	08.38
NATIONAL B CAR 01 DUE	10.18

STAGE 2 – PENLLYN

NATIONAL A CAR 01 DUE	09.31
NATIONAL B CAR 01 DUE	11.11

STAGE 3 – LLANGYWER

NATIONAL A CAR 01 DUE	09.48
NATIONAL B CAR 01 DUE	11.28

SERVICE - A

STAGE 4 – DYFI MAIN

HISTORIC CAR 01 DUE	10.36
NATIONAL A CAR 01 DUE	11.46
NATIONAL B CAR 01 DUE	13.26

STAGE 5 – PANTPERTHO

HISTORIC CAR 01 DUE	11.11
NATIONAL A CAR 01 DUE	12.21

SERVICE - B

STAGE 6 – LLWYDIARTH

HISTORIC CAR 01 DUE	13.09
NATIONAL A CAR 01 DUE	14.19

STAGE 7 - GARTHEINIOG

HISTORIC CAR 01 DUE	13.33
NATIONAL A CAR 01 DUE	14.43

STAGE 8 – DYFNANT 2

HISTORIC CAR 1 DUE	14.23
NATIONAL A CAR 01 DUE	15.33



**SECTION 4:**

**STAGE SAFETY PLANS**

## STAGE 1 – DYFNANT 1

### STAGE DETAILS

START MAP REF:	125/989134
STAGE COMMANDER:	NEIL CROSS
SAFETY ARRIVAL BY:	07.15
FIRST CAR DUE:	08.38 Nat A 10.18 Nat B
RESCUE : START	LACE RESCUE
JN. 9	RAF RESCUE
MEDICAL: START	MARTYN NORTON
JN. 9	VIJAY ANTHWAL
RECOVERY: START	ZODIAC
JN. 9	TEMPO
AREA CONTROLLER:	JIM CORNES - WOLF 11
RADIO CONTROLLER:	DAVE GOODWILL – CLIP LINK

### RV POINT

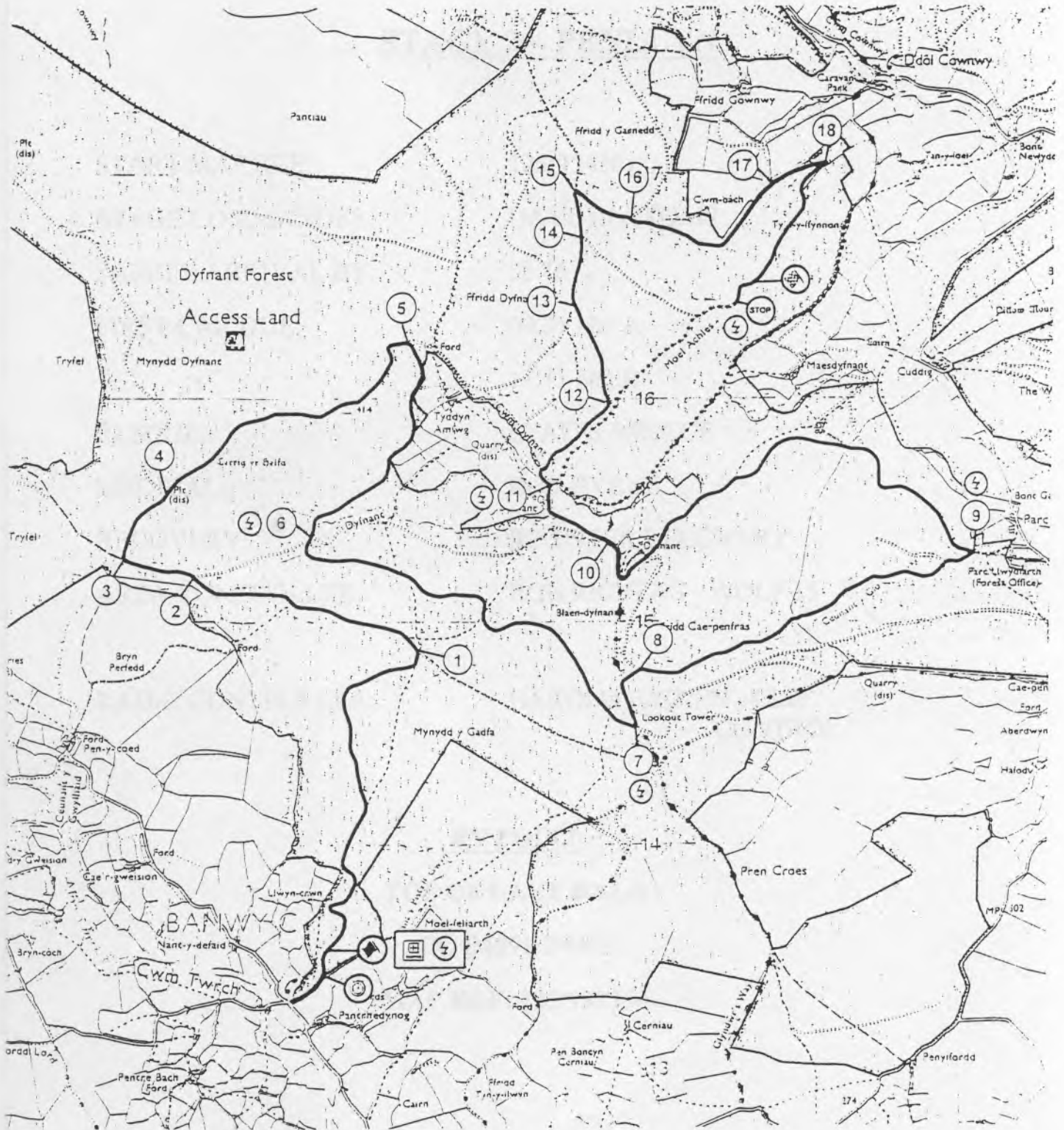
CANN OFFICE

A458 LLANGADFAN

MAP REF: 125/012107

# STAGES 1 & 8 - DYFNANT

10.24 miles



**STAGE 2 – PENLLYN**

START MAP REF: 125/954301  
STAGE COMMANDER: DAVE BOTTOMS  
SAFETY ARRIVAL BY: 08.15  
FIRST CAR DUE: 09.31 Nat A  
11.11 Nat B  
RESCUE: STAFFS RESCUE  
MEDICAL: BOB BYRNE  
RECOVERY: REGISTER RECOVERY  
AREA CONTROLLER: ROB RICHENS - WOLF 15  
RADIO CONTROLLER: HAROLD HICKEN - CLIP  
CONTROL

**RV POINT**

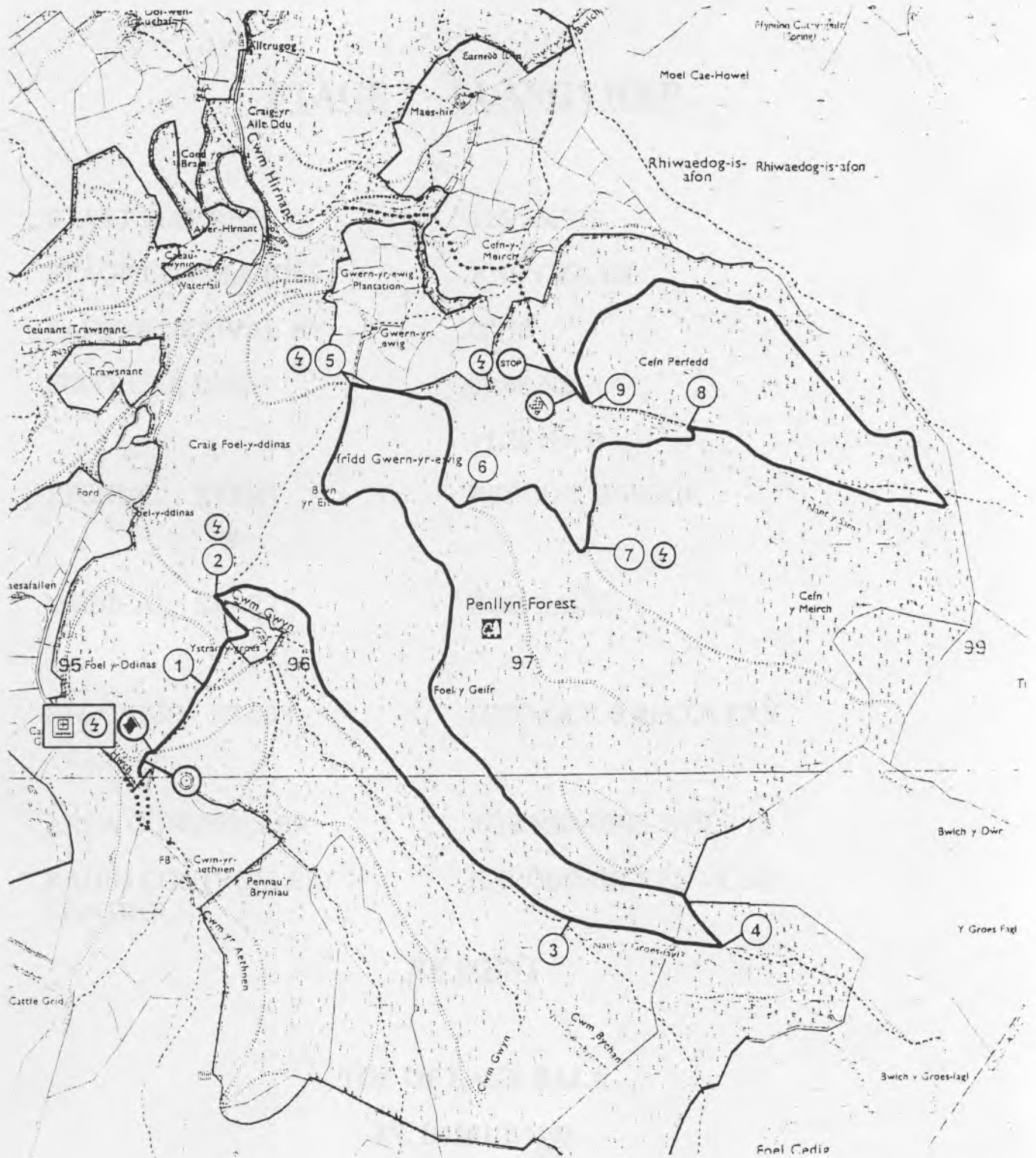
**TOP OF LAKE BALA**

**JN. B4391/B4403**

**MAP REF: 125/931350**

# STAGE 2 - PENLLYN

8.61 miles



## STAGE 3 – LLANGYWER

START MAP REF: 125/956323  
STAGE COMMANDER: ANDY KAYE  
SAFETY ARRIVAL BY: 08.30  
FIRST CAR DUE: 09.48 Nat A  
11.28 Nat B  
RESCUE: START REDLINE RESCUE  
MEDICAL: START BOB DALE  
RECOVERY: START DIFFLOCK 8 RECOVERY  
AREA CONTROLLER: ROB RICHENS WOLF 15  
RADIO CONTROLLER: HAROLD HICKEN - CLIP  
CONTROL

### RV POINT

**TOP OF LAKE BALA**

**JN. B4391/B4403**

**MAP REF: 125/931350**

# STAGE 3 - LLANGYWER

4.47 miles



## STAGE 4 – DYFI MAIN

START MAP REF:	124/755067
STAGE COMMANDER:	JOHN CORDREY
SAFETY ARRIVAL BY:	09.15
FIRST CAR DUE:	10.36 Historic
	11.46 Nat A
	13.26 Nat B
RESCUE: START	CAM RESCUE 1
JN.● 12/15	CAM RESCUE 2
MEDICAL: START	PARAMEDIC
JN.● 12/15	PARAMEDIC
RECOVERY: START	FALCON RECOVERY
JN.● 12/15	EARL RECOVERY
AREA CONTROLLER:	NIGEL DAWES – WOLF 14
RADIO CONTROLLER:	DAVE ALLSEBROOK–CLIP RELAY
	BRIAN GIBSON – OAK LINK

### RV POINT

BRIGANDS INN

MALLWYD

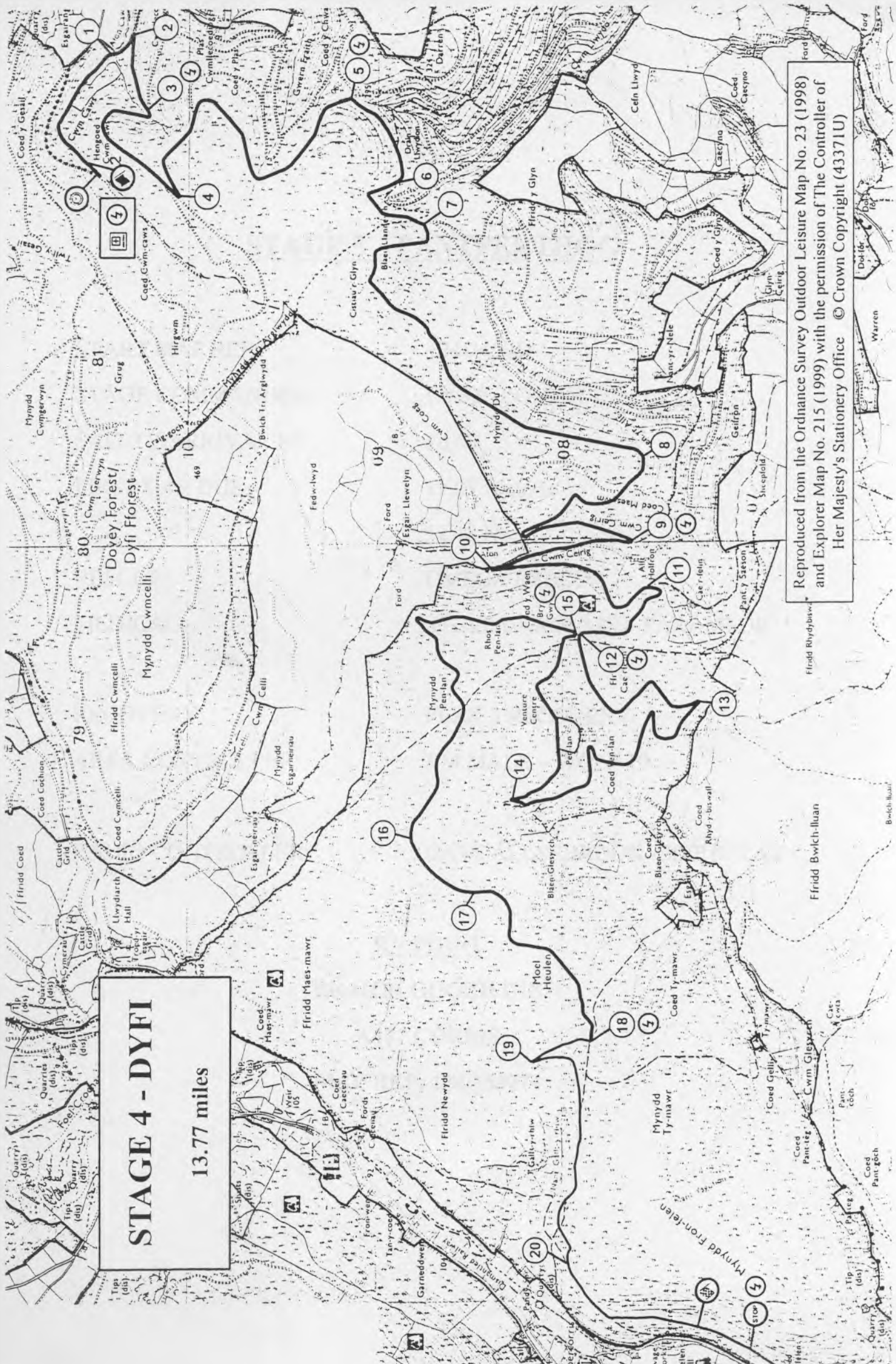
MAP REF: 124/863125



# STAGE 4 - DYFI

13.77 miles

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**STAGE 5 – PANTPERTHOG**

START MAP REF: 124/746054  
STAGE COMMANDER: CYRIL LOMAN  
SAFETY ARRIVAL BY: 10.00  
FIRST CAR DUE: 11.08 Historic  
12.18 Nat A  
RESCUE: OMEGA RESCUE  
MEDICAL: STEVE GRATLAND -PARAMEDIC  
RECOVERY: PEAK 3 RECOVERY  
AREA CONTROLLER: JIM MALE – WOLF 10  
RADIO CONTROLLER: DAVE ALLSEBROOK–CLIP RELAY

**RV POINT**

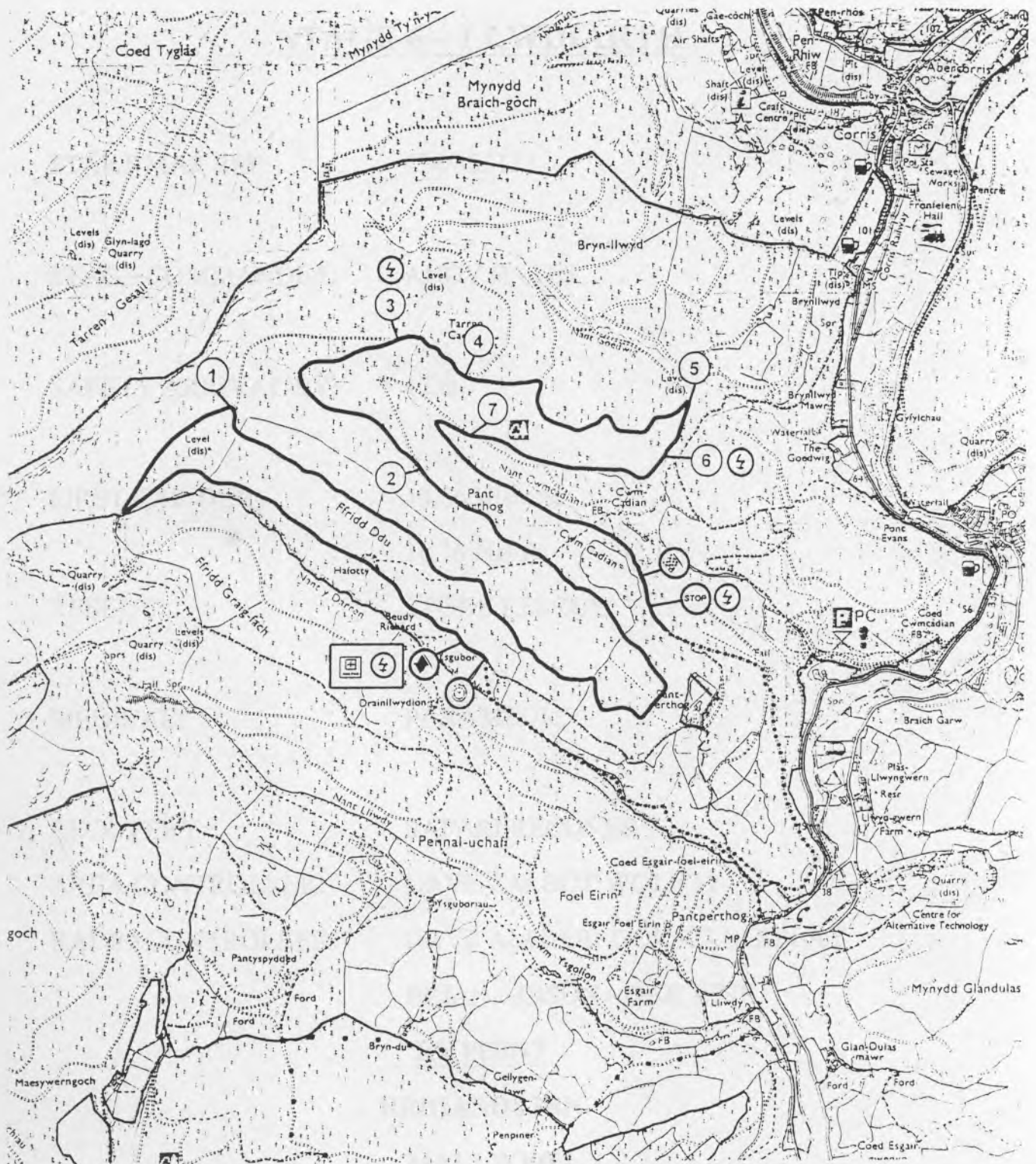
**BRAICH GOGCH INN**

**A487 CORRIS**

**MAP REF: 124/753074**

# STAGE 5 - PANTPERTHOG

7.32 miles



## STAGE 6 – LLWDIARTH

START MAP REF: 124/805111

STAGE COMMANDER: ANDY BATES

SAFETY ARRIVAL BY: 12.00

FIRST CAR DUE: 13.06 Historic

14.16 Nat A

RESCUE: STOKE RESCUE

MEDICAL: PARAMEDIC

RECOVERY: SAFARI RECOVERY

AREA CONTROLLER: DAVE TALBOT WOLF 12

RADIO CONTROLLER: DAVE ALLSEBROOK–CLIP RELAY

BRIAN GIBSON - OAK LINK

RV POINT

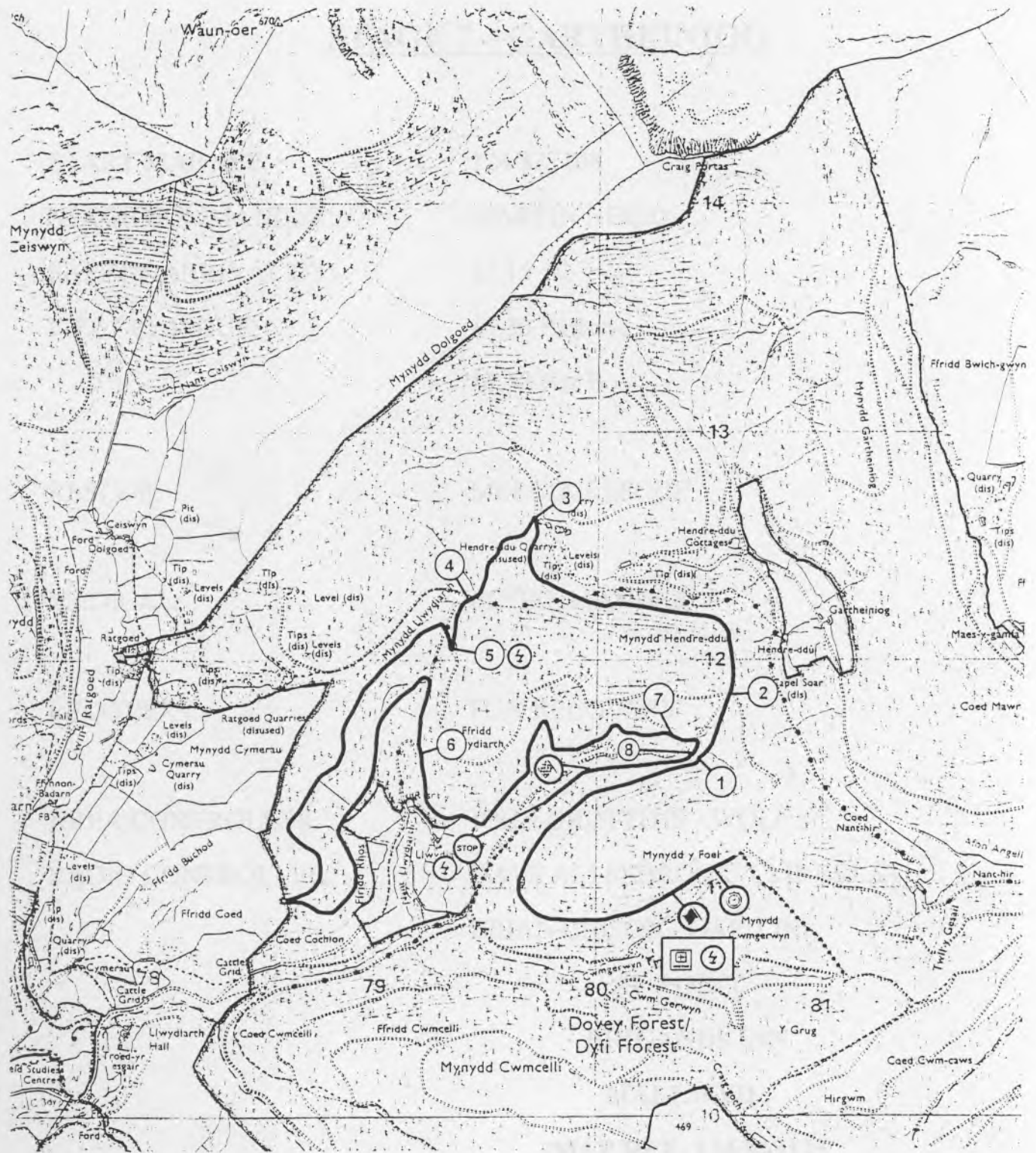
BRIGANDS INN

MALLWYD

MAP REF: 124/863125

# STAGE 6 - LLWYDIARTH

6.52 miles



## STAGE 7 – GARTHEINIOG

START MAP REF: 124/827108

STAGE COMMANDER: MARTIN NEILD

SAFETY ARRIVAL BY: 12.15

FIRST CAR DUE: 13.30 Historic

14.40 Nat B

RESCUE: MERCIA RESCUE

MEDICAL: ROGER MANDER

RECOVERY: FOX RECOVERY

AREA CONTROLLER: JOHN GRIFFITHS - WOLF 8

RADIO CONTROLLER: DAVE ALLSEBROOK-CLIP RELAY

BRIAN GIBSON - OAK LINK

RV POINT

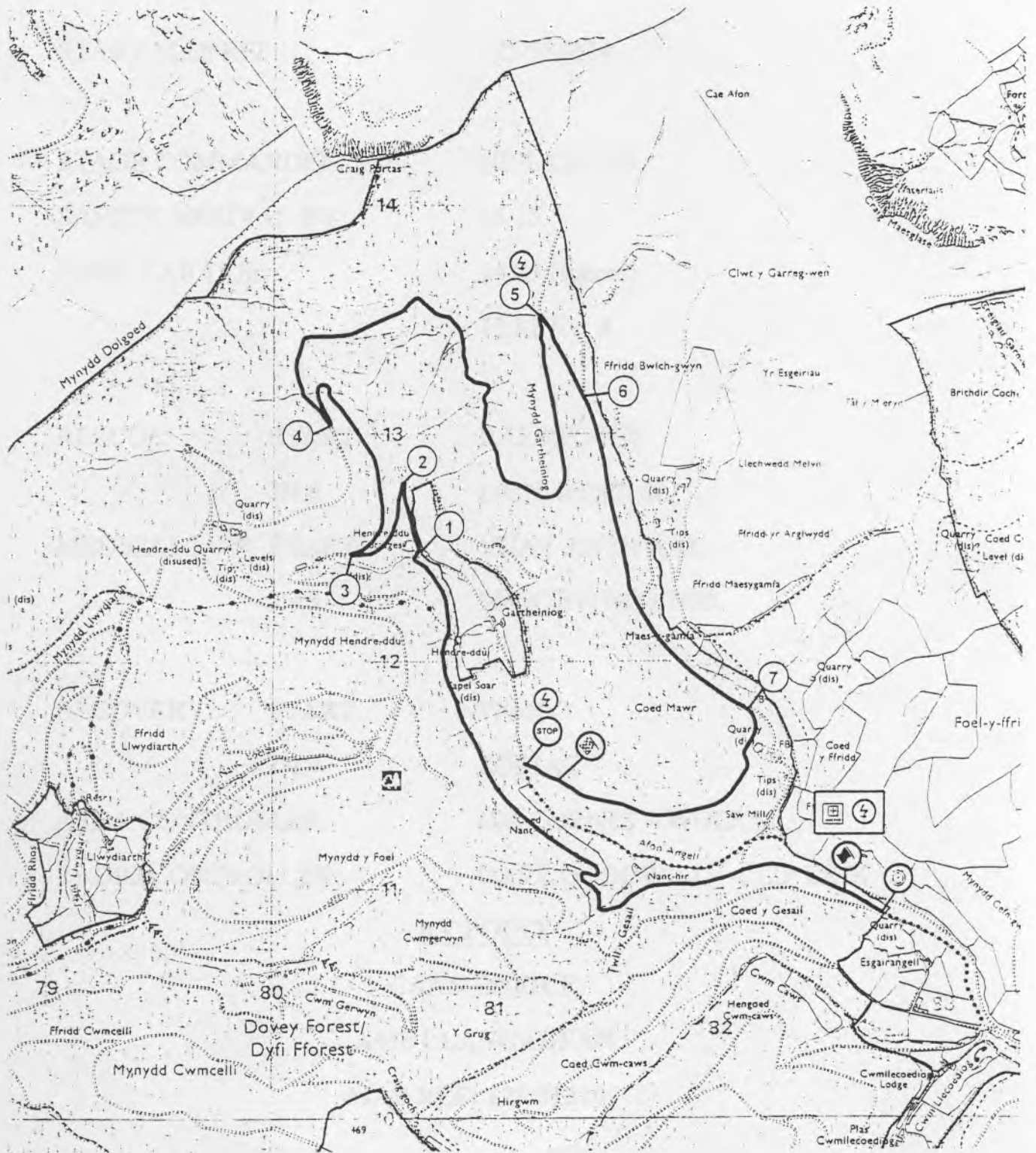
BRIGANDS INN

MALLWYD

MAP REF: 124/863125

# STAGE 7 - GARTHEINIOG

7.18 miles



## STAGE 8 – DYFNANT

START MAP REF: 125/989134

STAGE COMMANDER: NEIL CROSS

SAFETY ARRIVAL BY: 13.15

FIRST CAR DUE: 14.23 Historic  
15.32 Nat A

RESCUE: START RAF RESCUE  
JN.9 LACE RESCUE

MEDICAL: START VIJAY ANTHWAL  
JN.9 MARTYN NORTON

RECOVERY: START TEMPO  
JN.9 ZODIAC

AREA CONTROLLER: JIM CORNES – WOLF 11

RADIO CONTROLLER: DAVE GOODWILL – CLIP LINK

### RV POINT

CANN OFFICE

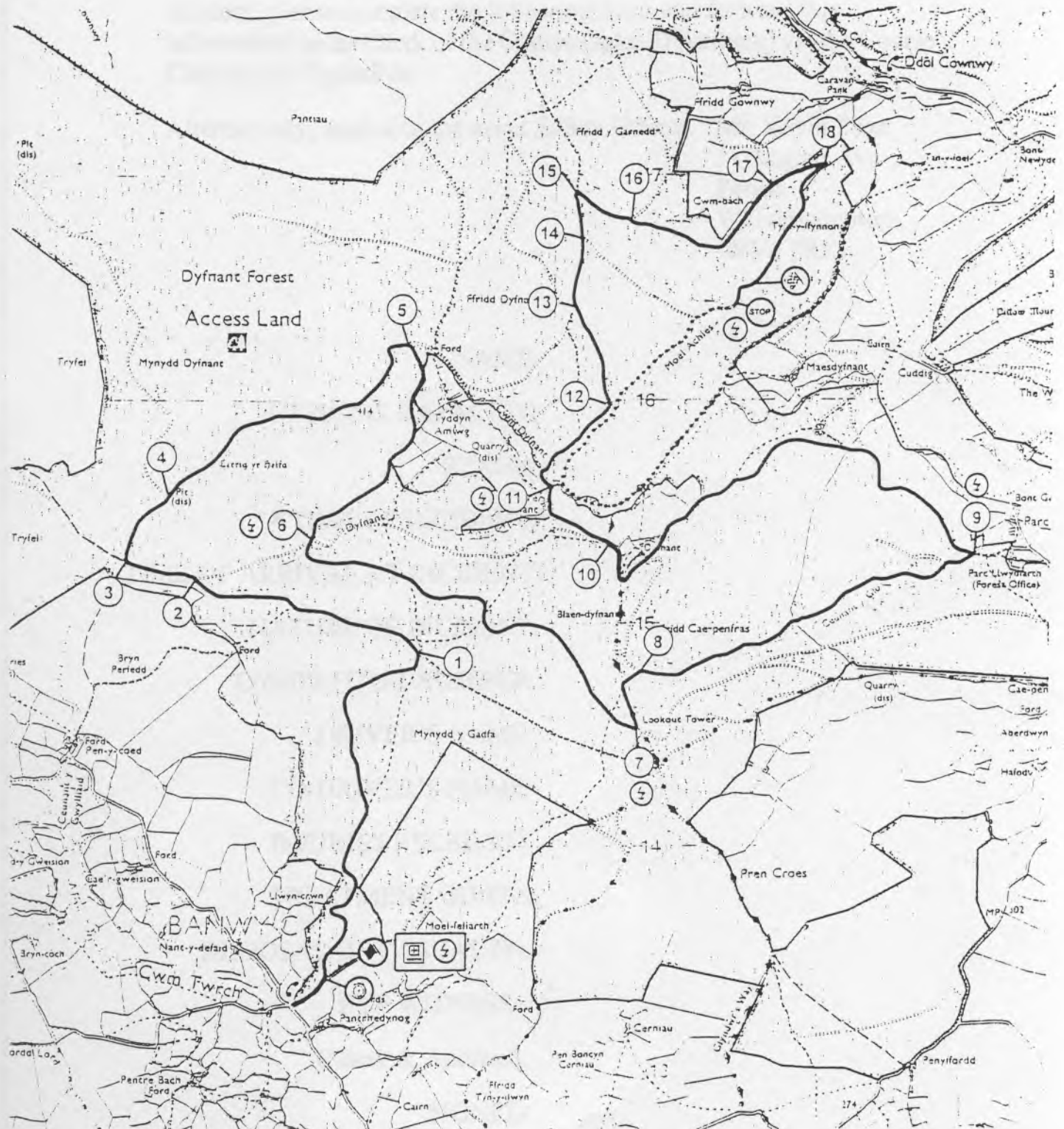
A458 LLANGADFAN

MAP REF: 125/012107



# STAGES 1 & 8 - DYFNANT

10.24 miles



## INCIDENT REPORT

## FORM

If you are directly involved in emergency proceedings following an incident, please complete the following form and forward this information to the Clerk of the Course (John Trevethick) via the Course Closing car if possible.

Alternatively, send it to the event Safety Officer: Mr. Kevin Page  
11 Raglan Ave  
Perton  
Wolverhampton  
WV6 7RZ

NAME:

OFFICIAL CAPACITY:

STAGE:

TIME OF INCIDENT:

TIME OF ARRIVAL AT INCIDENT:

NATURE OF INCIDENT:

COMPETITOR NUMBER:

DRIVER'S NAME:

CO-DRIVER'S NAME:

INJURIES RECEIVED:

TREATMENT GIVEN:

DISPOSAL OF CASUALTY:

EYE WITNESS:

(Name & Address):

SIGNED: