



# The Rally Bulldog



## Safety Manual

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1. *Forward*

Welcome to The Bulldog Rally.2006

Please can you take time to read the section(s) that are relevant to your role. All events are organised and run differently. No matter how experienced you are at helping on events there is always something unique to all events.

May we take this opportunity to thank you all for your support and assistance in the running of this year's event.

If you have comments or opinions on the event we are always happy to receive them. We hope that you have a good day's motor sport and have a safe journey home.

We look forward to seeing you all next year.

*The Organisers*

## **2. Health & Safety Policy**

Wolverhampton & South Staffordshire Car Club Limited, hereinafter known as WSSCC, applies high standards to all aspects of its organisation including health & safety matters.

In order to achieve this aim WSSCC will work in the spirit of the health & safety legislation rather than simply to comply with it.

In turn WSSCC expects that every person participating in the rally, whether competitor, official, marshal or spectator, shall take all reasonable care for the health & safety of themselves and other persons who may be affected by his/her acts or omissions during the operation of the event in order to achieve the highest standards of safety performance.

Accordingly, as a minimum, the event will be managed in accordance with: -

The Latest MSA Competitors' Yearbook

The Latest MSA Officials' Yearbook

The Clerk of the Course is the person responsible for health & safety matters in connection with the event, to who support staff have been allocated to monitor all health & safety regulations and aspects of the event.

Areas of special concern are where competitors service and refuel their vehicles.

All work to vehicles **MUST** be undertaken with the safety of the person performing the work being of paramount importance. Refuelling of vehicles and the transport and storage of fuel must be in accordance with the latest HSE guidelines.

In previous years the event has included a copy of the a risk assessment in this document, the risk assessment has now been split into three documents, one for the overall event and then sub-documents for the service and scrutineering areas. These are available on request for the Secretary of the Meeting.

## **3. Medical & Rescue Policy Overview**

The Clerk of the Course will appoint an Event Safety Officer (ESO) who will be experienced in the current operation of the rally stages and appreciate the potential of Rally Cars in differing weather conditions. They will be responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by each Stage Commander as follows: -

- a) There are predetermined arrangements available to every Stage Commander for summoning appropriate emergency services via rendezvous points if necessary, to the scene of an incident.
- b) At each special stage, unless the complete route is visible from the start or finish areas, there is provision of an effective radio communications network operated through a nominated Radio Controller linking officials at the start, finish and intermediate points with on stage Medical and Rescue Services. This frequency must be secure from misuse and be the MSA Safety & Medical Frequency. The

Controller must be experienced in the use of radios and in controlling a network and they must ensure the disciplined use of the radios.

- c) That there is in use a system of ensuring that competitors are positively monitored and checked through each stage and there is in force a method for locating missing and/or overdue competitors.

A Chief Medical Officer (CMO), who must be a Doctor, must be appointed who, in consultation with the Clerk of the Course and the Event Safety Officer will be responsible for ensuring that the required level of Medical and Rescue cover is provided, and for the detailed organisation of Doctors, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages.

The CMO, ESO, Stage Commanders, Doctors and Rescue personnel should be aware of the ambulance meeting points relevant to the stages and the available stage short cuts.

#### **4. Incident & Delay Procedure**

The marshals will usually deal with minor incidents on the stage and every effort must be put into avoiding suspending or stopping the stage.

ONLY in the case of personal injury, fire, and danger to life and/or a stage blockage should the running of the stage be suspended and then only with the sanction of the Clerk of the Course or the Stage Commander assigned to that stage.

Should you be required to take action with regard to one of the instances above then: -

Remain Calm

Ascertain location of the incident

Ascertain nature of the incident

Establish: Is anyone injured?

Is stage blocked?

Is there a risk of fire?

If the stage has to be suspended it is the Stage Commander's responsibility to decide on the correct level of response to be used in order to deal effectively and efficiently with the incident. Once decided upon the Stage Commander will advise the relevant personnel and update the radio network in order to advise the Event Organisers of the current situation.

When dealing with an incident it is vital to keep notes with timings of information received and actions taken. This is the purpose of the Incident Report Form appended to this manual.

At the scene of an incident the priority is of course minimising the danger to life. Marshals at the scene should keep spectators away from the personnel attending the incident and, if

necessary, ensure that subsequent competitors are warned of any obstruction or dangers on stage.

Incident personnel should make on site arrangements to keep the Radio Controller advised of the ongoing situation in order for the information to be relayed to the Stage Commander and Event Organisers.

Should it be deemed necessary by the person in charge at the scene of an incident to request assistance from the National Emergency Services, clear and precise information concerning the type of assistance required should be passed to the Radio Controller. If requesting medical assistance this information should include number of injured parties, type and extent of injuries, if possible this should be done via a closed means of communication e.g. mobile phone, rendezvous point designated and preferred route off stage.

In all cases incidents should be cleared as soon, as is practically possible in order to minimise the delay time incurred.

## **5. Red Flag Policy**

Under normal circumstances there must be no movement of any non-competitive vehicle, (other than Official Course cars) onto the stage once it has reached 'READY STATUS'. Vehicles may move with the specific approval of the Stage Commander and then only after suspending the stage and being satisfied that the stage is cleared of competing cars.

However, on any special stage where, in emergency circumstances, it may be necessary to authorise the movement onto the stage of a non-competitive safety vehicle BEFORE the stage is cleared of competing cars, a system of red flags must be in place. These are only to be situated at radio points and will only be displayed on the direct specific instruction of the Clerk of the Course or the Stage Commander.

The signs shown identify radio posts. Yellow 100yards in advance, Blue at the post



Red flags must only be used when there is a possibility of non-competitive safety vehicles moving onto a stage AHEAD of competing cars.

There must always be a red flag displayed at the point where non-competitive vehicles join the route of the stage and any subsequent radio points passed en-route to the incident.

Competitors MUST be advised, in writing which stages are operating this system and the procedure which competitors must adopt should they see Red Flags being deployed.

Competitors who are shown a red flag on a stage where they have been notified in advance of such a system being in use, must cease competition and come to a standstill

at the side of the stage as soon as possible, ideally at a marshal's radio location. They must not continue until advised to do so by an official of the event.

Once the instruction has been given to withdraw Red Flags, competitors will usually be allowed to proceed to the end of the stage NON COMPETITIVELY, but specific advice should be provided to the competitors, along with the instruction to withdraw the Red Flags.

## **6. Vehicle Recovery**

All vehicles that have stopped in stage may only be recovered by the Recovery Units allocated to the stage or by the competitor's service team after the stage has been closed. It is event policy that no Recovery Unit is allowed to tow more than one vehicle at a time either by suspended lift or by a towrope. All extrication will be done after consultation with the Stage Commander and recoveries will be allocated on the basis of the ability of the Recovery Unit.

**7. Senior Event Officials Contact Details**

Designation	Location/Name	Landline	Mobile
Rally Base (HQ)	Oswestry		07967 862501
Clerk of the Course	John Trevethick		07718 919171

**OFFICIAL CALL SIGNS**

		Call sign	
Spectator Safety	Kevin Witton / Phil Turley	Pilot 1	07767 453664
Course Car	Gareth Thomas / Ian Jordan	Pilot 2	07919 302599
Course Closing Car	Dave Houghton / Pete Cross	Sweeper 1	07973 443410
Deputy Clerk of the Course	Ray Lloyd	Wolf 1	07771 976844
Course Closing Car 2	Marcos James / Alan Corns	Sweeper 2	07778 599111
Safety Officer	Kevin Page	Wolf 2	07714 232424
Safety Officer / CMO	Mervyn Johnson / Dr. Martin Norton	Wolf 3	07870 658218
Chief Timekeeper	Vaughan Allcock	Clockman	07836 676334
Assistant C of C / Equipment Van	Richard Felgate	Wolf 4	07808 094390
Second Equipment Van	Andy Beech	Wolf 5	

**COMMUNICATION CONTROL**

Dyfnant	Dave Goodwill	Clip Relay	
Dyfi Main Gartheiniog & Pantperthog	Harold Hicken	Clip Control	07831 240064

**AREA CONTROLLERS**

Dyfnant	Jim Cornes	Wolf 11	07721 020509
Gartheiniog	John Griffiths	Wolf 6	07889 438613
Dyfi Main	Rob Richens	Wolf 7	07967 580222
Pantperthog	Dave Talbot	Wolf 8	
Field Results	Sarah Jones	Wolf 13	



**8. Time Schedule**

Route	Control	Due time Nat A	Due time Nat B	Due Time Mini	Event Safety Officer	Deputy CoTC Wolf1	Course Opener	Spectator Management	Second Spectator Management	Course Closer	Course Closer 2
Oswestry Start	MC0	8:00	9:20	10:35						10:21	
Dyfnant 1	ATC1	8:54	10:14	11:29	7:30		8:18	8:33		11:15	
	SSF1	9:05	10:25	11:40						11:26	
Phone Box on exit road	PC1	9:15	10:35							11:36	
Gartheiniog 1	ATC2	9:50	11:10		8:30		9:07	9:18		12:11	
	SSF2	10:06	11:26								11:07
Aberangell	PC2	10:12	11:32								11:13
Service A	TC2	10:46									11:47
Dolgellau out	MC2	11:29									12:30
Pantperthog	ATC3	11:56			10:30		11:20	11:35			12:57
	SSF3	12:07									13:08
Picnic area	PC3	12:08									13:09
Gartheiniog 2	ATC4	12:42			11:15	11:59				13:43	13:43
	SSF4	12:58								13:59	
Aberangell	PC4	13:04								14:05	
Service B	TC4	13:38	12:06							14:39	
Dolgellau out	MC4	14:18	12:46							15:19	
Dyfi Main	ATC5	14:45	13:13		11:45			12:42		15:46	
	SSF5	15:02	13:30							16:03	
Aberangell	PC5	15:07	13:35							16:08	
Dyfnant 2	ATC6	15:47	14:15	13:35	12:30		12:59	13:56		16:48	
	SSF6	15:59	14:27	13:47						17:00	
Ddol Cowmwy	PC6	16:04	14:32	13:52						17:05	
Finish	MC6	16:59	15:27	14:52						18:00	

Based on:  
60 National A Competitors  
60 National B Competitors  
20 Mini Rally Competitors

## **9. Vehicle Movements on Stages**

Vehicles will only be allowed into the stage if they have enough time to get to their allocated location safely before stage live time. After the stage has gone live the vehicles allowed into the stage will be restricted to Safety, Stewards, Deputy Clerk of the Course and Course Cars.

The safety and stewards vehicles may enter the stage any time in front of the Course Opening Car or Deputy Clerk of the Course.

The Course Opener will open all controls and stages except for stage 4 (Gartheiniog) and stage 5 (Dyfi Main). The Deputy Clerk of the Course will open stage 4 and the Spectator Management Car will open Stage 5.

The Spectator Management Car (Pilot 1) will traverse stages 1,2,3,5 and 6 these are likely to be the main stages that spectators collect. At the end of stage 6 Pilot 1 will make its way to the spectator location to supervise.

After the stage is live any vehicle movements, on the stage, other than the ones detailed above should be reported to radio control.

After the first competing car has entered, if required, the Rescue and Recovery vehicles can be instructed by the stage commander to enter the stage or move from their position, but this will only be done for safety reasons.

Once it has been confirmed that all competing cars have entered the stage they will be followed by a Course Closing Car, no vehicle should move until the Course Closing Car has past their location.

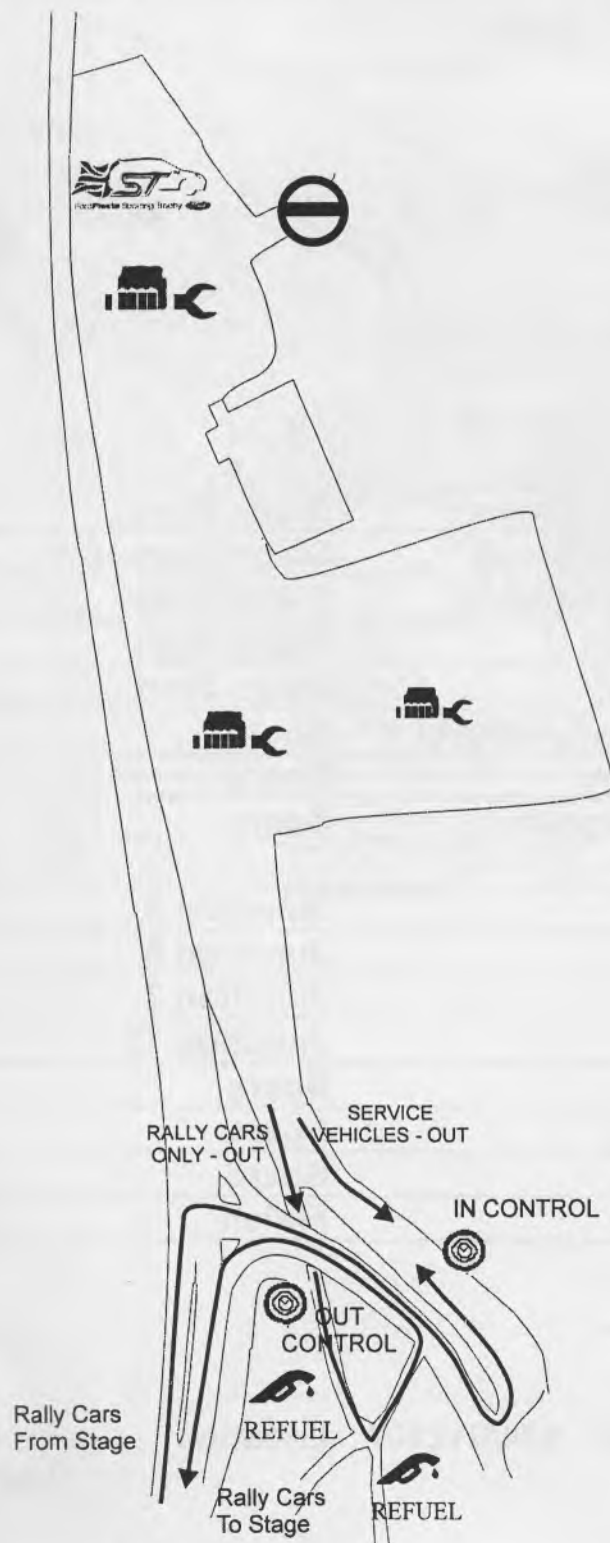
The Course Closing Car will close stages 1,4,5 and 6. The first stage will be closed behind the National B Rally competitors. The course closer will then make its way to the start of stage 2/4. The closer will wait for closer 2 to close to ATC 4. If required the course closer will be used to close stage 2 but only as a last resort. The course closer will continue to close all remaining stages behind the National A Competitors.

Closing car 2 will wait at the end of stage 2 for the last National A Competitor. This vehicle will then follow the National A Competitors to the service area and close the in and out controls at the service area. Closer 2 will then close stage 3 and make its way to the start of stage 4. Closer 1 and Closer 2 will liaise at this point to transfer information. This car will then make its way to stage 6 and wait.

All course vehicles, safety cars and stewards will be identified with rally plates and decals, if other vehicles try to enter the stage they should be stopped and reported to radio control.

10. Service Area Information Sheet

Service Area	Dolgellau	M/R	124/734181
Controllers	Cyril Loman	Mobile	
Emergency Services	St John Ambulance		
RV point	Entrance to Dolgellau Cattle Market	M/R	124/774817



**11. Stage Information Sheets****Stage Information Sheet**

**Stage Name** Dyfnant 1 **Stage Number** 1  
**Start M/R** 125 / 006163½ **Finish M/R** 125 / 963163  
**Mid Point Location** None

**Timings**

**Safety Arrival** 07:30  
**First Car Due** Nat A 08:54 Nat B 10:14 Mini 11:19

**Channel 2****Call Sign****Clip Relay****Radio Control** Dave Goodwill**Area Controller** Jim Cornes

Wolf 11

<b>Commander</b>	Neil Cross	<b>Stage Start</b>	Commander 1
<b>Start Radio</b>	Bob Cross	<b>Stage Start</b>	Cheriton 13
<b>Paramedic</b>	Ian Roberts	<b>Stage Start</b>	
<b>Rescue 1</b>	Cam	<b>Stage Start</b>	Cam Rescue
<b>Recovery 1</b>	Cam	<b>Stage Start</b>	Cam Recovery
<b>Doctor</b>	Vijay Anthwal	<b>Spare</b>	
<b>Rescue 2</b>	Care	<b>Spare</b>	Care Rescue
<b>Recovery 2</b>	Dolphin	<b>Spare</b>	Dolphin Recovery
<b>Radio</b>		<b>Junction 3</b>	
<b>Radio</b>		<b>Junction 6</b>	
<b>Radio</b>		<b>Junction 7</b>	
<b>Radio</b>		<b>Junction 12</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Finish</b>	Zsar 6

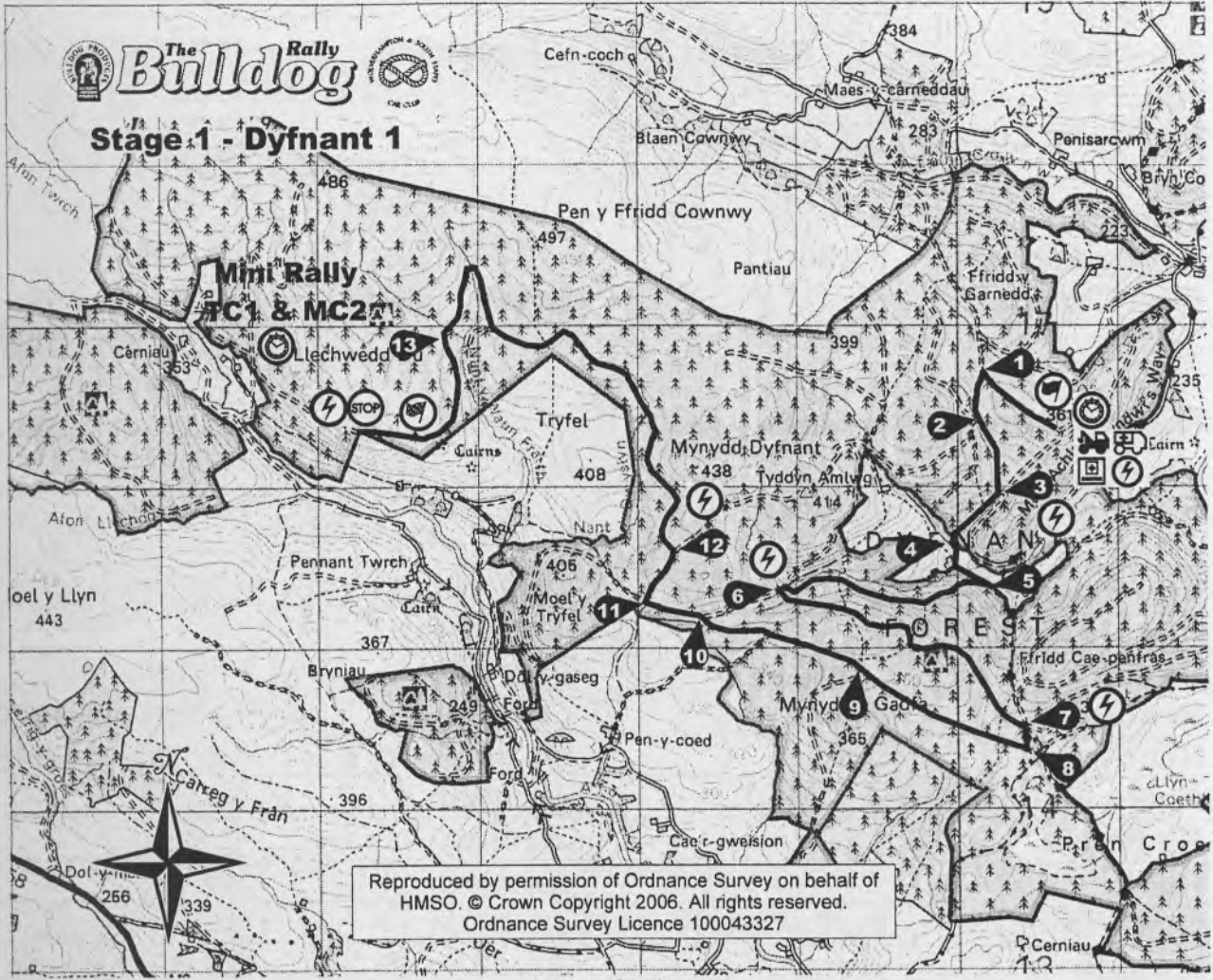
**Safety References****Emergency Services**

RV.No. 1 M/R 124/012107 Location

Cann Office  
Llangadfan – A458

SS 1 – Dyfnant 1

Length – 8.20



Not to Scale

**Stage Information Sheet**

**Red Flag**

**Stage Name** Gartheiniog 1 **Stage Number** 2  
**Start M/R** 125 / 821111 **Finish M/R** 124 / 806½111  
**Mid Point Location** Junction 11

**Timings**

**Safety Arrival** 08:30  
**First Car Due** Nat A 09:50 Nat B 11:10

**Channel 1**

**Radio Control** Harold Hicken **Call Sign**  
Clip Control

**Area Controller** John Griffiths **Wolf 6**

<b>Commander</b>	Ian Jarrett	<b>Stage Start</b>	Commander 2
<b>Start Radio</b>		<b>Stage Start</b>	
<b>Doctor</b>	Matthew Short	<b>Stage Start</b>	Momo 129
<b>Rescue</b>	Phoenix	<b>Stage Start</b>	Phoenix Rescue
<b>Recovery</b>	Arrow	<b>Stage Start</b>	Arrow Recovery
<b>Radio</b>		<b>Junction 4</b>	
<b>Radio</b>		<b>Junction 7</b>	
<b>Radio</b>		<b>Junction 11</b>	
<b>Doctor</b>	Penny Short	<b>Junction 11</b>	
<b>Rescue</b>	Mercia	<b>Junction 11</b>	Mercia Rescue
<b>Recovery</b>	Forest	<b>Junction 11</b>	Forest Recovery
<b>Radio</b>		<b>Junction 14</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Finish</b>	

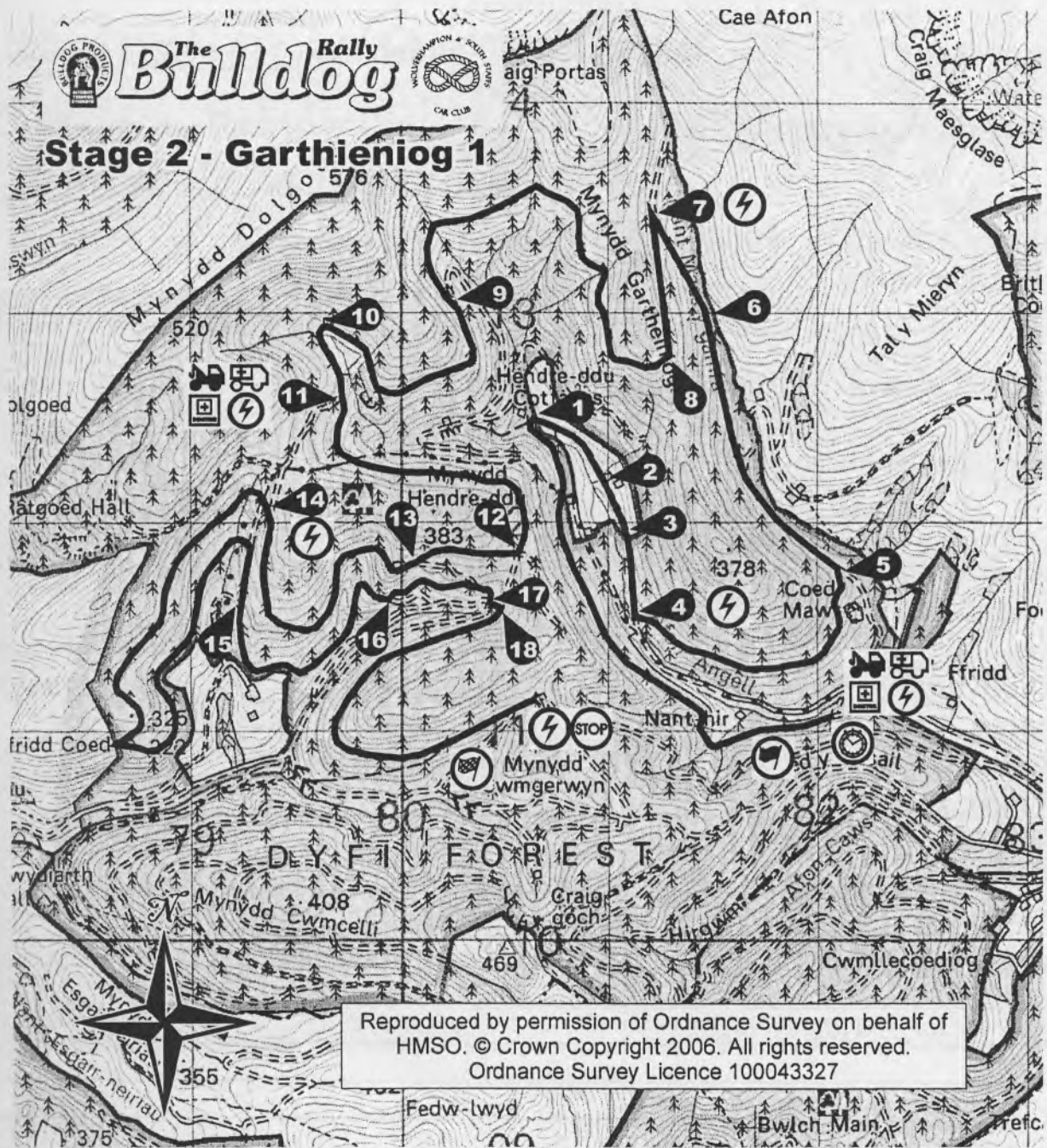
**Safety References**

**Emergency Services**

**RV.No. 2** **M/R** 124/863125 **Location** Brigands Inn  
Mallwyd –  
Junc. A458 / A470

SS 2 – Gartheiniog 1

Length – 14.39s

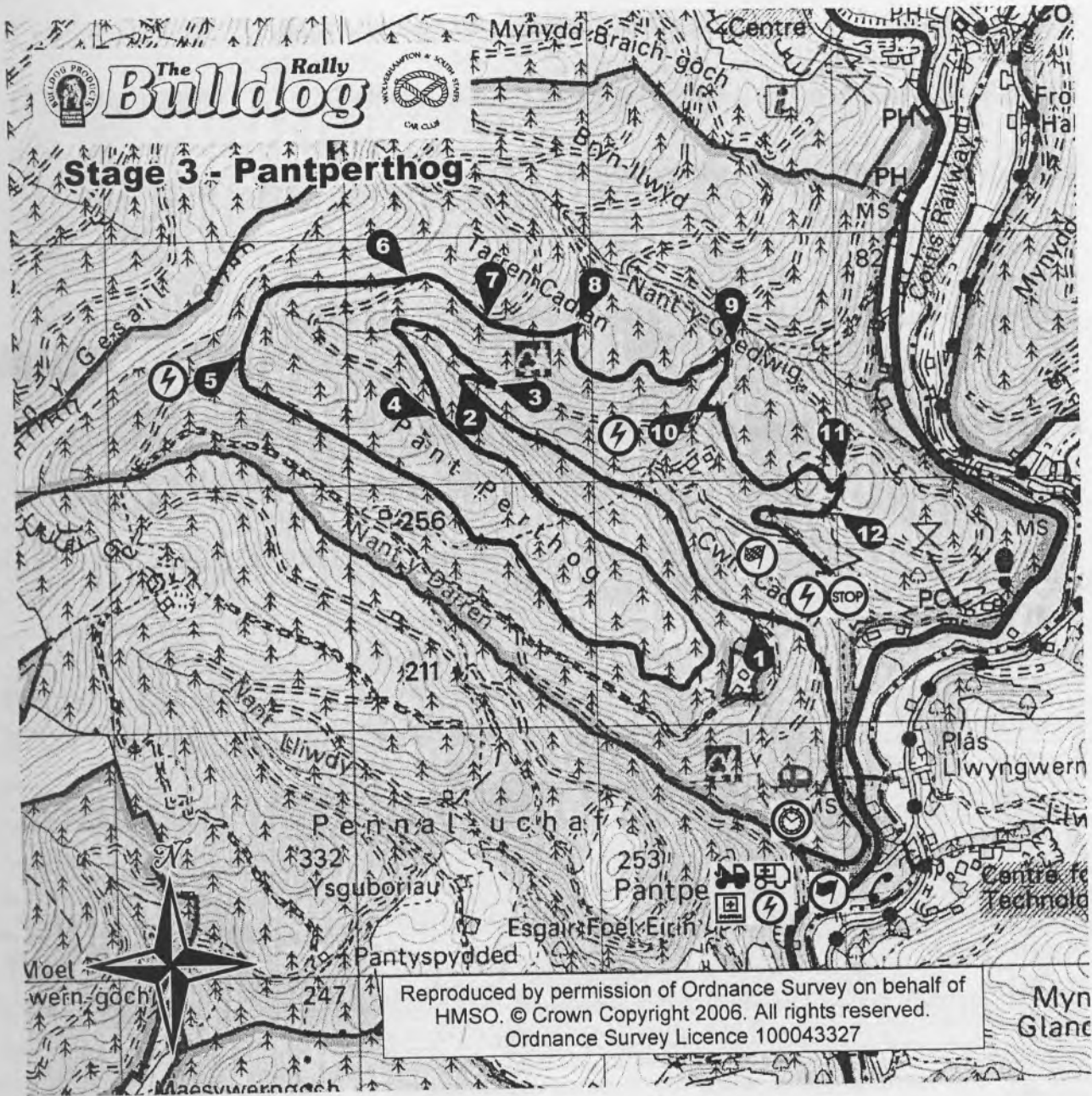






SS 3 – Pantperthog

Length – 8.10 miles



Not to Scale

**Stage Information Sheet**

**Red Flag**

**Stage Name** Gartheiniog 2 **Stage Number** 4  
**Start M/R** 125 / 821111 **Finish M/R** 124 / 806½111  
**Mid Point Location** Junction 11

**Timings**  
**Safety Arrival** 11:15  
**First Car Due** Nat A 12:42

**Channel 1**  
**Call Sign**  
**Clip Control**

**Radio Control** Harold Hicken

**Area Controller** John Griffiths

Wolf 6

<b>Commander</b>	Ian Jarrett	<b>Stage Start</b>	<b>Commander 2</b>
<b>Start Radio</b>		<b>Stage Start</b>	
<b>Doctor</b>	Matthew Short	<b>Stage Start</b>	<b>Momo 129</b>
<b>Rescue</b>	Phoenix	<b>Stage Start</b>	<b>Phoenix Rescue</b>
<b>Recovery</b>	Arrow	<b>Stage Start</b>	<b>Arrow Recovery</b>
<b>Radio</b>		<b>Junction 4</b>	
<b>Radio</b>		<b>Junction 7</b>	
<b>Radio</b>		<b>Junction 11</b>	
<b>Doctor</b>	Penny Short	<b>Junction 11</b>	
<b>Rescue</b>	Mercia	<b>Junction 11</b>	<b>Mercia Rescue</b>
<b>Recovery</b>	Forest	<b>Junction 11</b>	<b>Forest Recovery</b>
<b>Radio</b>		<b>Junction 14</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Finish</b>	

**Safety References**

**Emergency Services**

**RV.No. 2** M/R 124/863125 **Location**

**Brigands Inn**  
**Mallwyd –**  
**Junc. A458 / A470**

SS 4 – Garthieniog 2

Length – 14.39 miles



Not to Scale

**Stage Information Sheet**

**Stage Name** Dyfi Main **Stage Number** 5

**Start M/R** **Finish M/R**

**Mid Point Location** Junction 7 / 10

**Timings**

**Safety Arrival** 11:45

**First Car Due** Nat A 14:45 Nat B 13:13

**Channel 1**

Call Sign

Clip Control

**Radio Control** Harold Hicken

**Area Controller** Rob Richens

Wolf 7

<b>Commander</b>	Jon Cordery	<b>Stage Start</b>	Commander 5
<b>Start Radio</b>		<b>Stage Start</b>	
<b>Paramedic</b>	Chris Wragg	<b>Stage Start</b>	
<b>Rescue</b>	Stoke	<b>Stage Start</b>	Stoke Rescue
<b>Recovery</b>	Zodiac	<b>Stage Start</b>	Zodiac Recovery
<b>Radio</b>		<b>Junction 4</b>	
<b>Radio</b>		<b>Junction 7 / 10</b>	
<b>Doctor</b>	Stuart Hateley	<b>Junction 7 / 10</b>	
<b>Rescue</b>	Calder	<b>Junction / 10</b>	Calder Rescue
<b>Recovery</b>	Register	<b>Junction / 10</b>	Register Recovery
<b>Radio</b>		<b>Junction 13</b>	
<b>Radio</b>		<b>Junction 17</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Spare</b>	
<b>Radio</b>		<b>Finish</b>	

**Safety References**

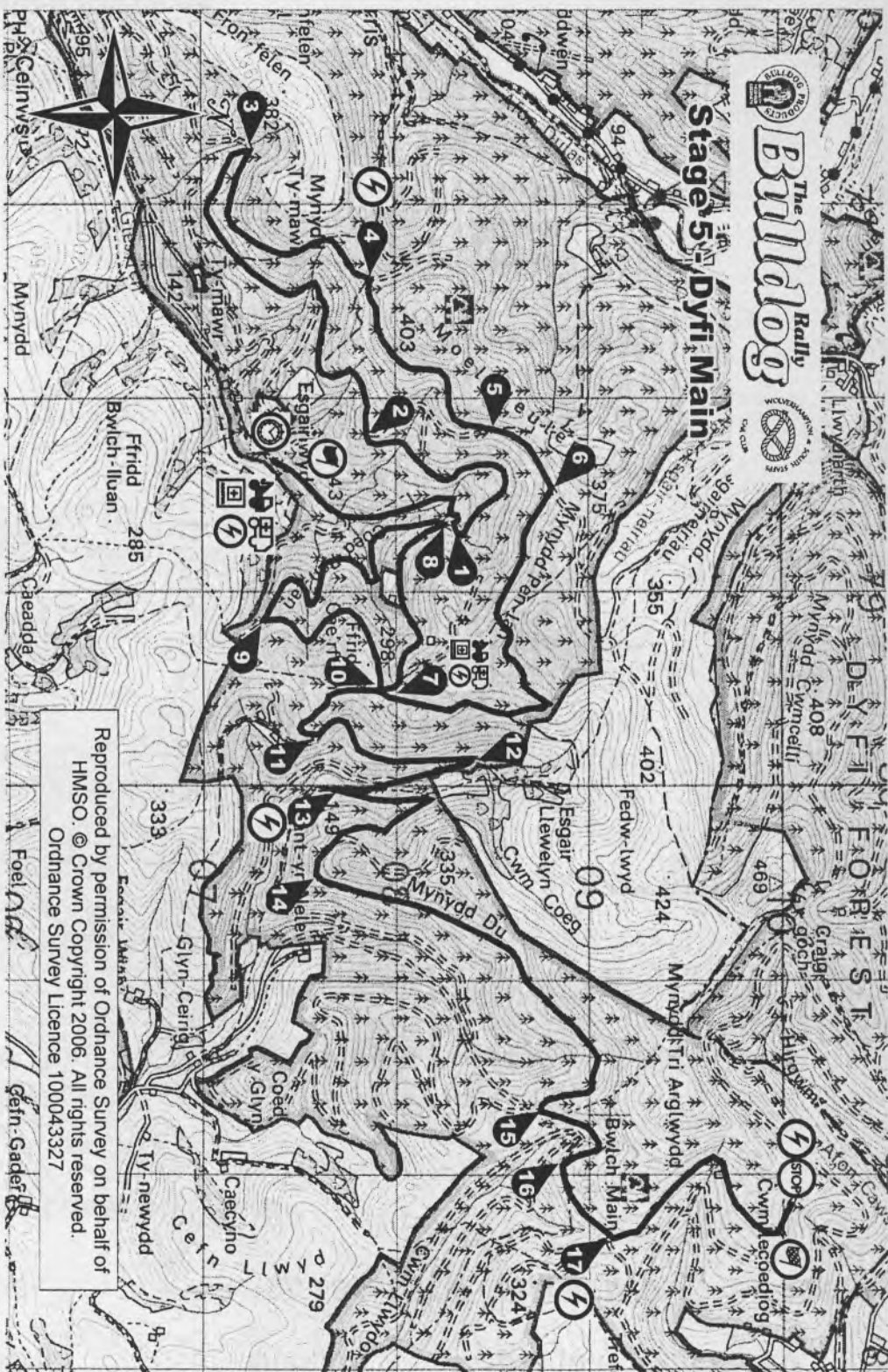
**Emergency Services**

**RV.No. 2** **M/R** 124/863125 **Location**

**Brigands Inn**  
**Mallwyd –**  
**Junc. A458 / A470**

SS 5 – Dyfi Main

Length – 14.30 miles



### Stage Information Sheet

**Stage Name** Dyfnant 2      **Stage Number** 6  
**Start M/R** 125 / 956167½      **Finish M/R** 125 / 006163½  
**Mid Point Location** N/A

**Timings**

**Safety Arrival** 12:30  
**First Car Due** Nat A 15:47      Nat B 14:15      Mini 13:35

**Channel 2**

Call Sign

Clip Relay

**Radio Control** Dave Goodwill

**Area Controller** Jim Cornes

Wolf 11

<b>Commander</b>	Neil Cross	<b>Stage Start</b>	Commander 6
<b>Start Radio</b>	Bob Cross	<b>Stage Start</b>	Cheriton 13
<b>Paramedic</b>	Ian Roberts	<b>Stage Start</b>	
<b>Rescue 1</b>	Cam	<b>Stage Start</b>	Cam Rescue
<b>Recovery 1</b>	Cam	<b>Stage Start</b>	Cam Recovery
<b>Doctor</b>	Vijay Anthwal	<b>Spare</b>	
<b>Rescue 2</b>	Care	<b>Spare</b>	Care Rescue
<b>Recovery 2</b>	Dolphin	<b>Spare</b>	Dolphin Recovery

Radio	Junction 3
Radio	Junction 8
Radio	Junction 9
Radio	Junction 12
Radio	Spare
Radio	Spare
Radio	Spare
Radio	Finish

Zsar 6

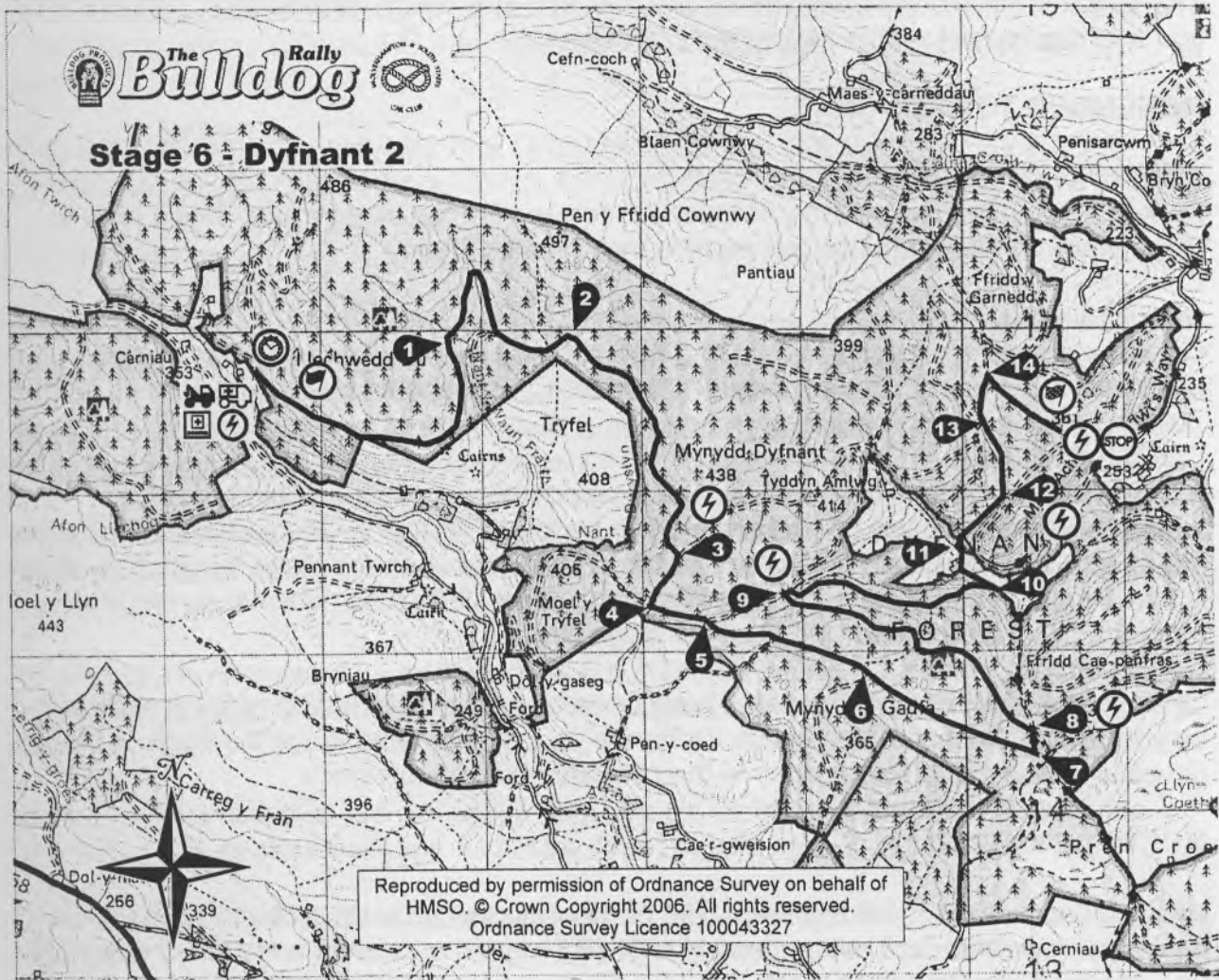
**Safety References**

**Emergency Services**

<b>RV.No. 1</b>	<b>M/R</b> 124/012107	<b>Location</b>	Cann Office Llangadfan – A458
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SS 6 – Dyfnant 2

Length – 8.70 miles



Not to Scale

## 12. Appendices

### Appendix 1 - Marshals' & Radio Operators' Safety Notes

*Radio operators are also Marshals.*

Thank you for giving your assistance to this event, it is greatly appreciated. We trust that you will have an enjoyable and safe day's rallying.

#### **REMEMBER TO SIGN-ON...!**

#### **ARRIVING AT YOUR POST**

Park in a safe place, preferably at least 30 metres from the stage route. If you have to move stage furniture ensure you replace the items as found.

#### **COURSE OPENING**

Once the stage has reached 'READY STATUS' (*usually 60 minutes prior to the first competitive car due*) only designated 'COURSE CARS' should be on stage.

#### **COUSE CLOSING**

A 'COURSE CLOSING CAR' will be running as close as possible behind the last competitor. As there will be live competitors on stage when the Course Closer enters the stage, you should remain on location until the closer reaches the stage finish. This action is in recognition that competitors could still encounter difficulties, which may require the attendance of the Rescue Unit from the stage start.

Once your stage is 'closed' and you have been stood down, either by radio or personally by your Stage Commander, please dismantle your junction and leave the stage in stage direction, unless given instruction to the contrary, exercising care.

#### **MULTIPLE FIELDS**

Where an event has more than one field of competitors there will probably be a gap between these separate categories. You **MUST** remain on station and alert to any unauthorised movement on stage.

#### **SPECTATORS & MEDIA**

Ensure that no unauthorised vehicles drive onto the stage.

Public footpaths will not be closed. Please advise walkers, cyclists and others, of the event - its direction, dangers and the code of safe spectating.

Ensure spectators are kept well back from the stage route and away from the outside of bends. It is easier to stop spectators entering these areas than to move them once they have become established.

If there are more spectators than you can adequately control, inform your Stage Commander via the nearest radio point.

Representatives of the media will be clearly identified and are allowed to place themselves anywhere, **HOWEVER**, they should be encouraged to stand in safe areas and at no time



place themselves or anyone else in danger. Remember that these individuals will have signed-on and therefore operate under their own cognisance.

### **INCIDENT PROCEDURE**

Should you witness directly or be advised of an incident, BEFORE investigating yourself, send a colleague to alert the nearest radio operator. Once you have detailed information regarding the incident ENSURE that this is passed immediately to the nearest radio operator.

**IT IS VITAL THAT YOU ADVISE THE ORGANISERS VIA YOUR NEAREST RADIO OPERATOR OF DETAILS REGARDING ANY INCIDENTS AS THEY OCCUR.**

If appropriate: -

Render the required assistance in order to protect the scene and to help those involved directly in/or with the incident.

Make sure the competitors OK/SOS board is out with the side relevant to the seriousness of the incident facing on-coming competitors.

In cases where there is a danger to the life of the occupants i.e. vehicle fire, vehicle over a drop, immediately assist the crew from the car, with your personal safety as a paramount concern

Where there is no immediate danger to life but there are injuries, leave the occupants in the vehicle, but talk to them and observe their actions until the help you have summoned arrives

**With a serious incident, do not move any objects or items from the scene of the incident. This applies to stage furniture, logs, debris etc.**

On completion of the incident make out a written report and hand this to the closing vehicle.

If you are involved or associated with any incident, please ensure that you make no comment regarding any aspect of it to a member of the public or media.

Any requests for comments or information should be directed to rally Headquarters.

## Appendix 2 – Radio Users' Operation Notes

### 1. Introduction

**The Bulldog Rally 2006** will use as it's primary safety and medical communications system the MSA 81.575 Mhz FM frequency radios. All radios on this channel will operate through a radio controller or their designated relay/link. All senior officials of the event will be equipped with a radio on this frequency.

### 2. Responsibilities

#### 2.1. Stage Radio Supervisor

- 2.1.1. Will ensure that all radio crews are in position at least 1 hour before the first car is due.
- 2.1.2. Will ensure that all radio crews keep a check sheet (supplied).
- 2.1.3. Will supply radio control / relay with a list of active radio crews and location on the stage.
- 2.1.4. Will be responsible for supplying the following information:
  - Stage Ready
  - Doctor, Rescue and Radio Crew in Position and Ready.
  - Passage of Official Vehicles
  - First competing car and time entered stage
  - Time Stage Stopped
  - Action taken
  - Time Stage Restarted
  - Last Three Car Numbers and final cars time
  - Total Number of Cars Completing Stage
  - Passage of Closing Car

#### 2.2. Stage Radio Crew

- 2.2.1. Report that you are in position with the stage radio supervisor
- 2.2.2. Park in a place of safety where the stage can be seen clearly
- 2.2.3. Keep timely and accurate check sheet of all passing vehicles
- 2.2.4. Make themselves known to the marshal in the immediate vicinity
- 2.2.5. Advise Radio Control of any problems
- 2.2.6. Operate in accordance with Normal MSA Procedures

### 3. Basic Do's and Don'ts

#### 3.1. Do:

- Ensure that you know which channel the stage is being run on and that your radio is set to that channel
- Make sure that the Radio is manned at all times
- Listen to your radio at all times. Other information may be relevant to you
- Keep the Radio in view. *To ensure the transmit light is out* before transmitting your message.
- Keep message brief.
- Transmit any long messages in small sub messages. Channel 81 times out after 30 seconds.
- Make note of any radios you can hear well.
- Make sure that your push to talk button does not get stuck open.
- *Wait a moment after PTT button is pressed before talking.*
- If radio fails check all connections and try to let another official know if the failure is terminal.
- Run the vehicle engine every so often to keep the battery fully charged

### 3.2. Don'ts

- Use channel 81 as a chat channel. You may be putting lives at risk.
- Put the radio/loudspeaker where others can overhear it i.e. on the roof of the car.
- Park under trees or near other radio communication or computer equipment
- Try to listen to a number of radios at once. You may miss an important message.

## 4. *Special Calls*

4.1. **SAFETY** – Possible safety problems (Spectator overcrowding)

4.2. **URGENT** – More Important message (Suspected injury or Stage Blocked)

4.3. **PRIORITY** – Confirmed injury / Life and Death Situations Only

4.4. Strict Discipline must be observed at all times and any misuse of these calls will be dealt with severely.

4.5. In safety, urgent or priority situations Radio Control will state the fact and call for radio silence. Please do not transmit unless the message is very relevant to the current situation. Listen carefully your help may be required.

4.6. Calls should be initiated as follows:

***"PRIORITY, PRIORITY ...RADIO CONTROL FROM WOLF ONE."***

4.7. Wait for the controller to acknowledge message and clear down the air before passing the message. **STAY CALM.**

4.8. **All special calls have precedence over administration calls.**

## 5. *Problem Resolution.*

5.1. If you cannot resolve a problem please consult the Radio Controller for advice.

Finally have an enjoyable day and thank you for your support.

### **Appendix 3 – Additional Radio Frequencies**

*(Preamble outlining specific operation, deployment and usage of each additional radio frequency)*

Upon arrival at your stage or given location please check that your set is switched on, the microphone and speaker are connected and that the volume and squelch (if fitted) are adjusted to the correct levels. **MAKE SURE YOUR AERIAL IS CONNECTED AND THAT THE COAXIAL CABLE IS INTACT AND IS NOT TRAPPED PRIOR TO SWITCHING ON YOUR SET.**

Ensure that your radio is monitored at all times. Radio traffic not directed to you is still important and you need to listen to it.

**ENSURE THAT YOU ARE AWARE OF WHERE YOUR MICROPHONE IS AND THAT THE PTT (press to talk) BUTTON IS NOT TRIGGERED UNNECESSARILY.**

Even if you are using a duplex frequency a microphone activated in error will disrupt the efficiency of this frequency.

Make sure that you know your call sign and all those on your stage or specific location.

Do not park close to other vehicles using radio equipment or computer equipment.

Do not park under trees or beneath electricity cables.

*(Continue with additional notes, which relate to application and operation of each additional frequency).*

Appendix 4 – Example Radio Check Sheet

RADIO CHECK SHEET



STAGE No.

Total	List of Cars In Order by Number										Control											
0											Course Cars											
10											Last 3 Previous Stage					Total						
20											Time 1st Car					In Out						
30											Last 3 In Stage					Total						
40											Time Last Car					In Out						
50											Last 3 Out Of Stage					Total						
60											Cars Stopped in This Stage											
70											Car No	Junc.	Car No	Junc.	Car No	Junc.						
80																						
90																						
100											Other Radio Cars In This Stage											
110											Junc.	Call Sign	Junc.	Call Sign								
120																						
130																						
140																						
150																						
160																						
170																						
180																						
190																						
Cross off the Car No. On The Chart Below As It Passes Your Location																						
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20			
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40			
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60			
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80			
81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100			
101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120			
121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140			
141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160			
161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180			
181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200			

*From* Wolverhampton & South Staffs Car Club Ltd. *Thank you For Marshalling*

## Appendix 5 – Marshal Instructions

### 1. Introduction

Welcome to **The Bulldog Rally 2006**. Please read these instructions carefully even if you have marshalled on other events. Everyone can always learn something new. Please remember **Safety** is always the **priority**.

### 2. Signing On / Job Location

Please "Sign-On" as soon as possible on an official sign-on sheet, to make sure you will be covered by the event insurance. If you don't already know, your stage commander will allocate you to a location in the stage and give you any specific instructions. Please proceed to your allocated location when requested to do so, please remember that the stage will not be "LIVE" and set up activities may still be taking place and other officials may arrive at their locations and settling down. Please take note of your nearest radio point and how to get there quickly and safely while the stage is running. If possible make contact with the radio operator before the stage starts and advise them of your location using the post number.

### 3. Personal Equipment

Due to the time of year the event runs please ensure that you are equipped to deal with inclement weather, this should include warm & waterproof clothing, warm drinks and food and sensible foot wear. Other items that will be useful include a torch, knife, whistle and if possible a fire extinguisher.

### 4. Identification

All officials will be identified with either a name badge or car sticker. Press and VIP's will have a letter issued by the Clerk of the Course, please remember this does not give them the right to stand or go where they like, they should follow your advice.

For your own safety, please wear a high visibility tabard either supplied by the event or if you have your own please use it. This will help competitors and the other officials to identify you, also it will give you some authority over spectators.

### 5. Job Functions

#### a. Safety Marshals

Safety marshals are positioned at points throughout the special stages to ensure the stage is set up, run and clear safely.

To provide emergency assistance to competitors in need.

To ensure spectators are not a hazard to competitors or themselves.

Marshals are usually the first on the scene of an incident and as such they should protect the scene and follow the incident procedure. By use of whistles the marshals will indicate to spectators that the stage is live and a competing vehicle is approaching. Manning should be at least of adequate numbers for the particular stage location.

b. Radio Marshals

Are placed at key points in the stage to report on possible incidents and keep a track of cars that have passed their location. They must also keep the Stage Commander informed of incidents in their sector of the stage. The competing number and order of cars that passed the location are recorded on check sheet include in the pack for each radio point. When the radio operator arrives at the location on stage they must report into the radio controller and inform them of their call sign and location. Radio operator can operate individually but teamwork with safety marshals is usually essential.

c. Time Control Marshal.

Records the time that the competing vehicle entered the Time control. The information is written onto the competitors' timecard and a control check sheet. The time must be taken from the official clock and crews are allowed to enter the time control 59 seconds prior to the minute they require. Time given is to the previous whole minute. At Least 2 Marshals required per Time Control.

d. Stage Arrival Control Marshal.

Record time from the ATC clock that the competing vehicle entered the control and allocates a proposed stage start time. This is the time of arrival at the control plus at least 3 minutes. This is not to be deviated from unless the stage commander instructs the marshals to do so. The competing vehicle is allowed to enter the control 59 second prior to the minute required. The information is written onto the competitors' timecard and a control check sheet. Ideal manning should be at least 2 Marshals per Stage Arrival.

e. Stage Start Marshal

Confirms the Start time issued at ATC to the competing vehicle and follows the start procedure. The start time is recorded on the timecards of the competing crew and on the corresponding check sheet. The event will be using an automated start lights that will ensure the stage time for the competitors will be timed to tenths of a second. The instructions for use of the timing equipment will be included in the control pack. If the marshals have not used the equipment previously instructions will be included for dummy runs as well. Ideal manning should be 3 Marshals per stage start.

f. Flying Finish Marshal

The marshal must record the time at which the car completes the stage on the check sheets provided and this time will be communicated to the Stop Line Marshal. The Marshal on the Flying Finish will act as a backup the automatic timing system fails. Minimum manning should be at least 2 marshals per flying finish.

g. Stop Line Marshal

Record the time the competing vehicle crossed the Flying Finish on to the competitors' timecards and a corresponding check sheet. Minimum manning should be at least 2 marshals per stop line

## 6. Paperwork

A list of paperwork is included in every pack and if you are missing anything please inform your stage commander who will have spares. Examples of the Timecards will be included in the packs. **Unless otherwise specified in your pack, the Course Closing car will collect all control check sheets including any written reports from Stage Commanders and judges of fact.**

## 7. Stage Furniture (Arrows etc.)

Arrows, tape, stakes etc. will be put in place before the marshals get to their location, occasionally to aid marshals getting into position tape might not be tied off in the correct manner and therefore the marshals will need to complete a little set up work. Make sure the rally route is clearly defined, stop a course car if you have any concerns.

Marshals need to protect and replace the arrows etc. when rally cars or spectators dislodge or remove them. The course cars will carry addition equipment and if required please flag down and tell them what you require.

When the stage is fully complete please breakdown the majority of the signage, leaving one arrow at the junction in place for the equipment van. Please place the remaining equipment in a pile by the remaining direction arrow.

## 8. Stages

It is this rally organisers' policy to run only the minimum required number of course cars, none of which will traverse the stage at competitive speed. The first car to traverse the stage will be the clock delivery car, which is normally between 2 and 1 hours before the first competitor is due. The clock delivery car crew sets up and tests the timing equipment. This car will be identified clearly and this vehicle may cut or reroute depending on time schedule restrictions.

The stage will be LIVE 30 Minutes before the first competitive car is due.

Approximately 30 minutes before the first competitor is due will be the spectator safety car. This vehicle will traverse as many stages as possible but will pass through all stages with designated spectator areas. The prime function of the crew in this vehicle is to check the stage set up and ensure vehicles, spectators and marshals are positioned in places of safety. This vehicle will be clearly identified and once on the stage the vehicle will follow rally route.

Approximately 15 minutes before the first competitor is due will be the Course Car. A vehicle of this denomination will traverse ALL stages and check the stage set up and safety of the stage. No other vehicle will traverse the stage between this vehicle and the first competing car. Both the Spectator Safety Car and the Course Car will check the functionality of the timing equipment. All the course cars will carry dummy time cards and will be used for practise.

Once the Course Car has completed the stage and everything is to the satisfaction of the crew, the stage will be ready for the first competing car. The Competing cars will start at 1-minute intervals, due to the nature and number of events there will be gaps between competing vehicles running on the same stage.

Please remain at your post until the Course Closing Car has past your location **AND** the stage commander stands you down.



## 9. Spectators

As a marshal always try to lead by example, do not stand in dangerous locations and please ensure that you do not stand in groups chatting or fool around.

When talking to the spectators please adopt a non-confrontational, friendly approach and speak to them, as you would like to be spoken to yourself. Do not let spectators settle in a dangerous position or areas designated as PROHIBITED, it is always easier to move them before they "set up camp". If you ask someone to move please try and explain why you think it is not a good idea to stand in that particular place and suggest another position. If spectators wish to move location suggest they walk through the trees rather than on the stage.

If you encounter a particularly difficult group of spectators who will not move please inform the nearest radio point and get them to inform the organisers.

Press photographers if they are 'signed on' and identified do not necessarily have to stand in designated spectator areas. They should take your advice as to their 'no go' areas. If they do not cooperate then find out whom they are and send a written report to rally HQ.

## 10. And Finally.....

Always **THINK SAFETY** Competitors, officials, yours and the spectators. If you have any further questions please don't hesitate to contact Kevin Witton on 07767 453 664.

Thank you for marshalling and I hope you have a  
Good Days Rallying!

## Appendix 6 – Service Area Risk Management

Entrants, competitors and service crew members should be aware of their own and other people's safety and well being, when competing in motor sport.

- All entrants should have an environmental ground sheet in place before work commences on the vehicle
- All service vehicles should have an environmental spill kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit)
- Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being re-fuelled.
- Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jacks. Engines should not be run when the vehicle is raised on stands. No other work on the Car should be attempted, when raising or lowering of the car is taking place.
- If re-fuelling is permitted in the service area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all work ceased and have no occupants when re-fuelling commences. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
- The crew concerned should contain spillages of any liquid immediately.

### Storage & use of petroleum spirit

- Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit - Highly Flammable" and kept from any source of ignition.
- All empty containers should be removed from the venue after the event.
- Petrol is to be used as fuel only, not for any other purpose.
- All vehicle refuelling is to take place in the open air. A "NO SMOKING" area should be enforced and an operative should be on standby with an appropriate fire extinguisher.
- Re-fuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

### Hazardous Substances

- Some vehicle parts, for example brake & clutch linings contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible. Where asbestos is used, every effort should be made to prevent dust being released.
- Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
- Other substances may cause ill health. Suppliers will have information about the possible effects of their products available on request.

### Electrical Safety

- All electrical equipment should be maintained in a safe condition.
- Extension leads & cables should be neoprene, oil resistant flexible cable.
- All electrical equipment used externally should be weather proof and tools should be "double" or "all insulated" against electric shock.
- Electrical equipment and hand tools should not be used where flammable vapours are present.

### Fire Precautions

- All competition and service vehicles should carry a suitable fire extinguisher.
- Special consideration should be made before lighting any cooking appliance.
- All sources of ignition should be kept away from any fuel store or re-fuelling area.
- Fire extinguishers should not be moved from their known location, other than when in use.
- In the event of any fire, a report should be made to the organisers of the event before leaving the venue.

- All entrants are encouraged to train their personnel in the correct fire prevention and treatment procedures.

### **Compressed Air Equipment**

- Air blasts from over inflated tyres can cause severe injury. Tyres should not be inflated above the manufacturers recommended figures.
- Always stand clear when inflating tyres.
- Compressors and airlines should be inspected regularly.
- Compressed air cylinders should be stored and used to suppliers' recommendations.

### **General Working Practices**

- All working area should be kept clean and tidy. All waste and spillage should be cleared up immediately, removed by the entrant at the end of the event and disposed of in a responsible manner.
- Trailing cables & hoses should not be allowed to create a trip hazard and should not run across access or roadways.
- Whenever vehicle engines are being run, adequate ventilation must be in place.
- All safety notices should be complied with
- Any personnel carrying out work should ensure that they adopt safe working practices at all times
- Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.
- Children under 18 years of age are to be closely supervised and should not leave your designated area un accompanied. They are children and as such your responsibility.

### **Noise**

- Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term , or after prolonged exposure, permanent.
- Where exposure to noise is unavoidable, ear defenders should be worn.

### **Manual Handling**

Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques.

### **Waste**

Entrants should remove all waste from the venue, including containers, packaging tyres, oils etc. They must be disposed of it in a responsible manner.

### **Vehicle Safety**

- A 10 m.p.h. speed limit should be observed at all times in a service area, other than for emergency vehicles which may be attending an incident.
- There may be pedestrians in service areas. Special care must be taken in these circumstances, to avoid collisions.
- The unauthorised use of mopeds, motorcycles, scooters, gopeds, quads etc is forbidden in the service areas.
- Persons holding valid driving licences for that class of vehicle may only drive vehicles.

### **First Aid**

Any person sustaining injury or illness should seek treatment from the event emergency services, by initially reporting to the Senior Official in charge of the service area, who will ensure the appropriate response.

### **Public Safety**

Entrants and their associated personnel should act in a manner so as not to put either themselves or any other person at risk of injury.

### **Reporting of Accidents & Incidents**

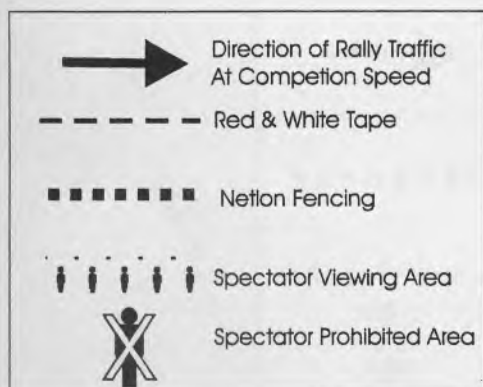
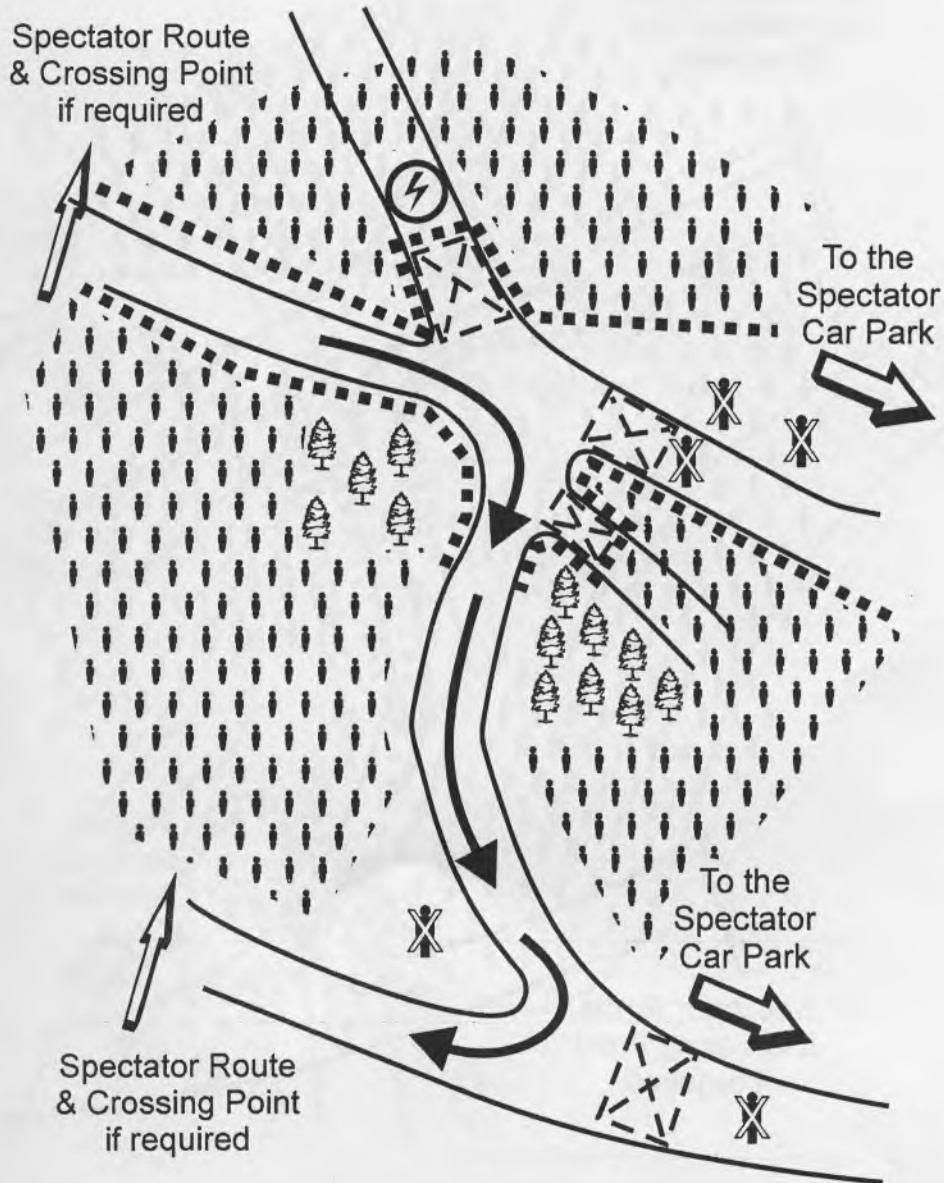
All accidents where any person sustains injury, or where damage to property occurs, should be reported immediately to the Senior Official in charge of the service area.

### **Further Regulations and Information**

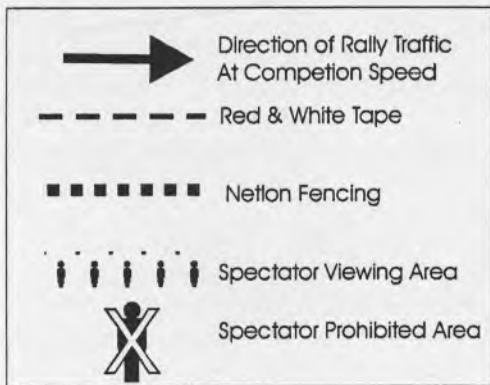
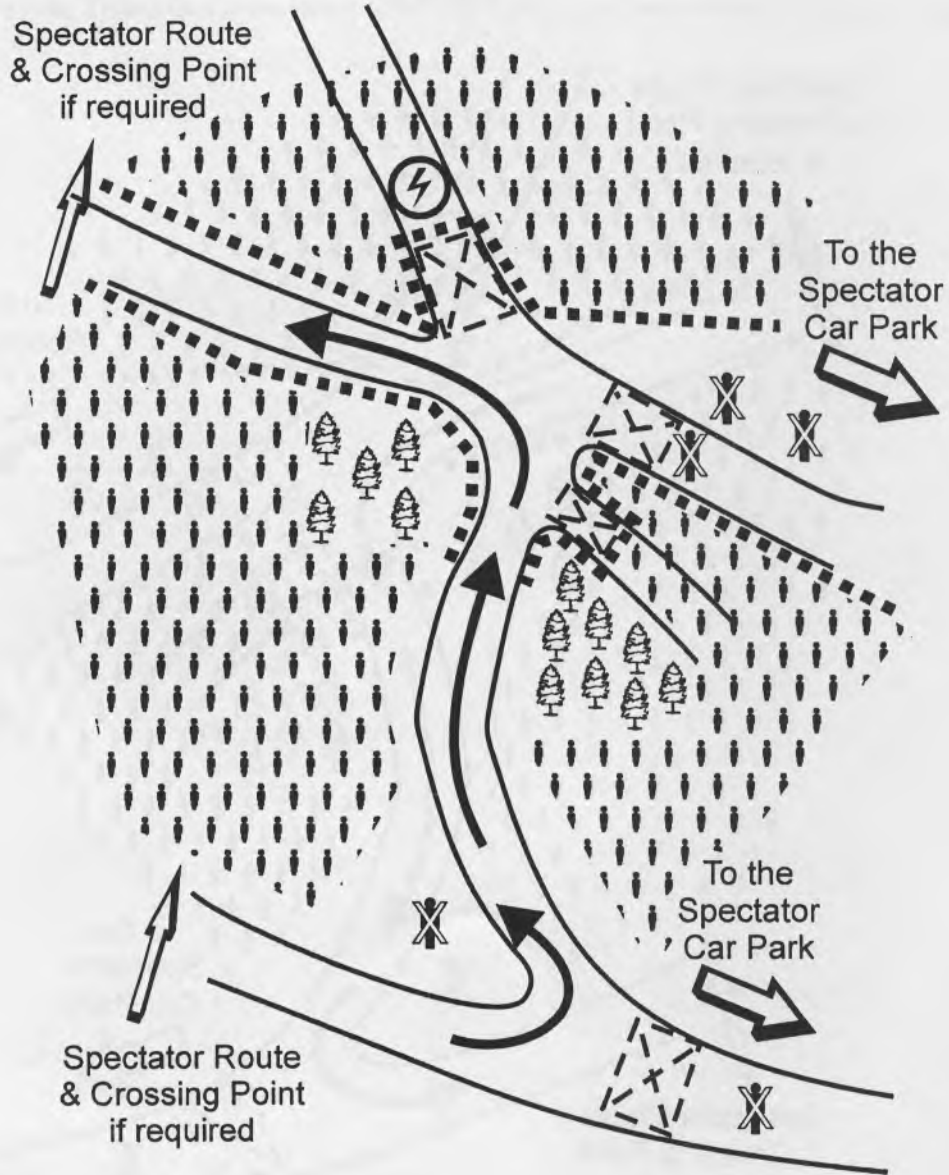
Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations.

Appendix 7 - Spectator Area Diagrams

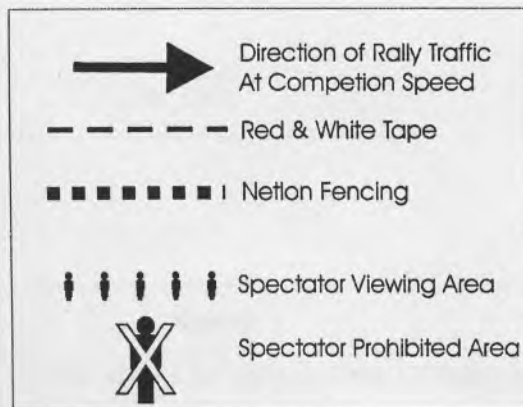
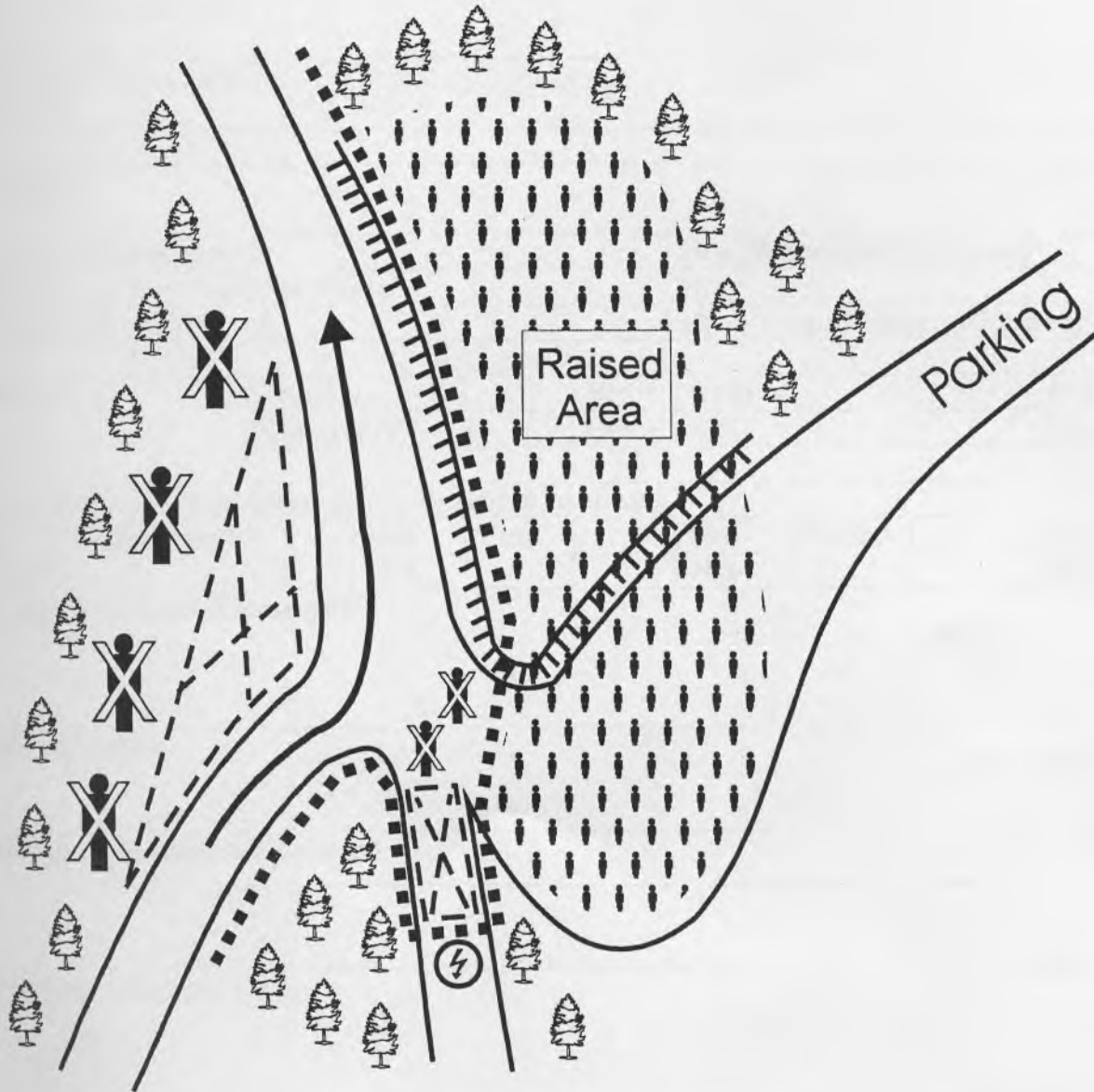
# Dyfnant 1 Spectator Area 2006



# Dyfnant 2 Spectator Area 2006



# Dyfi Main Spectator Area 2006



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### Appendix 8 – Incident Report Form

PLEASE TAKE TIME TO COMPLETE THIS FORM AS SOON AS IS PRACTICAL WHEN COMPLETED PLEASE HAND THIS FORM TO THE STAGE COMMANDER OR THE CLOSING VEHICLE.

<b>Stage Name</b>		<b>Stage No</b>	
<b>Location of Incident / Occurrence</b>			
<b>Competitor number(s) involved</b>			
<b>TIMINGS</b>			
<b>Of incident/occurrence</b>		<b>Hrs (Witnessed/Advised)*</b>	
<b>Reported to Control/Organisers*</b>		<b>Hrs</b>	
<b>Request for assistance</b>		<b>Hrs (Doctor/Rescue/Recovery)*</b>	
<b>Arrival of</b>	<b>Doctor</b>	<b>Hrs</b>	<b>Rescue</b>
	<b>Recovery</b>	<b>Hrs</b>	<b>SSO</b>
<b>Request for National Emergency Services made by</b>			
<b>At</b>	<b>Ambulance</b>	<b>Hrs</b>	<b>Fire</b>
<b>Arrived</b>		<b>Hrs</b>	<b>Police</b>
		<b>Hrs</b>	<b>Hrs</b>
<b>Nature Of Incident/Occurrence</b>			
<b>Action(s) taken</b>			
<b>Witnesses (Names &amp; Address)</b>			
<b>Condition of Driver</b>			
<b>Condition of Co-Driver</b>			
<b>Condition of Other</b>			
<b>Signed</b>	<b>Name</b>	<b>Date</b>	

Please use the other side of this sheet for any further information. Thank you for your co-operation \*Delete as applicable

**Incident Report Form – Additional Information**

[A large rectangular area with a thin black border, intended for providing additional information for an incident report. The area is currently blank.]