



Snetterton Stage Rally 2025

Time Control Crews Notes

Firstly, thank you for volunteering to help by being involved with the time controls at the Snetterton Stage Rally 2025. As you well know, your roles are critical to the running of the event. These are some notes to help you be better equipped for the role you play. These notes cover all time controls. Therefore, some points will not be directly relevant to you but others will.

Please bring a head torch or handheld torch as the final stages will most likely be in the dark.

At the end of the notes are the stage diagram and sample timecard.

The event

This year, as last year, we are running entries from the Junior Championship. Technically this is a separate event but for all operational aspects the only difference is that the Juniors will only start a stage after the last of the 'Senior' competitors has finished the stage. Therefore, there will be a short period in inactivity between seeing cars on a stage. The junior cars are numbered from 81 and there are currently 15 of them. You otherwise treat Juniors exactly as the senior event. The times all go on the same checksheet for each stage.

Stages

There are 6 stages, each with a 'J' version for the junior event. These will run in pairs of stages, 1/1J & 2/2J – 3/3J & 4/4J – 5/5J & 6/6J. After each pair of stages there will be alterations to the stage layouts. The arrival and start controls will move to a new location after each pair of stages. The finish and stop line will only move after stage 4. The regroup control remains in one place all day. Please move to the new location as soon as the junior stage has been closed at your time control. The locations are shown on the stage diagrams. When you move to your new positions, please take with you:

- The time control equipment. Please disconnect/dismantle this as little as possible, but take the display off the stand and disconnect the battery. Please be gentle with the plugs and sockets as the wires can break and cause the system not to work.
- The supplied hand held radios
- The fire extinguishers (if they are at your location)
- The spill kits (if they are at your location)

Timing

All cars are running on 30 second starts.

The **arrival** control and **regroup** control will only operate on whole minutes and therefore there will be two cars on each minute. Sometimes a third if a car has been slotted in.

Arrival will always issue a provisional start time 3 minutes after the actual time at their control. The 30 seconds will be sorted out on the start line.

The time that a competitor is given at **Arrival** or **Regroup** is when the competitor hands his card to you. Don't ask for the card. Ask what time a competitor wants and if justified by the actual time window, complete the timecard with that time. If the competitor wants a time of, say, 14:09, you may give him this time if the rally clock is showing a time between 14:08:00 and 14:09:59. If there is congestion which prevents the competitor complying with that time range and you are satisfied the competitor was in the queue use your discretion and give the time asked for.

The **start** control team must not allow a crew request for an additional gap on the start times. Cars must always start on the next 30 seconds. If there has been a gap caused by an incident on the previous stage we may ask you to send the cars in at 2 minute intervals to absorb the delay and keep the stage active. If this is to be the case you will be given an instruction.

Jump starts

Jump starts of a second or less are not regarded as sufficiently accurate to be enforced. Longer jump starts should be reported. The upload system can be used. There is a QR code on the checksheets for uploads.

Timing comms

We intend setting the timing equipment up with electronic broadcasting of:

- Start times to results
- Flying finish times and car numbers to results
- Flying Finish times and car numbers to stop line.

Arrival and regroup times will be collected from the checksheets. The arrival clock will be connected to a display. The regroup clock will also be connected to a display.

Gap for Juniors at Regroup and Arrival

As there will be a 7 minute gap between seniors and juniors, Regroup should leave a 7 minute gap after issuing restart times to the last senior competitor. For example if the last senior car is issued with a time for the next MTC(out)/Arrival of 14:10, the first junior (car 81) should be given a time of 14:17.

Clocks - Arrival and Regroup Controls

These are clocks connected to a display (as stated above). You do not need to enter the car numbers or do anything with the clock. If the clock appears to be stuck on a time, press the 'up' arrow button repeatedly until the display shows a running clock with the current time of day.

Clocks – Start Control

You operate the clock by entering a car number and pressing enter. This will initiate the start sequence on the next 30sec point. Do not try to enter a car number in 15 seconds before the start time as this will be too short and the clocks will not allow it. The clock will automatically start the car on the next 30 seconds and you will need to change the paperwork

The up and down arrows will show the cars previously entered; the oldest being furthest down. In normal use the clock should show a running time (but not the display). Use the up arrow repeatedly if needed to get to current time.

Clocks – Flying Finish

This is the most important clock for the results system. There will be two clocks on the flying finish. One clock will be triggered by the light beam as a car passes. The ‘manual’ clock is triggered by a marshal pressing the red button. Both clocks will wait for the marshal to put in a car number. You do this by typing the car number and pressing the ‘enter’ button.

If you have missed the car number, wait, speak to the stop line and ask them for the car number once it arrives. Then enter that car number. If multiple cars pass the flying finish, the clocks will store the times if you have not finished dealing with the previous cars. The manual red button should be pressed as each car passes regardless of whatever else you are doing. The up and down arrow keys allow you to move up and down the times recorded you can input the correct car numbers. The up arrow takes you to the latest car time and at the top of the list, the current running time.

There will be a rechargeable floodlight on the flying finish for when it gets dark.

Clocks – Stop line Control

The clock and display will be updated automatically by the Flying finish. The up and down arrow keys on the clock allow you to move between car times. If there is a problem, please try to resolve it with flying finish using the radios provided. If all else fails and you cannot get a time, put down the time of day the competitor arrived with you (best guess), note this on the checksheet and ask the competitor to speak with a Competitor Relations Officer who will liaise with results to sort out the problem. In fact, for any queries or problems raised by the competitor beyond simple ones you can easily resolve, refer them to the CRO. Don’t get involved in a lengthy conversation, another car will be upon you soon!

Radios pre-set to an appropriate channel will be provided for comms between Flying Finish and Stop line Control.

Checksheets

These are used at each timing control and are very important in helping to resolve problems or get times if the comms has failed. Please maintain these and note any queries or oddities. Things do go wrong from time to time and having good back up information helps resolve these. The checksheets will have a QR code on them for uploading a checksheet or report through the day. Please make sure someone in your group understands how to do this. This can be extremely useful in resolving any problems with timing and results.

Timecards

These are as used before. Please be sure to enter previous car numbers – enter them and check them.

Practice

You can practice using the clocks beforehand or after a change of location. Use any notional car number between 900 and 998, but don't use the same number all the time. It's good to make yourself familiar with using the clocks.

Telephone

Please let me have a phone number for someone on your control.

WhatsApp

We will use a WhatsApp group to advise on stage schedule timing through the day. It is very useful if someone on each control is a member. Please message me if you wish to be in this group.

If you have any queries then please contact me.

Chris Musselle

musselle@outlook.com

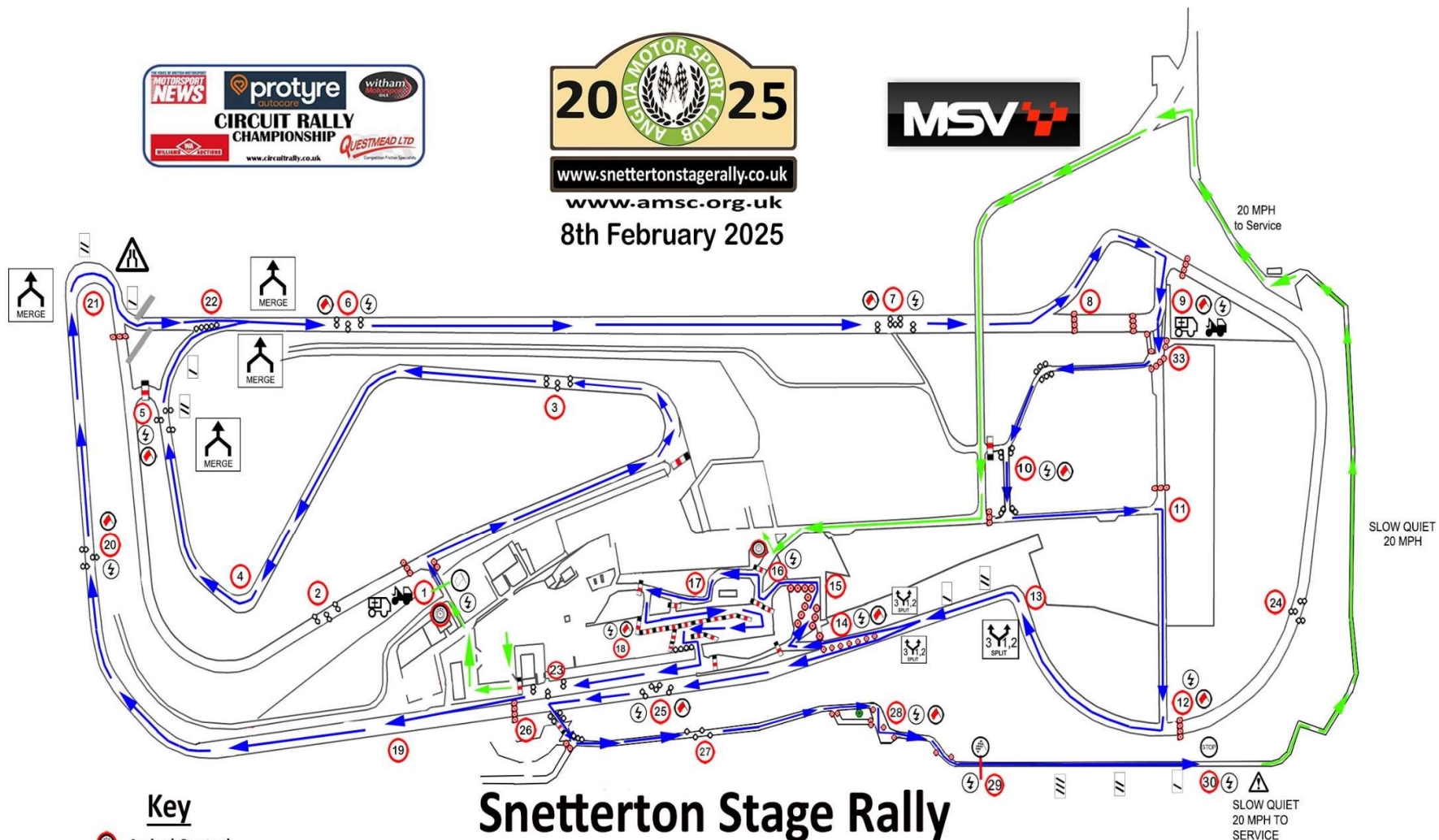
07879 412779

Steve Greenhill will be with me

07837 444469



www.snettertonstagerally.co.uk
www.amsc.org.uk
8th February 2025



Key

- Arrival Control
- Stage Start
- Stage Flying Finish
- Stage Stop Control
- Red Flags
- Radios
- Marshal's Posts
- Time Control / Re-group

Snetterton Stage Rally

Stages 1 & 2 (2 Laps) - Length: 7.50 Miles

CAUTION - Drawing Not to Scale



- Solid Blocking
- Concrete
- Cones
- Tyres
- Trees

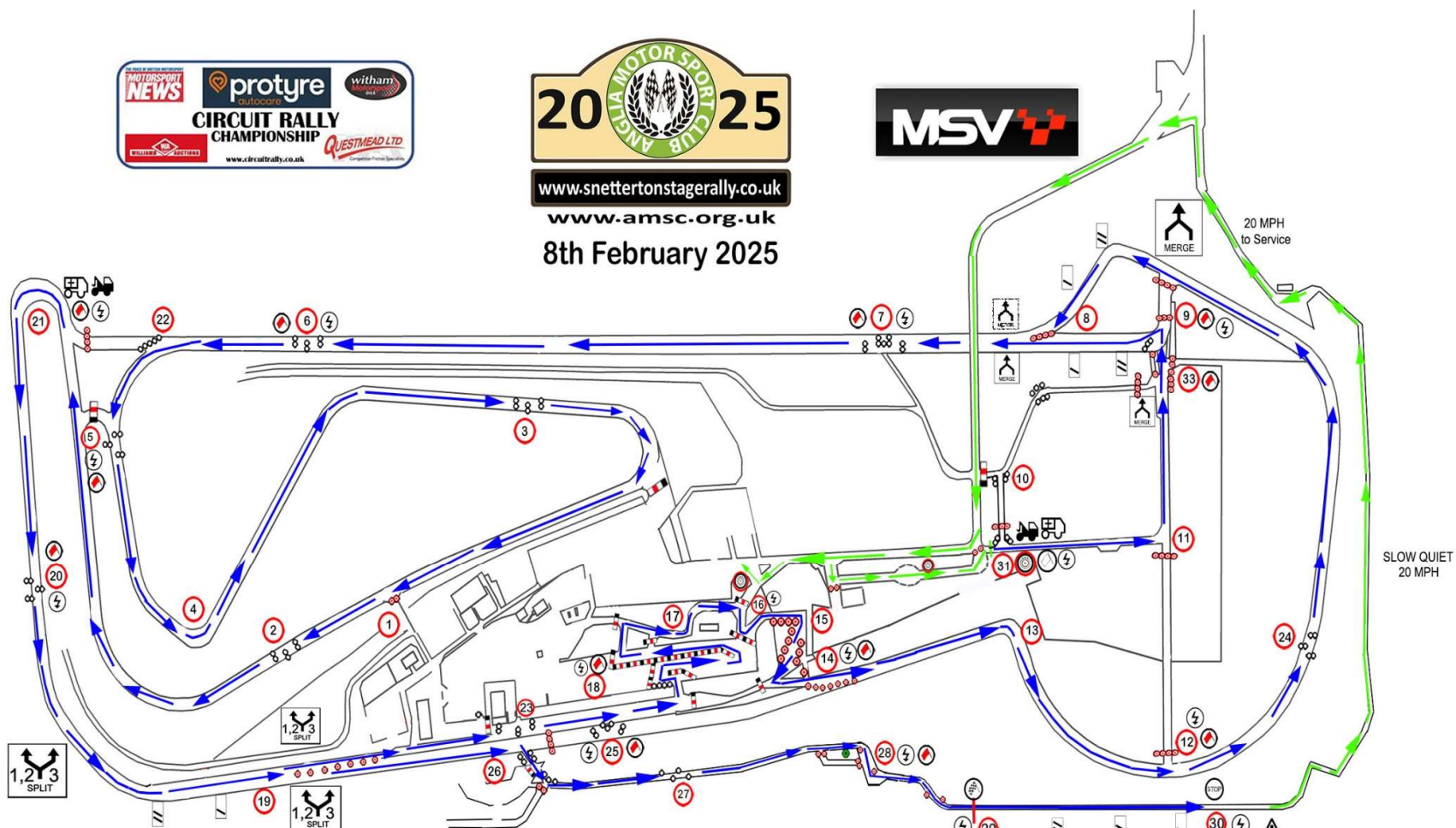
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Key

- Arrival Control
- Stage Start
- Stage Flying Finish
- Stage Stop Control
- Red Flags
- Radios
- Marshal's Posts
- Time Control / Re-group

Snetterton Stage Rally

Stages 3 & 4 (2 Laps) - Length: 9.40 Miles

CAUTION - Drawing Not to Scale



- Solid Blocking
- Cones
- Tyres
- Trees

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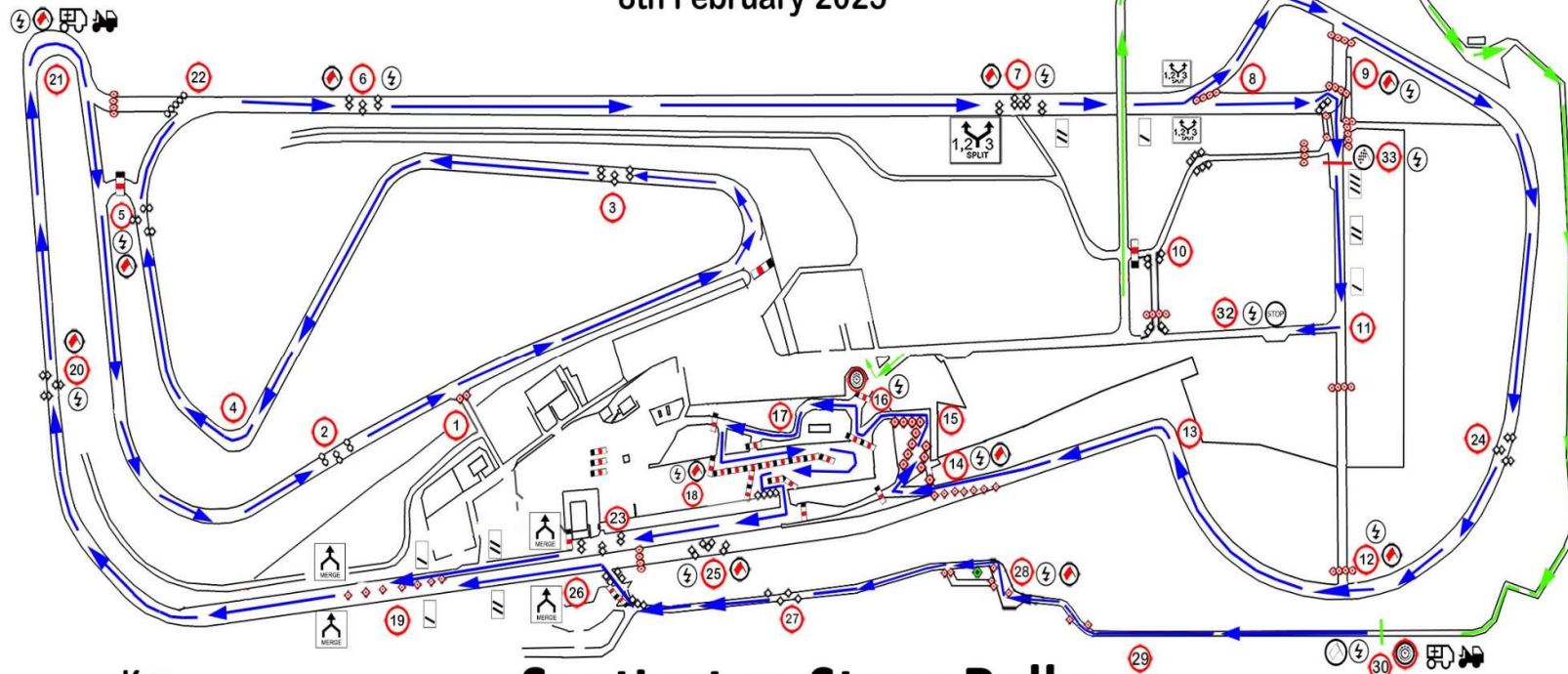
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SLOW QUIET
20 MPH
TO ARRIVAL



Key

- Arrival Control
- Stage Start
- Stage Flying Finish
- Stage Stop Control
- Red Flags
- Radios
- Marshal's Posts
- Time Control / Re-group

Snetterton Stage Rally

Stages 5 & 6 (2 Laps) - Length: 9.30 Miles

CAUTION - Drawing Not to Scale



- Solid Blocking
- Cones
- Tyres
- Trees

Issued 20/01/2025



TIME
CARD

1

CAR
NUMBER

| HRS | MIN | SEC |
|-----|-----|-----|
|-----|-----|-----|

| TARGET/ BOGEY | MARSHALS INITIAL | |
|------------------|---------------------|--|
|------------------|---------------------|--|

| | | | | | |
|---------------------------|--|--|--|--|--|
| DUE MTC 1 | | | | | |
| MTC 1 | | | | | |
| PROVISIONAL START TIME | | | | | |
| SSS 1 | | | | | |
| SSF 1 | | | | | |

| | | |
|-------------------|--|--|
| TARGET 15m 00s | | |
| BOGEY 6m 01s | | |

Add the the Target Time
below to the **SSF 1** Time to
give you your Due Time at
RC 1. Ignore the Seconds

| | | |
|-------------|----|----|
| Target Time | 00 | 08 |
| DUE RC 1 | | |
| RC 1 | | |

At all Time Controls the
time you will be given by
the Marshal is the Time
that is on the Clock when
you hand your Time Card
to the Marshal.



Arrival/MTC(out)



Start



Stop Line



Regroup/MTC(in)