



2026 RALLY COLORADO

SAFETY PLAN



PRESENTED BY:



Mandatory Information:

Required reading for all Rally Officials and relevant volunteer positions.

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1 INTRODUCTION

Rally Colorado is a competitive car race held **July 18th and 19th 2026**, in and near Rangely, CO 81648.

1.1 OVERVIEW

This rally utilizes a safety plan that encompasses competitors, spectators, volunteers, and civilians. The major emphasis of this plan is to provide the maximum protection for all of those involved or possibly affected by the rally. A safely run rally is first evidenced by a well-written and properly executed safety plan. Dedication of all volunteers to adhere to the plan is also necessary.

This safety plan includes a detailed description of and plan for the following:

- Emergency contact names and numbers for rally officials and local emergency services.
- Event communications, method of communication, type of directed net, location of all persons in the communication network
- A description of how local residents were advised of the event and when.
- A description, a schedule and a list of all persons authorized to travel on a stage road once the control crew is in place.
- Event specific course opening and closing procedures.
- Event specific emergency response procedures and a chart defining hierarchy in the event of an emergency.
- Event specific spectator safety procedures.
- Event specific fire safety procedures.

1.2 INTENT

This Safety Plan is designed to help prevent emergencies and to guide the appropriate course of action in the event of an incident. This plan resulted from a collaborative effort among rally and emergency officials. It is distributed to the organizing committee, key event volunteers and agencies within the area to enhance awareness.

As our sport becomes more popular in the U.S., we must all remain mindful of our safety and the safety of others by warning and providing direction to those who are not seasoned rally aficionados.

Note that the procedures in this document are explained from the safety point of view.

1.3 OFFICIAL DOCUMENTS AND INFORMATION

Official information to competitors and organizers is also available on the Sportity application or via the web, accessed as below:



For direct event information please download
the Sportity app and insert this password:

COLORADO2026

Sportity app is available in



www.sportity.com



Or go to <https://webapp.sportity.com/channel/COLORADO2026>

2 CONTACTS

2.1 ORGANIZING COMMITTEE

Chairman	Rupert Berrington	rupertberr@me.com	303-349-7861
Clerk of the Course	Rob Bohn	RobBohn@outlook.com	317-877-0303
Deputy Clerk of the Course	Bob Martin	wz4rfv@gmail.com	810.875.2867
Chief of Controls	Preston Osborn	preston@ara-rally.com	720-646-4331
Assistant Chief of Controls	Tracey Gardiner	cladalass24@hotmail.com	
Event Registrar	Jesse Cottrell	Jesse.rallyco@gmail.com	615-516-6431
Volunteer Coordinator	Jesse Cottrell	Jesse.rallyco@gmail.com	615-516-6431
Scrutineering Coordinator	Bob Campbell	bobc80829@yahoo.com	719-339-3812
Chief of Emergency Services	Kelly Hamblin	khamblin@rdhosp.org	911 (970-675-4218)
Chief of Communications	Paula Gibeault	mpgibeault@gmail.com	(use email)
Net Control	Eli Kopenhaver	eli.koppenhaver@gmail.com	(use email)
Chief of Spectators	Sam Laub	boselaub@gmail.com	(use email)
Media Coordinator	Mack Childress	mack@mackcolwell.net	703-408-8673
Marketing Coordinator	Rupert Berrington	rupertberr@me.com	303-349-7861
Chief of Service	David Archibald	quantumman42@gmail.com	908-458-6495
Chief of Zero Cars	Lee Sorenson	lsn6sti@gmail.com	916-838-9866
Chief of Sweep	Jay Shukla	Kd7rbc@hotmail.com	206-850-6229
Scoring	ARA	ARA@ara-rally.com	Use Sportity
Hospitality	Mary Berrington	Mberrington1@gmail.com	303-263-2517

EMERGENCY CONTACTS – USE 911 FOR ALL EMERGENCIES

Law Enforcement	Rio Blanco County Sheriff <i>Our contact is:</i> Deputy Ryan Huitt #2401	355 4th Street Meeker, CO 81641	911 Dispatch 970-878-9600 Cell 970-706-9946
	Rangely Police Department	209 E Main St. Rangely, CO	911 (970-675-8466)
Fire Department	Rangely Fire Department	725 E Nichols St. Rangely, CO	911 (970-878-9620)
	Rio Blanco Fire Department	236 7th St. Meeker, CO	911 (970-878-9620)
Emergency	Rangely EMS	225 Eagle Crest Dr. Rangely, CO	911 (970-878-9620)
	Rangely District Hospital (Level IV Trauma Center)	225 Eagle Crest Dr. Rangely, CO	970-675-5011
	St. Mary's Medical Center (Level II Trauma Center)	2635 N 7 th St. Grand Junction, CO	970-298-2273
Rally Hotel	Blue Mountain Inn		970-675-8888

2.2 CHAIN OF COMMAND

2.2.1 Before and after the event

- CHAIRMAN
- CLERK OF THE COURSE
- CHIEF OF CONTROLS

2.2.2 NORMAL Operations

- CLERK OF THE COURSE
- CHIEF OF CONTROLS
- CHAIRMAN

2.2.3 EMERGENCY Operations

- CHIEF OF EMERGENCY SERVICES
- CLERK OF THE COURSE
- CHIEF OF CONTROLS
- CHAIRMAN

Any stage with an emergency situation immediately comes under the control of the Chief of Emergency Services until the situation is resolved.

Whenever a decision must be made regarding the course, controls, or emergency medical teams, these people have the authority to make them. No others will be permitted, and all should be cleared through NET CONTROL as a matter of courtesy so we have a log of events during the event. Any stage with an emergency situation immediately comes under the **Emergency Operations** Chain of Command until the situation is resolved.

2.3 EMERGENCY CONTACTING

A list of emergency telephone numbers will be at NET CONTROL, and with the Chief of Emergency Services and Chairman. Additionally, numbers will be listed in the route book to be used as an alternative by competitors unable to reach NET CONTROL.

If there is a medical emergency within a stage, the normal plan is for the start medical team to be sent down the stage to determine what is needed and to stabilize the situation. This information will be relayed to Net Control and the Chief of Emergency Services. Net Control will contact the appropriate emergency resources to respond to the scene. These resources will access the scene by traveling (usually from the start area) to the scene and will be transporting out usually through the finish. These Procedures may vary slightly based on time frames, and the exact scene location.

See Section 5.2 for Emergency Communications procedural details.

3 PRE-EVENT

3.1 LAW ENFORCEMENT

The Departments listed will be contacted and provided with the following; copies of the schedule, a map showing the roads used for stages, transits, a copy of the safety plan and a telephone number for the NET CONTROL during the event. Law Enforcement, BLM, EMS, Fire, and Regional Dispatch will be able to communicate directly with each other via their own radio systems for this event.

County Sheriff: Rangely Substation, Rio Blanco County's sheriff office
Town Police: 209 E. Main St. Rangely, CO 81648

3.2 FIRE DEPARTMENTS

The local fire department will be contacted. First to inform them of the rally and provide the necessary information in case they are called to assist. Second is to evaluate the resources available as First Responders / Rescue / Extrication to accident scenes.

Rangely F. D. 115 Nichols St, Rangely, CO 81648
Rio Blanco F. D. 236 7th St, Meeker, CO 81641

3.3 HOSPITALS AND EMS AND AIR MEDICAL HELICOPTER

The County Medical Control Boards will be contacted by the Chief of Emergency Services to inform them of rally and the schedule of times when the event is in their area.

Hospitals: Rangely: <http://www.rangelyhospital.com/>
Meeker: <http://pioneershospital.org/>

EMS: <https://townofrangely.colorado.gov/law-enforcement/dispatch-center-911-and-communications>

Rangely maintains a modern, 24-hour 911 Dispatch and Communications center, providing Police, Fire, and Ambulance, and has a **Level IV trauma** center.

Air medical/helicopter coverage will be covered by a mix of *Classic of Vernal* and *CareFlight of Grand Junction* – both are now owned by the same company. The helicopter will be physically positioned typically at the spectator location of each day, or a central location near the stages.

3.4 OTHER ORGANIZATIONS

3.4.1 Bureau of Land Management

BLM officers will be contacted to secure any necessary permits.

3.4.2 Road Commissions

The County Road Commissions will be contacted in Rio Blanco to secure permissions as required in the county where roads fall under their control.

3.5 NOTIFICATIONS

3.5.1 Local Residents

Attempts will be made to contact persons (**if any**) living and owning any buildings ***along the route of the special stages*** while the course is being established. In addition, prior to the rally (approximately 2 weeks), a notice will be placed in each

mailbox, doorway, or wall of these buildings giving the reason, dates, and who to contact for more information. **Rally Colorado normally does not have ANY residents living on the stage roads.**

3.5.2 Stage Warning Signs

Cautionary/informational signs will be placed at the start, finish, and major intersections within the special stages and testing/shakedown stages. These signs are placed approximately 1-4 weeks before the event, but after cows have been moved from pastures in the rally area.

4 COMMUNICATIONS INFORMATION

4.1 COMMUNICATIONS OVERVIEW

The organizers, volunteers, and emergency medical teams are tied by a radio network. The purpose of a radio network is threefold:

- Emergency communications
- Volunteer safety
- Logistical support

The network is directed by emergency communications with all other traffic secondary.

4.1.1 Method of Communication

Radio operators will provide communications utilizing ham (amateur) radios over the entire rally route as part of a Directed Net. Each stage has their own simplex frequency, with a radio captain at a central location to the stages also in communications with Net Control on a different frequency. The stage simplex frequency is used for tracking cars in order to rapidly identify cars out of order and the location of a possible incident. The network is directed by emergency communications, with all other traffic being secondary.

In addition, RallySafe units in competitor vehicles and some course opening & closing vehicles communicate with tablets at each stage control and with Net Control/Race Control. Further information on RallySafe is available below:

Competitor Information:

<https://www.americanrallyassociation.org/rally-safe>

Volunteer Information:

START CONTROLS:

https://app-cdn.sportity.com/b06ac114-c8a9-416b-af77-b98465545fbd/006bfa71-e005-4d1c-b049-5da94e64396e_10_Start%20Tablet%20Quick%20Guide%202024%20A5.pdf

TRAINING VIDEOS:

<https://rallysafe.com.au/training/>

4.1.2 Locations of Radio Operators

A radio operator must be at the following points of the course and at least every 10 miles:

- STAGE START
- STAGE FINISH
- MID-POINTS of LONGER STAGES
- SPECTATOR AREA(S) – if any

RADIO OPERATORS MUST BE PRESENT AT THESE LOCATIONS OR THE STAGE WILL NOT BE USED IN COMPETITION.

Our standard staffing also has radios at every marshal position.

4.1.3 Frequencies and Repeaters

We are utilizing amateur radios using 2m frequencies for both stages and the Net Control-directed net.

2026 Rally Colorado - Frequency Plan

<i>Stage Activity Comms</i>			Stage Activity Simplex Frequencies	
Day	Stage #	Stage Name	Primary	Secondary
Wed	N/A	Testing	147.420 No Tone	147.450 No Tone
Thur	N/A	Shakedown		
Sat	1 / 4	Dragon Trail		
Sun	7 / 10 / 13	Earl's Bad Day		

<i>Stage Activity Comms</i>			Stage Activity Simplex Frequencies	
Day	Stage #	Stage Name	Primary	Secondary
Sat	2 / 5	Cathedral	146.460 No Tone	146.490 No Tone
Sun	8 / 11	Quest for Darwin		

<i>Stage Activity Comms</i>			Stage Activity Simplex Frequencies	
Day	Stage #	Stage Name	Primary	Secondary
Sat	3 / 6	Valley of the Gods	146.550 No Tone	146.580 No Tone
Sun	9 / 12	Gods of the Valley		

	Primary	Secondary
<i>Net Control - A (repeater)</i>	145.340 Minus Tone: 100.0	N/A
<i>Net Control - B (simplex)</i> <i>(Earl's Bad Day)</i>	146.400 No Tone	146.415 No Tone

<i>Net Control - C (X-band)</i>	Primary	Secondary
Comm Cpts and Field Operators use	146.430 No Tone	147.540 No Tone
Net Control Uses	440.700 No Tone	440.750 No Tone

4.2 ADDITIONAL VOLUNTEERS AND OFFICIALS WITH RADIO COMMUNICATIONS

The following persons either working the event or officials of the event will have a radio or radio operator (in order of priority):

- CHIEF OF EMERGENCY SERVICES
- CLERK OF THE COURSE

- CHIEF OF CONTROLS
- CHAIRMAN
- MEDICAL TEAMS, AMBULANCES
- COURSE OPENING (000, 00, 0, SAFETY DELEGATE)
- ARA STEWARD(s)
- SWEEP (Safety Sweep, Sweep, Green Light)
- SCORING

5 RADIO OPERATIONS

5.1 GENERAL PROCEDURES

- **All decisions about safety and rally operations will be made by the individuals in the current Chain of Command (section 2.2)**
 - **NET CONTROL is the communications pathway that announces/communicates/relays the decisions of Rally Colorado officials.**
 - **The Clerk of the Course (or a designee) will always be at Rally Control during the running of the stages.**
- The Comm Captain conducts stage setup and competition car tracking on a dedicated stage frequency. Each stage has their own frequency.
- Stage hams monitor the stage frequency as first priority but must be able to call Net Control directly in the case of an emergency or if requested by their Comm Captain.
- The Comm Captain is in constant communication with Net Control, which is a directed net - all calls will be made through NET CONTROL; if you wish to talk to another station on the NET, you can call them only after calling NET CONTROL and getting permission
 - To call NET CONTROL, use your tactical call sign such as "Three Start" (Start of Stage 3)
 - NET CONTROL will respond by repeating your tactical call sign & asking you to go ahead. If the NET is busy, this response may not be immediate.
 - **Finish your transmission with your call sign.**
 - Leave a small amount of time between the end of the NET CONTROL transmission and your call to NET to provide a window for EMERGENCY TRAFFIC!
 - All Comm Captains must listen to the NET - this is your duty.

5.2 EMERGENCY COMMUNICATIONS PROCEDURES

Interrupt the NET by saying "EMERGENCY TRAFFIC". NET CONTROL will ACKNOWLEDGE AND PAUSE ROUTINE TRAFFIC; then, tell them the problem with the following information as obtained:

- **LOCATION:** The mileage from the stage start and the instruction number – if known
- **IDENTIFICATION:** Car number – if known; otherwise manufacturer, color, occupant names(s), any descriptive information available
- **SEVERITY:** if there are known or suspected injuries, entrapment, fire; describe severity as follows:
 - **RED** – life or limb threatening injury or illness; evacuation need is immediate
 - **YELLOW** – Serious injury or illness; evacuation may be delayed if necessary
 - **GREEN** – Minor injury or illness; non-emergency transport
- **CARS:** Number of cars that have started or finished the stage or have gone past your location (if known, depending on your location)
- **MORE HELP:** Make known what additional help is needed such as
 - Additional rally medical teams
 - Transport EMS unit(s)
 - Extrication
 - Fire

Both the Chief of Emergency Services and Net Control have the information necessary to contact additional assistance, if required.

- If a patient requires transport, a jurisdictional EMS ambulance will be used
- If transport by air is required, the jurisdictional EMS crew will make that call.

Only NET CONTROL (using information from the Chief of Emergency Services) can decide to send a medical team into a stage.

SAY NOTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING AN INCIDENT. REFER ALL QUESTIONS FROM

5.3 GENERAL DUTIES

5.3.1 Log sheets

Radio operators are asked to record on the log sheet provided:

- Each car's number as it passes you
 - The competitor number is on the side of the car and is also on a window
 - if not visible, the entry list may help determine this number
- The total number of cars that pass your location

This is a very important duty of a radio operator, because it is how we track where cars are throughout the event. Net Control may ask AT ANY TIME what is on the log sheet - BE PREPARED!

5.3.2 Keep your Comm Captain Informed

Inform your Comm Captain of the following as they occur / they will let Net Control know as applicable:

- When you arrive at your pickup point (if applicable)
- Depart from your pickup point (if applicable)
- When you are in place & ready at your assigned position
- When the medical crew has arrived (if at a Start Control or Mid-Point/Spectator Point))
- When course opening cars (000/00/0) leave a Start Control or arrive at a Finish Control (if they do not announce it themselves)
- When the first competitor car arrives at a Start Control
- Start time of the first competitor car if at a Start Control
- The total count of cars that have started or finished your stage (if at a Start or Finish Control)
- The car numbers of the **last** three competitor vehicles
- When sweep vehicles arrive at a Start or Finish Control
- When sweep vehicles start a stage (if at a Start Control)
- When sweep vehicles finish the stage (if at a Finish Control)
- When the stage is ready to be shut down

5.3.3 Net Control Must Clear The Following:

- Departure of Car 0 from a Start Control
- Departure of the first competitor vehicle from a Start – **no competitor can start a stage until cleared by Net Control**
- Departure of a medical team to an incident
- Departure of Sweep vehicles
- Shut down of a stage

6 SAFETY AND CONTROL

6.1 COMPETITOR SAFETY

Competitor Safety is centered on the competition sections of the event. The focus is on accurate identification of incidents and speedy first response.

WITH RALLYSAFE

RallySafe is used in normal procedures to time and track the competitor vehicles and some course opening and closing vehicles. Each vehicle carries a RallySafe device, which communicates with Race Control/Net Control via data packets sent via cell phone and satellite messages. These messages include GPS location, speed, and impact G force, as well as indicators for SOS & OK, passing, and other information. Each RallySafe device also communicates with the RallySafe tablets at each stage start and finish at the ATC, SSS, FF, and FTC.

The primary means of locating an incident is the RallySafe device in each competitor vehicle (and in course opening and sweep vehicles). This device communicates via cell phone and satellite messages with Race Control, located at Net Control in the Rangely Rec Center. It tracks each competitor vehicle's location and speed, and informs when impacts occur. It also communicates with nearby competitor cars who pass these messages up to Rally Control as well.

The secondary means of locating an incident is the observation by the next competitor or the SAFETY SWEEP vehicle.

Competitors must display an "OK" sign to following vehicles whenever stopped in a race section without the need of emergency assistance. When emergency assistance is needed competitors display an "SOS" sign requiring the following vehicles to stop and assist. Competitors must also stop and assess an incident without any signage. The competitors then follow a specific protocol for establishing control of an incident and notifying the radio network.

Incident notification from the stage will usually come through the radio operator from the Finish Control of the stage or a mid-point radio where deployed. All midpoint radio locations are marked in the route book so competitors know where to stop to notify them of an emergency. Mid-point radio is also noted by a blue radio sign.

Competition cars are tracked using sequence numbers issued at each control and entered into the control log. If a sequence number is missing, the control will ask the arriving competitors if they saw any disabled competitors or if they passed anyone. If the missing sequence number is not immediately found, Net Control will be advised.

Competitors stranded due to a disabled vehicle will be contacted by the sweep team, which will offer assistance as appropriate.

6.2 EMERGENCY MEDICAL SERVICES

A medical team with equipment is stationed at the Start Control, official spectator areas (if any), and designated midpoints in a separate, dedicated vehicle with a driver and a radio operator. They have contact with the event through the radio operator.

During the event in addition to the required med teams, we will have **2 (two) dedicated ALS ambulances** to respond to trauma/medical emergencies, and one air medical/helicopter covered by a mix of *Classic of Vernal* and *CareFlight of Grand Junction* that will be positioned at spectator locations or flying over the route.

Since our stages all take place in a rather confined area, the ambulances will be floating, centrally located to the stages with minimized travel time to nearby stages, so they may respond to any situation for which they are needed as expeditiously as possible. The ambulances are contacted using the radio net, 911 dispatcher, MARCS radios, cell phones, or directly by a radio operator stationed near them.

The ambulances will be provided with maps showing the stages and transit routes to help them navigate to the location of an incident. The Chief of Emergency Services will meet with each ambulance crew when they arrive for duty, to go over their assignment and to help familiarize them with the rally.

6.3 MEDIA SAFETY

There will be ARA approved media in various spots along the competition route. These media personnel will have highly visible and easily recognizable color coded credentials and numbered vests (supplied by ARA). The ARA has two levels of media accreditation, unrestricted and restricted to elevate the level of safety for media based on experience.

- **Unrestricted Media** will have a **Blue Media Vest**, designated for seasoned motorsports media professionals with extensive rally experience. Members of the press with unrestricted access are permitted to work from any location that adheres to the ARA media policy on safety.
- **Restricted Media** will have a **Red Media Vest**, designated for media professionals with limited rally or motorsports media experience. Restricted media is not to be outside of the **yellow** marked safety area for spectators.

For media not at spectator areas, the 000/00/0 cars will assess the position of the media to ensure they are in a safe area. Should they determine that any media is in an unsafe location, they will immediately advise the media member to relocate to a safe area. For media at spectator areas, marshals will advise media on safe placement.

Media, regardless of their credentials, must never be in areas identified as “unsafe”. The ARA, all Rally Officials, and Marshals have final word on where media personnel stand. If asked to move, they are to move without discussion. Any media person violating general safety guidelines can be asked to leave the competition area.

Media MUST file an “ON STAGE MEDIA” form with the start of the stage that they will be positioned, and cannot leave that position until after the BLUE LIGHT or GREEN LIGHT vehicle passes them.

6.4 SPECTATOR SAFETY

Official spectator viewing of the rally is limited to Designated Spectator Areas. These viewing areas are under the direction of the Chief of Spectator Safety and the Chief of Emergency Services.

Designated Spectator Areas will have:

- Pre-determined “safer” viewing areas, well-marked with yellow banner tape indicating safer areas to spectate from and will indicate prohibited areas with red banner tape.
- A radio operator and a medical team ☐ Marshals sufficient for crowd control and capable of instructing spectators
- Bull horns or other warning devices for the marshals’ use
- Fire extinguisher
- Controlled parking to ensure access for emergency vehicles

The event will publish spectator information that includes:

- Travel instructions to/from and operating times for the Spectator Areas
- Maps identifying the “safer” and “unsafe” areas for viewing
- Detailed list of “good spectator” do’s and don’ts

Should spectator area marshals determine they lack adequate spectator control they will immediately advise Net Control so the stage can be stopped. At the request of the organizers, the County Sheriff can furnish extra deputies, in uniform, to be at the spectator areas during the running of the event. They will be in radio contact with their dispatcher, as well as the rally net radio, to expedite their movement to the site of any difficulty. Access points to the competition sections will have some form of warning notification regarding the rally. This may be tape with signage, or a marshal.

Occasionally there may be unplanned groups of people congregating along the stages outside of designated spectator areas. At these spots, course opening vehicles will ensure that the “safe” and “unsafe” areas are properly communicated to these groups.

During active competition the marshals manage spectator activity in the proximity of racing. If there are any spectators found in an area deemed to be unsafe by the marshals or the officials, the stage may be shut down and all rally traffic stopped immediately prior to that area by the marshals.

These viewing areas fall under the direction of the Chief of Spectator Safety and the Chief of Emergency Services along with the Chief of Controls supplying marshals. All unsafe locations at the viewing areas will be marked with banner tape. Spectators will not be allowed into these areas, and a marshal should not be in this position during competition - even if it is to keep the spectators out. The vehicles will be parked on the sides of the road to allow entrance and exit of emergency vehicles if required.

6.5 VOLUNTEER SAFETY

Stage volunteers are to be trained in stage operations, including personal safety while operating start or finish controls, controlling stage access points and marshaling potential spectator points.

All volunteers, control, marshals, and radio operators will meet at a rendezvous point for organization by the Stage Captain. From this point they will be escorted to their posts in the stage. A comprehensive layout route book will detail the plans for setting the stages. Stage volunteer radio communication with Net Control begins at the rendezvous point.

A detailed script is used for setting up and clearing the stages. A listing of all volunteers assigned to a given stage is maintained at Net Control. All personnel are accounted for at the close of each stage.

Many of the areas requiring Course Marshals are quite remote. To prevent anyone trying to find their own way out of the stage to a main road, typically Course Marshals follow Green Light after the last run of a stage; but: maps will be provided and/or instructions given on where to meet after the stage has closed. **The Comm Captain will decide how the stage is to be cleared** (i.e. start to finish or finish to start). Green Light will, in some cases, have the responsibility of leading volunteers out of the stage. THEY MUST BE INFORMED OF THIS DUTY. The preferred way to leave these areas is by caravan with a radio operator and a pre-established route. Everyone is then accounted for and is located at a common and known intersection or town. Weather is always a factor...BE PREPARED!

6.6 TRAFFIC SAFETY

The Clerk of the Course and the Chief of Communications establish the traffic control, marshal, medical, and communication plan for each stage, which is indicated on planning maps and in the organizer route book. Net Control oversees and logs the actual deployment for each stage. The deployment may be revised as necessary based on the observations of the course setup teams.

Stages are scheduled to be manned for traffic control a minimum of 1 hour before the first car is due. This gives non-rally people on the stage a chance to get out or to be informed of the event and a decision made regarding their presence on the stage.

There are three ways to control this traffic:

- Regular rally controls (checkpoints) at the start and finish of each special stage,
- Course marshals who block the entrance to the special stages from side roads within the stage where civilian vehicles could enter,
- Roads which are overgrown and/or unused are taped with banner 12 to 24 hours ahead of the first car due time. An *additional* technique used is to rake across the side road so tracks will be left when someone crosses the raked area.

Personnel who place the control crews will check these tapes and investigate any road with tracks or broken tape before allowing competitors to start the stage.

6.6.1 Civilian Traffic Safety

Civilian vehicles and pedestrian traffic is kept off the stages (competition sections) of the rally for the period **beginning when Car 000 passes until the Green Light Sweep vehicle has reached the finish control location**. Civilian vehicle and pedestrian traffic is controlled in the following manner:

- A warning and information sign will be placed at the start, finish, major intersections, and designated trails (if any) within all special stages about 2 weeks before the event
- Start and Finish Controls block their respective access points
- Course marshals block the entrance to the special stages from side roads, designated trails, and residences within the stage where civilian traffic could enter
- Roads which are overgrown and/or unused are taped with orange or yellow banner 12 to 24 hours ahead of the first car due time; personnel who place the control crews will check these banners and investigate any road with tracks or broken banner before allowing competitors to start the stage.
- **If a vehicle attempts to enter at a Start or Finish Control or Course Marshal Location, they will be stopped and informed of the danger. Net Control will be notified if there may be problems.**

6.6.2 Authorized Access

After Car 000 has passed, it is closed to civilian traffic.

Once a stage is manned and closed to civilian traffic, only Net Control can permit access by any vehicle, and only in the same direction as the competition. Net Control logs and broadcasts the passage of those vehicles, which must have a radio or an onboard radio operator, and are typically limited to the following event personnel:

- CHAIRMAN
- CHIEF OF EMERGENCY SERVICES
- CLERK OF THE COURSE, Deputy CLERK OF THE COURSE
- ARA STEWARDS
- CHIEF OF CONTROLS, Deputy CHIEF OF CONTROLS
- COURSE OPENING VEHICLES (Car 000, Car 00, Car 0, SAFETY DELEGATE)
- COMPETITORS (during active competition)
- SWEEP VEHICLES
- GREEN LIGHT/BLUE LIGHT (if used)
- EMERGENCY RESPONSE TEAMS

6.6.3 Emergency Vehicle Access

If emergency vehicles must enter a stage during the time competitors are running, Start Control can immediately stop rally traffic at the start to allow the emergency vehicle to proceed.

6.6.4 Course Opening

The competitors are preceded by Control crews and Course Marshals traveling to their assigned locations. Course opening vehicles will check to see that the rally personnel are in place and that all civilian traffic is off the stage road.

6.6.5 Course Closing

Following the last competitor, at least two sweep vehicles will enter the stage to aid any disabled rally cars and ensure that the course is clear before dismissing the marshals on the stage. If this is the last running of that stage, they will be followed by a Green Light vehicle. They may also lead the Course Marshals to the end of the stage, if required.

6.7 FIRE CONTROL

Emergency vehicles must carry a fire extinguisher. Starts and Finishes will have a 10BC extinguisher as well. In addition, each

competitor has an on-board fire extinguisher AND a vehicle fire suppression system and a metal shovel. If any fires should break out along the route of the rally, **the event will be halted**. NET CONTROL will notify the appropriate emergency agencies.

ALL FIRES MUST BE REPORTED IMMEDIATELY TO NET CONTROL.

Local fire offices will be contacted prior to the event for their input on additional safety measures to be taken.

Environmental conditions may change prior to and during the event. Procedures will be changed to accommodate any fire danger change. A notice will be placed on the Official Notice Board if fire conditions change.

7 MEDICAL

7.1 MEDICAL PERSONNEL QUALIFICATIONS

All medical personnel working at the Rally should have emergency trauma experience and be a Medical First Responder, Emergency Medical Technician B, A or Paramedic, a Nurse, Physician's Assistant, Registered Nurse, or a Medical Doctor. The Chief of Emergency Services will evaluate other qualifications on a case-by-case basis.

7.2 EQUIPMENT

Each medical person has preferences for equipment. Rather than dictate what should or should not be carried, we prefer to give a broad outline and let each bring what you are most comfortable with. Start Medical teams must have spinal motion restriction equipment and a first aid kit to include oral airways.

Recommendations are:

- Spinal motion restriction equipment (long/short boards, C-collars, straps)
- Basic airways (oral / nasal)
- Oxygen and delivery devices
- Dressings / Bandages
- Scissors
- Splints
- Stethoscope
- Blood pressure cuff
- Gloves & disinfectant
- Portable spotlight (with fresh batteries)
- Blankets
- Fire extinguisher

Medical and sweep vehicles should be equipped with fire extinguishing materials in addition to their medical aid kits and must have radio contact with the event.

7.3 MEDICAL PERSONNEL IDENTIFICATION

All medical personnel working the event will be wearing locally required medical attire.

7.4 MEDICAL (MED) TEAM

A Med Team is stationed at the Start (SSS) of each special stage. A Med Team ideally consists of a Medical Person and a Radio Operator together in a vehicle with a driver. In the case of any medical incident on a stage, the stage will be halted, and this vehicle will be the first to respond to the incident. If a designated Radio Operator is not present in the vehicle used by the Medical Person, the Start Radio will accompany the Med Team until the situation is resolved. The Med Team may have their own EMS radio network that Net Control can access.

A Med Person will be stationed at each spectator point, or as deemed necessary by organizers and safety personnel. This Med Person will make use of the designated radio operator at the respective point to communicate with Net Control.

8 INCIDENTS

A medical team with trauma or emergency medicine experience will be stationed at the Start of each special stage and at published spectator areas. They will be in a separate vehicle with a driver and, if available, a radio operator. In case of any accident on the stage, this vehicle will be the first response team.

8.1 WEATHER

Net Control and the Chief of Emergency Services will monitor the Weather Forecast using all available resources, to be aware of any potential threat from severe or unusual weather in the rally area. In the event of any severe weather watches or warnings, Net Control will provide a general announcement via the rally radio frequency.

8.2 LAW ENFORCEMENT AND INCIDENTS

Incidents involving accidents with property damage *outside of the rally stages* are to be handled by calling **911**. Local law enforcement will handle the investigations and activation of emergency medical services.

For incidents occurring on rally stages, these are to be handled through the rally chain of command.

8.3 MED TEAM ACTIVATION

Only NET CONTROL (using information from the Chief of Emergency Services) can decide to send a medical team into a stage. NET CONTROL must be kept informed of the situation during the response.

Upon arrival at the scene, the med team will assess the situation and use the procedure in section 5.2.

SAY NOTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING AN INCIDENT. REFER ALL QUESTIONS FROM PRESS AND CIVILIANS TO THE CHAIRMAN.

8.4 POSSIBLE TYPES OF EMERGENCIES

A rally is a race and people can receive serious injuries or incur medical issues. Emergencies may include trauma, medical and environmental. Be prepared. Anyone, competitors, service crews, volunteers, spectators, and the general public, are potentially at risk.

Almost any injury that could occur in an automobile accident on the civilian roadways is possible in a rally. The roads used are usually unpaved, tight, and twisty, and are usually located in remote areas. Rally competitors compete against the clock for the shortest time to traverse the stage. The following is a guide to the types of injuries which are most likely to occur within the framework of the rally.

- Lacerations
- Burns, Thermal, Chemical
- Sprains / Fractures
- Carbon Monoxide Poisoning
- Head Injuries
- Heat Exhaustion / Heat Stroke
- Spinal Injuries
- Exposure / Frostbite
- Broken Ribs
- Penetrating Wounds
- Pelvic Fractures
- Crushing Injuries

- Internal Injuries
- Shock

8.5 COMPETITOR SAFETY EQUIPMENT

All competition vehicles are equipped with:

- A 10lb BC rated fire extinguisher.
- Integral fire control system.
- Master Electrical Disconnect Switches.
- A First Aid Kit.
- Approved multi-point safety harness.
- Harness Cutter.
- ARA approved roll cages.
 - The construction of these cages can, in itself, pose a serious risk to anyone who is not familiar with how they are built, and the materials used.
 - Cutting any portion of the cage may result in a release of tension in another part of the vehicle.
 - It is possible to cut a roll cage with a reciprocating saw. Have extra blades on hand.
 - Hydraulic shears may be used, but they may only compress the bars. Extreme caution is required in these situations.

Competitors are required to wear:

- Approved competition-type multi-point safety harnesses.
- Approved helmets (either open face or full face).
- Approved head and neck restraint devices.
- Approved suits of nonflammable materials such as NOMEX or DURETTE on the special stages (competition or racing sections), and on testing and practice stages (if any)

Some difficulty in extrication may be encountered due to this safety equipment.

8.6 POST INCIDENT INSPECTION AND REPORT

An ARA incident report must be filed whenever a situation results in injury or appreciable vehicle or property damage. A state accident report may also be required. Any incident involving a spectator and/or civilian may also be documented on an incident report. Any incident that may result in an insurance claim must have an incident report. Incident reports are filed by the event to ARA. The Chairman is the Public Information Officer for the event and will work with the ARA to develop all messaging to the public.

If a competition vehicle is damaged, the Chief Scrutineer should inspect the vehicle before it leaves the event community and submit a written report; a note will also be made in the log book for the vehicle.

An accident causing injury is the responsibility of law enforcement officers or officials, and they must be notified. Please give these officers all available assistance in developing their report.

- Each accident must have a complete report that includes statements from the first and second competitors to arrive at the scene, any volunteers who either witnessed or were involved, emergency services personnel if they responded, and any other relevant witnesses.
- In addition, the accident/incident scene should be diagrammed as well as possible, with distances included and landmarks identified. Accident photographs should be taken. The Chief Scrutineer should inspect the vehicle before it leaves the event community and submit a written report.
- **An accident causing injury is a law enforcement function. They** will be called. Please give these officers all available assistance in developing their report. Medical teams must complete the medical incident form for those receiving medical assistance. If assistance is refused, the refusal portion of the form must be completed. The medical incident forms will be personally given to the Chief of Emergency Services during the rally.

9 COURSE OPENING AND CLOSING CREWS

9.1 COURSE OPENING

The purpose of the course opening vehicles are to ensure compliance with the safety plan and provide information regarding the course and set up to Net Control. Course opening vehicles shall be clearly marked with their role.

The Course Opening team is provided by **“Team Fugawi?” Safety Cars**, a group of dedicated former stage rally competitors and communications personnel who bring their experience and expertise to Stage Rallies.

9.1.1 Qualifications

- Personnel Qualifications
 - Previous competition experience is a big plus, but not required.
 - Understanding of stage and control set up.
 - Capable of keeping within their scheduled time and driven at an appropriate speed that allows issues to be identified and be prepared to stop and sort issues if required.
 - At no time shall the driver put the occupants, officials, volunteers, or public at risk.
 - Know how to read a timecard, route book/banner book and spectator area diagrams.
 - Trustworthy to perform the tasks at hand and follow the checklist.
- Vehicle Qualifications
 - Able to complete the course at a suitable speed without worry to mechanical reliability.
 - AWD/4WD preferred to handle different conditions.
 - Able to listen to Net Control and stage radio communications at all times, including on stage.
 - Enough space to carry extra supplies/equipment.
 - OBD2 port for RallySafe, if applicable.

9.1.2 Car 000

Car 000 is primarily responsible for verifying the placement of all volunteers and control locations, checking clocks, assuring all bannerings is correct and unbroken, clearing the course of any civilians, and assuring stage integrity has been achieved. Each official spectator location shall be compared to the provided diagram to ensure proper set up. They may also be timed into the controls as if a normal competitor to check operations. Complete the checklist and report to Net Control.

9.1.3 Car 00

Car 00 is charged with all of the above, paying particular attention to spectator area containment (if any) and spectators not at approved viewing locations. They are also responsible for verifying route instructions for accuracy and checking control clocks. Each official spectator location shall be compared to the provided diagram to ensure proper set up. They may also be timed into the controls as if a normal competitor to check operations. Complete the checklist and report to Net Control.

9.1.4 Safety Delegate

The Safety Delegate is provided by ARA and assesses the effectiveness of safety measures aimed at keeping the public, volunteers, and competitors safe. Designated by ARA to promote safety and consistency between rallies in layout, designation and marking of the course. Conducts a final review of danger signage locations, spectator area design, set-up and containment, as well as clear escape zones at blocker locations. In addition, the Safety Delegate will review the set-up of start and finish control incursion protection.

9.1.5 Car 0

Car 0 duplicates Car 00's duties but typically runs at speeds higher than that of the previous course opening vehicles. These are the last sets of eyes on the course prior to competition; they must review the road, start controls, finish controls, all marshal locations, and spectator areas for event readiness. Any variance must be corrected before the stage is allowed to start.

Their primary duty is to notify NET CONTROL of anything that is not right in the stage and to complete this 5-10 minutes before the first competition car is expected to leave the stage start. NET CONTROL will notify the proper official and put them in contact with CAR 0 to resolve the situation.

Car 0 will also report upon entering and leaving a stage. When leaving the stage, the report will also indicate whether the stage is ready for the competitors or not. **ONLY the CoC through NET CONTROL can declare a stage open for competition.** The driver and co-driver of CAR 0 may also be timed into the controls as if a normal competitor to check operations.

9.2 COURSE CLOSING

The purpose of the course closing vehicles is to ensure compliance with the safety plan and secure the course after competitors have completed it. Course closing vehicles shall be clearly marked with their role.

The sweep teams (including safety sweep) usually includes members of the Colorado 4x4 Rescue and Recovery Team and Pikes Peak recovery teams, with the following training and equipment:

- FEMA ICS Courses 100, 200, and 700 within 6 months of acceptance into the Team
- First Aid/CPR Certified (Wilderness First Aid Preferred)
- Recovery Skills I Course
- Basic Recovery Equipment
- Minimum Class A First Aid Kit
- Licensed Ham Radio Operators
- APRS and VHF/UHF Voice Radio capabilities

9.2.1 Qualifications

- Personnel Qualifications
 - Extraction experience is highly recommended.
 - Capable of keeping within their scheduled time and driven at an appropriate speed that allows issues to be identified and be prepared to stop and sort issues if required.
 - At no time shall the driver put the occupants, officials, volunteers, or public at risk.
 - Able to follow a route book to stay on route.
 - Trustworthy to perform the tasks at hand and follow the duties of the role.
- Vehicle Qualifications
 - Able to complete the course at a suitable speed without worry to mechanical reliability.
 - 4x4 preferred to handle different conditions and extractions
 - Able to listen to Net Control and stage radio communications at all times, including on stage.
 - Required sweep equipment:
 - Extraction tools (tow rope, winch, etc)
 - Basic firefighting equipment (extinguisher, shovel, etc)
 - Basic First Aid supplies

9.2.2 SAFETY SWEEP

The **safety sweep team** will have medical equipment and a radio. They will follow the last rally car at a safe speed and will be in front of the sweep team.

- **The primary function of the safety sweep team is to be able to continue directly behind the rally, including through the transits.** Variances of this function may be made only with permission from Net Control and the Chief of Emergency Services.
- This team will not continue past a rally car that is off, except to allow the rally vehicle to get back onto the course, unless it is determined that the rally car will no longer be able to compete in the race.
 - The competitors can tell the safety sweep team that they are out of the competition and surrender their timecard, after which the safety sweep team will continue behind the rally again while heavy sweep takes

care of the rally vehicle.

- If the rally crew wants to attempt to continue, then the safety sweep team will stay behind them until there is a decision that the rally car is unable to continue in a timely manner (**limit of 5 minutes**) or is out of the race – communicating with Net Control to determine. The safety sweep team will then take the rally crew's timecard and continue behind the rally cars again.

The safety sweep team will not replace the stage medical team, but will be an augmentation of the start medical, or mid-point medical, teams. If there is an incident on the stage and medical assistance is required, then the stage medical team will be sent *even if there is a safety sweep team in front of them*.

Safety sweep will also collect all control logs while traversing the route and deliver to scoring after each section.

9.2.3 HEAVY SWEEP

Heavy sweep will enter the stage after the safety sweep vehicle. There will be heavy sweep vehicles with a radio operator in at least one vehicle. CB radios may be used between vehicles, but communications into net control will be via ham radio or as designated by Chief of Communications. Information may also be relayed via the Start and Finish Control radio operators. The responsibility for relaying reports of disabled vehicles rests with the sweep drivers upon their arrival at a finish control or radio position, if they cannot reach Net Control.

Heavy sweep teams may assist with extracting a competition vehicle or moving a disabled vehicle to a safe position if the stage is set to be rerun. Net Control must be advised of either situation.

9.2.4 GREEN LIGHT / BLUE LIGHT

There will be one vehicle that will follow the sweep vehicles through the **last** running of a stage with a green light on it. This vehicle will be responsible for opening the road to the public, releasing the marshals from their positions, and also making sure that no volunteers are left on the course after the stage is completed. There might be occasions where the green light vehicle may pass the sweep vehicles, i.e.; heavy sweep could be tied up for an extended period of time to extricate or remove a vehicle, but this must be coordinated through Net Control.

For this event, the Green Light vehicle will display a Green Light after the second running of a stage; it will **INSTEAD** display a BLUE LIGHT after the **FIRST** running of the stage, indicating to **media ONLY** that they can leave their location and go in stage direction to their next location (otherwise the stage is still closed). Media must have previously filed a second "On-Stage Media" form with the start of the stage if merely moving further down the stage for the second running of the same stage.

10 MAIN TIME CONTROL/REGROUPING TIME CONTROL PROCEDURES

A Main Time Control (MTC) is used to start and/or finish a leg of the rally. A Regrouping Control (RGC) is used to remove gaps by delaying the front-runners enough to compress time gaps between later cars.

1. **NOTIFY NET CONTROL WHEN THE FIRST RALLY CAR STARTS FROM THE MTC OUT or RGC OUT.**
2. In addition to RallySafe procedures, the control crew will write the car's time and sequence number on their log, and on the competitor timecard.

The Main Time Control OUT is used to start each day.

The Main Time Control IN is used to end each day.

There is a Regrouping Control IN and a Regrouping Control OUT – between those two controls the cars wait so we can remove gaps by delaying the front-runners enough to compress time gaps between later cars; it can also be used to reorder cars if needed.

The Regrouping Control **OUT** is also the Service Control **IN**; Service is where cars will maintain their vehicles within a fixed period of time.

The Service Control OUT is the exit of the service area which competitors must leave on time or face penalty.

There will also be a REFUEL ZONE outside of the SERVICE area where competitors or their service crew may refuel their vehicles; a fire extinguisher is required to be with the vehicle while refueling.

11 START CONTROL PROCEDURES

A Start consists of an Arrival Time Control (ATC) and a Special Stage Start (SSS). Cars arrive (via open public roads) at the ATC to ensure they are on-time and then start racing from the SSS when counted down.

11.1 START – PRE- STAGE OPERATION

When you arrive at your stage, get both the start and finish controls set up as quickly as possible. This ensures that the road is closed to civilian traffic at least one hour prior to the first competitor arriving. Use the **Blocking Diagrams in the Appendix** to help control access to the stage.

General tasks required are:

- Setup stage blocking per the Stage Blocking Diagram in the Appendix.
- Set up signs.
- Check radio communication with NET CONTROL
- Have ready all logs, timing equipment, sequence numbers.
- Notify NET CONTROL when medical team arrives.
- Have medical team check radio operation with NET CONTROL.
- **The Medical Team and Start Radio are to be positioned at the Special Stage Start (SSS), not at the Arrival Time Control (ATC) as in previous years.**
- **YOUR STAGE IS CLOSED TO ALL BUT AUTHORIZED RALLY OFFICIALS WHEN YOU ARE SET UP AND COMMUNICATIONS ARE ESTABLISHED AND CAR 000 PASSES YOUR LOCATION.**
- Use crew vehicles to create a blockage or maze to deter stage entry.

The following vehicles may travel through a stage after the road has been closed but before the competitors – with permission of Net Control:

- CHAIRMAN
- CLERK OF THE COURSE
- COURSE OPENING (CAR 000, 00 and 0)
- CHIEF OF CONTROLS
- CHIEF OF EMERGENCY SERVICES
- ARA STEWARD

Notification to NET CONTROL will be made when these vehicles enter and leave the stage.

Car 0 must finish the stage within 5-10 minutes before the first Competitor Car's Out time

NO COMPETITORS CAN BE STARTED UNTIL CLEARED BY NET CONTROL.

Arrange for the Course Marshals and Finish Control personnel to meet at one location and account for everyone after the stage is closed. No one should be left to get out on their own. Either they (and you) will follow Green Light out of the stage (notify the sweep drivers this will happen) or the Finish Control captain will run the stage in reverse order picking up the marshals as he goes. If the weather is bad, be particularly careful that you account for everyone.

11.2 START - STAGE COMPETITION - NORMAL OPERATIONS

1. **DO NOT start ANY competition cars until NET CONTROL gives you permission to do so.**
2. **YOU MUST NOTIFY NET CONTROL WHEN THE FIRST RALLY CAR STARTS, PREFERABLY AS THE CAR IS STARTING.** The COMM CAPTAIN will then contact the finish and any other radio points on the stage to ensure that everyone is aware of cars on the stage.
3. ***Keep a running log of arrival and start times and car numbers and sequence numbers of the cars that have started.***
4. In addition to RallySafe procedures, the ATC control crew will write the competitor arrival at the ATC on the log, and on the

competitor timecard.

- a. A sequential number will be assigned to the car (1,2,3,4, etc.), and placed in the log and timecard.
 - b. This number will be used by the FTC to determine if there is a missing car.
5. In addition to RallySafe procedures, the SSS control crew will write the SSS actual start time on the SSS log and competitor timecard. RallySafe is the primary timing mechanism, but the logs and procedures are an important backup.
 6. Contact NET CONTROL if you have any problems. Specific stages will have different requirements for pickup/layout/shutdown due to the condition of the roads, transits, etc.
 7. When the sweep vehicles arrive, they may use the Start radio to check in with NET CONTROL. **Start Radio must remain in position, until Green Light has cleared the finish** (when the last run of the stage for the day).
 8. If possible, account for all vehicles (i.e., equal car counts at start and finish) before sweep arrives. Notify Sweep of the number of cars started, number of cars finished, if any cars are still on the stage, and if any are confirmed off the road. If Sweep is to lead marshals to the Finish, inform Sweep when they arrive at the Start.
 9. Confirm with Sweep that they will make contact with NET CONTROL via radio when they reach the Finish Control so the stage may be officially closed and volunteers may disband (when the last run of the stage for the day).

11.3 START - STAGE COMPETITION - EMERGENCY PROCEDURES

The following Procedures are to be followed when and if you are notified of an incident within your stage:

1. Notification of an incident will usually come from the radio operator.
2. Net Control or Comm Captain normally **IMMEDIATELY** halts stage operation - **DO NOT START ANY MORE CARS when you are instructed!**
3. Inform your medical team of the incident and all information you have.
4. Wait for Net Control's order to send medical team; if the medical team does not have a radio, the Start Radio will travel down to the scene with or behind the medical team after they are directed to do so by Net Control..
5. The medical crew with RADIO CONTACT will notify any stalled competitors of the emergency ahead. These vehicles WILL NOT race to the finish even if they are able to continue.
6. Instruct the timekeeper to make a list of the numbers of the cars started into the stage, the number (total) of cars started, and the number of the LAST CAR started as soon as possible.
7. Emergency vehicles will be started to the scene of the incident and will have to travel through the stage. Please keep the road open!
8. Continue to time cars IN at the ATC but instruct the starter to wait for authorization before starting any cars down the stage. Do NOT create a backup of cars -- have them wait off to the side of the road, unless they have been instructed to turn around and transit around to the next stage.
9. The medical team will be in contact with NET CONTROL as they proceed down the stage. **Do Not Interrupt.** This communication is vital in passing along any additional information or requesting additional resources based on information given. If you need to talk with NET CONTROL, wait for a pause and only then ask if OK to interrupt.
10. NET CONTROL, or the Clerk of the Course, will notify the Comm Captain of the decision regarding this stage and what to do with the remaining competitors. Options are to transit through the stage when safe, to transit a certain distance and then leave on a side road, or to bypass the stage completely and go to the next Start or Service.

PLEASE SAY NOTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING AN INCIDENT. REFER ALL QUESTIONS FROM PRESS AND CIVILIANS TO THE CHAIRMAN.

11.4 START - STAGE CANCELLATION

Stages can be canceled due to many reasons, such as:

- a. Spectators out of control
- b. Spectators in any unauthorized areas of the rally.
- c. Accident
- d. Adverse Weather
- e. Lack of Radio contact with Net Control

If the stage is canceled, the competitors may transit (at a slower speed) through the stage, rather than be rerouted, according to instructions from Net Control.

11.5 START – POST-STAGE OPERATION

- Notify NET CONTROL of last 3 cars out, total car count, and Sweep leaving Start on course.
- Listen to radio for Finish Control's final car count.
- When NET CONTROL states that everyone's accounted for AND final sweep has cleared the **finish**, confirm with NET CONTROL that you are finished and may leave, typically following the stage route to pick up your volunteers (when the last run of the stage for the day).

12 MID-POINT PROCEDURES – WHEN APPLICABLE

12.1 EMERGENCY PROCEDURES

The following Procedures are to be followed when and if you are notified of an incident within your stage that requires mobilization of the **mid-stage medical team**, as applicable:

1. NET CONTROL is to be advised of an unknown or injury incident within a stage.
2. NET CONTROL requests a car count from the start and mid-stage radio operators.
3. If the incident is deemed to be between the mid-point and finish of the stage, the mid-stage medical team is mobilized.
4. **IMMEDIATELY** halt stage operation at the mid-stage point by turning on any emergency lights.

The radio operator or marshal should use the following gestures to notify upcoming cars whether they should stop:



5. Wait for the first competitor to arrive and have them display their “SOS”. Advise competitor to safely display triangles.
6. Emergency vehicles will be started to the scene of the incident and will have to travel through the stage. Please keep the road open the width of a large emergency vehicle!
7. Notify NET CONTROL when medical team proceeds down the stage (direction of rally traffic) to the incident. If the medical team is not comprised of a radio operator, then one from the start point **MUST** travel to the incident with the medical team.
8. The medical team will advise NET CONTROL of the assistance needed upon surveying the scene.
9. NET CONTROL will notify the Comm Captain of the decision regarding his stage and what to do with the remaining competitors. Potential options are:
 - a. transit through the stage when safe
 - b. transit a certain distance and then leave on a side road
 - c. bypass the stage completely and go to the next Start or Service

PLEASE SAY NOTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING AN INCIDENT. REFER ALL QUESTIONS FROM PRESS AND CIVILIANS TO THE CHAIRMAN.

13 COURSE MARSHAL PROCEDURES

13.1 MARSHAL – PRE- STAGE OPERATION

Make sure YOU and your VEHICLE are well off the stage road, and away from the route competitors would take if they miss a turn. Position your vehicle to block civilian traffic; but leave room for that rally car that misses the turn. Use the Blocking Diagrams in the Appendix to help control access to the stage.

If you have a radio, please make this fact known to the Comm Captain at the pickup point, and check that It works; ensure you check in with your COMM CAPTAIN.

YOU ARE “OPEN” WHEN YOU ARE PLACED IN POSITION. DO NOT MOVE FROM YOUR LOCATION. STAY THERE UNTIL YOU ARE RELEASED BY YOUR COMM CAPTAIN AND FOLLOW THE PRE-DETERMINED ROUTE ASSIGNED BY YOUR COMM CAPTAIN.

13.2 MARSHAL - STAGE COMPETITION - NORMAL OPERATIONS

The primary responsibilities of a Course Marshal are to:

1. Deter civilian vehicles from entering an active rally stage
2. Not permit people to view from UNSAFE AREAS. Use tact, COMMON SENSE, and patience. The longer you can delay a person, the more likely that a rally car, at speed, will come along to dramatically emphasize the points you are trying to make.
3. Log each car as it passes

If vehicles or spectators arrive, immediately call this into Net Control.

13.3 MARSHAL - STAGE COMPETITION - EMERGENCY PROCEDURES

Failure to stop someone from entering the rally course could result in a dangerous situation for the competitors.

- **OBTAIN PERMISSION FROM YOUR COMM CAPTAIN BEFORE STOPPING ANY CARS.**
- If the vehicle enters the stage and proceeds ***against*** or ***with*** the flow rally traffic, use your radio to warn the Comm Captain. If you cannot reach them, contact Start, Finish, Mid-point radio (if present), or NET CONTROL.

The radio operator or marshal should use the following gestures to notify upcoming cars whether they should stop:



In all cases of any civilian vehicles entering the stage road, make every attempt to get the license number and a description of the vehicle (make, type, etc.). This applies to any rowdy or otherwise uncooperative persons as well.

Please say nothing to anyone except the Clerk of the Course, the Rally Chairman, the Chief of Emergency Services, the Steward, or the ARA Series Manager. Refer all questions from press and civilians to the Rally Chairman.

13.4 MARSHAL – POST-STAGE OPERATION

Only leave your position, after Green Light has passed, following the directions and route assigned by your Stage Captain.

14 SPECTATOR SAFETY PROCEDURES

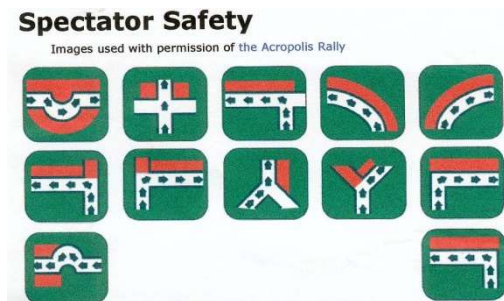
Rally Colorado has spectator-viewing areas, managed by a designated Chief of Spectator Safety in conjunction with rally officials. **These Spectator areas are the only areas where people will be allowed to view the rally. If spectators are found outside the official spectator areas, the stage *could* be shut down, and all rally traffic can be stopped if determined unsafe by NET CONTROL.**

Spectator areas will have the following:

- The viewing areas must be well marked with special banner tape; YELLOW banner will signify it is OK to stand behind; RED banner indicates NO ONE MAY STAND HERE
- Marshals will be used to control the public and instruct them in good viewing locations for their safety; use the Blocking Diagrams in the Appendix to help control access to the stage.
- A radio operator must be positioned at this location along with medical personnel.

It is the intention of the organizers that every intersection and trail will have some form of notification regarding the rally. This may be by banner or a marshal. If, at any time, an area is having trouble controlling the number of people, or the situation is generally getting out of hand, the marshal will notify NET CONTROL by any means available. The rally traffic WILL BE STOPPED if safety cannot be guaranteed.

Stay out of the danger zones: The danger zone is along the outside of a curve which is where a vehicle would be moved by centrifugal force during a crash or loss of control.



Safety must come first if you are watching a Performance Rally. Observe the following rules for everyone's benefit:

- **Obey the rally officials' instructions.**
Not following their instructions could endanger lives or cause a racing stage to be cancelled.
- **If there is an accident, stay out of the way.**
Also, remember there may be more rally cars coming on the road.
- **DO NOT cross the rally road during the running of the stage!**
- **Stay out of the danger zones indicated above.**
- **Listen and watch for rally cars.**
Do not turn your back to them.
- **DO NOT block access roads!**
Emergency and official rally vehicles NEED clear roads.

15 FINISH CONTROL PROCEDURES

A Finish consists of a Flying Finish (FF), and a Finish Control (FTC). Cars are timed at the FF, and their scores are recorded at the FTC. Competitors are at speed when they cross the FF, but then stop at the FTC.

15.1 FINISH – PRE-STAGE OPERATIONS

When you arrive at your stage, get the controls set up as quickly as possible. Use the Blocking Diagrams in the Appendix to help control access to the stage.

General tasks required are:

- Setup stage blocking per the Stage Blocking Diagram in the Appendix.
- Set up signs.
- Check radio communication with NET CONTROL.
- Have ready all logs, timing equipment, sequence numbers.
- Test your FRS radio procedure between FINISH LINE (flying finish) and FINISH CONTROL.
- YOUR STAGE IS CLOSED TO ALL BUT AUTHORIZED RALLY OFFICIALS WHEN YOU ARE SET UP AND COMMUNICATIONS ARE ESTABLISHED AND CAR 000 PASSES YOUR LOCATION.
- Use crew vehicles to create a blockage or maze to deter stage entry.

Flying Finish volunteers will be sheltered by a natural barrier or stand at a safe distance from finishing rally cars.

Have ready all logs (to include sequence numbers and log sheet) and timing equipment

CRITICAL NOTE: If any vehicle proceeds *backwards* (against rally direction) on a stage, tell the COMM CAPTAIN immediately if such occurs.

The following vehicles may travel through a stage after the road has been closed but before the competitors – **with permission of Net Control:**

- Course Opening Cars (000, 00, 0)
- CLERK of the COURSE
- CHAIRMAN
- CHIEF OF CONTROLS
- CHIEF OF EMERGENCY SERVICES
- ARA STEWARDS

Notification to NET CONTROL must made when these vehicles enter and leave the stage.

15.2 FINISH - STAGE COMPETITION - NORMAL OPERATIONS

- In addition to RallySafe procedures, *keep a running log of arrival times, car #'s & sequence #'s of the cars finishing.* The radio operator also has a checklist of the items he/she needs to convey to others in the rally. RallySafe is the primary timing mechanism, but the logs and procedures are an important backup.
- A handheld radio (such as FRS) will be used at the Flying Finish to indicate when the competitor car crosses the finish line, usually by saying “car coming, 3, 2, 1, MARK” or similar.
 - The FTC will use the “MARK” as the finish time.
 - This time will be recorded on the log at the FTC and onto the competitor timecard.
 - The sequence number from the competitor timecard will be entered into the same log as the time.
 - If the sequence number is out of order or has a gap HOLD THE COMPETITOR until below is completed.
 - Ask if they passed a car or saw a car on the side of the road.
 - Get the details of that car (are they OK, mileage or instruction, car number, names, color, make/model, etc.).
 - Pass this information to your control captain.

- Continue to get further details from subsequent competitors until you have complete information.
- Contact COMM CAPTAIN if you have any Problems. Specific stages will have different requirements for pickup/layout/shutdown due to the condition of the roads, transits, etc.
- Listen for how many cars started the stage. When all cars are accounted for at the finish, let COMM CAPTAIN know how many car have finished.
- Tell COMM CAPTAIN when the final sweep vehicle arrives.
 - **You must remain in position, until Green Light has cleared the finish.**
 - Then, ask COMM CAPTAIN who will get permission from NET CONTROL to declare you are finished with your assignment.

15.3 FINISH - STAGE COMPETITION – EMERGENCY PROCEDURES

The following Procedures apply **ONLY** if you receive a report of an accident on your stage:

1. HOLD the competitor reporting the accident (or source of the information) until all information is clear and reported to COMM CAPTAIN and released by Net Control:
 - a. Mileage from the start and/or the instruction number – if known
 - b. Car number – if known; otherwise car model, car color, competitor names, any identifying information possible
 - c. **YES or NO ONLY** if there are known or suspected injuries, entrapment, or fire
 - d. Number of cars that finished the stage.
2. Give the information to the radio operator for relay to COMM CAPTAIN and advise the **START TO HOLD THE CARS AT THE START** while a further determination of the situation is made.
3. Immediately instruct the timer to get a car count & check sequence number for COMM CAPTAIN and update them as cars continue to finish the stage.
4. Cars may continue to enter the finish; ensure you still time these cars. They can provide additional information on the incident. Stay calm and refer all comments to the Finish Captain.
5. Relay all additional information to COMM CAPTAIN. The radio network will already be in emergency operation with your traffic taking top priority. If you are asked for something you don't have, say so and then attempt to get the required information.
6. Wait for directions from the COMM CAPTAIN, NET CONTROL, Chairman or Chief of Emergency Services.
7. Depending on the nature of the incident, your stage may not be restarted, and competitors will either bypass the stage or transit through to your location and continue on the route. Rally officials will make this decision.
8. If competitors transit to the finish, take down the control signs and record the numbers of the cars as they pass through the former control zone in the log.

PLEASE SAY NOTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING AN INCIDENT. REFER ALL QUESTIONS FROM PRESS AND CIVILIANS TO THE CHAIRMAN.

15.4 FINISH - POST-STAGE OPERATION

A normal closing of a stage will require the sweep vehicles to reach the finish before dismissing volunteers. Sweep should contact NET CONTROL and notify the start that the stage is clear, the numbers of stranded cars on the stage, their location, and service crew wishes.

Pre-arrange with the Stage Captain how the Course Marshals and Finish Control crews are to be collected.

16 SERVICE AREA OPERATIONS – INCLUDING REFUELING

The Service Area is where competition vehicles are serviced by their crews to make repairs, change tires, and other functions. The service area is under the control of the Chief of Service Areas. The Chief will be in a clearly marked vehicle and will have clearly visible credentials.

There is no Med or Fire stationed at the Service area. In the event of an emergency the 911 Service is to be activated.

Service crews deserve correct and timely information on their cars. We can prevent a competitor from prolonged exposure if the service crew is notified quickly. In addition, if a crew is going one place and the car another, this needs to be coordinated. Service crews often depend on information relayed from NET and the individual controls.

A dedicated radio operator will help teams by sending runners to the service crews of the stricken teams. The operator will keep track of the cars that are officially out of the event as given to them by NET CONTROL. This information will ONLY BE GIVEN TO THE CREW OF THAT VEHICLE. Call NET CONTROL if asked by the crew of a certain car and that vehicle is overdue.

The drivers may want the service crew to assist them in removing the vehicle from the woods. If you are not sure of the EXACT MESSAGE and the EXACT WORDING, contact NET CONTROL and treat this as a piece of formal traffic.

During competition, refueling can only be done in a designated REFUEL ZONE near the Service Park, or at gas stations along the route.

- A crew member must be present with a fire extinguisher while refueling.

Fuel must be stored in this area during the duration of the event.

17 PRIVATE TESTING AND SHAKEDOWN

The event has planned PRIVATE TESTING on the Wednesday prior to the rally, and SHAKEDOWN on Thursday. Both are turn-around stages, run in both directions.

These will be staffed with

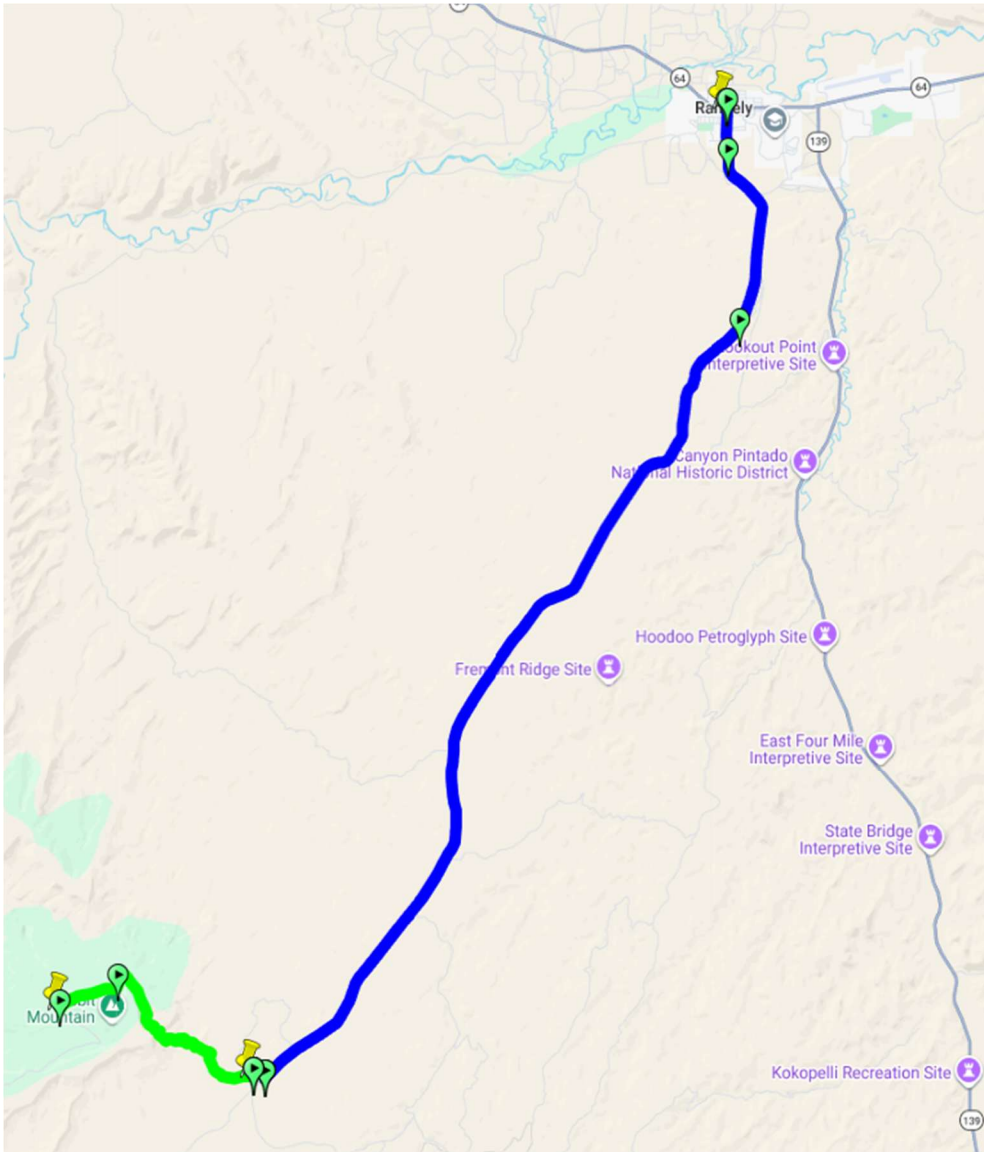
- Medical at the start and the finish
- Sweep vehicles
- Start and finish control workers
- Radio operators for start, finish, and marshal positions
- A local NET will be established on-site for Net Control

The road will be closed at each end.

1. We will let approximately 3-5 cars run in one direction (depends on number of cars).
2. Once all have arrived at the finish (confirmed by the NET, we will close runs in that direction.
3. Then, after confirmation from NET, we will allow those cars to run the other direction.
4. Repeat this procedure as needed.

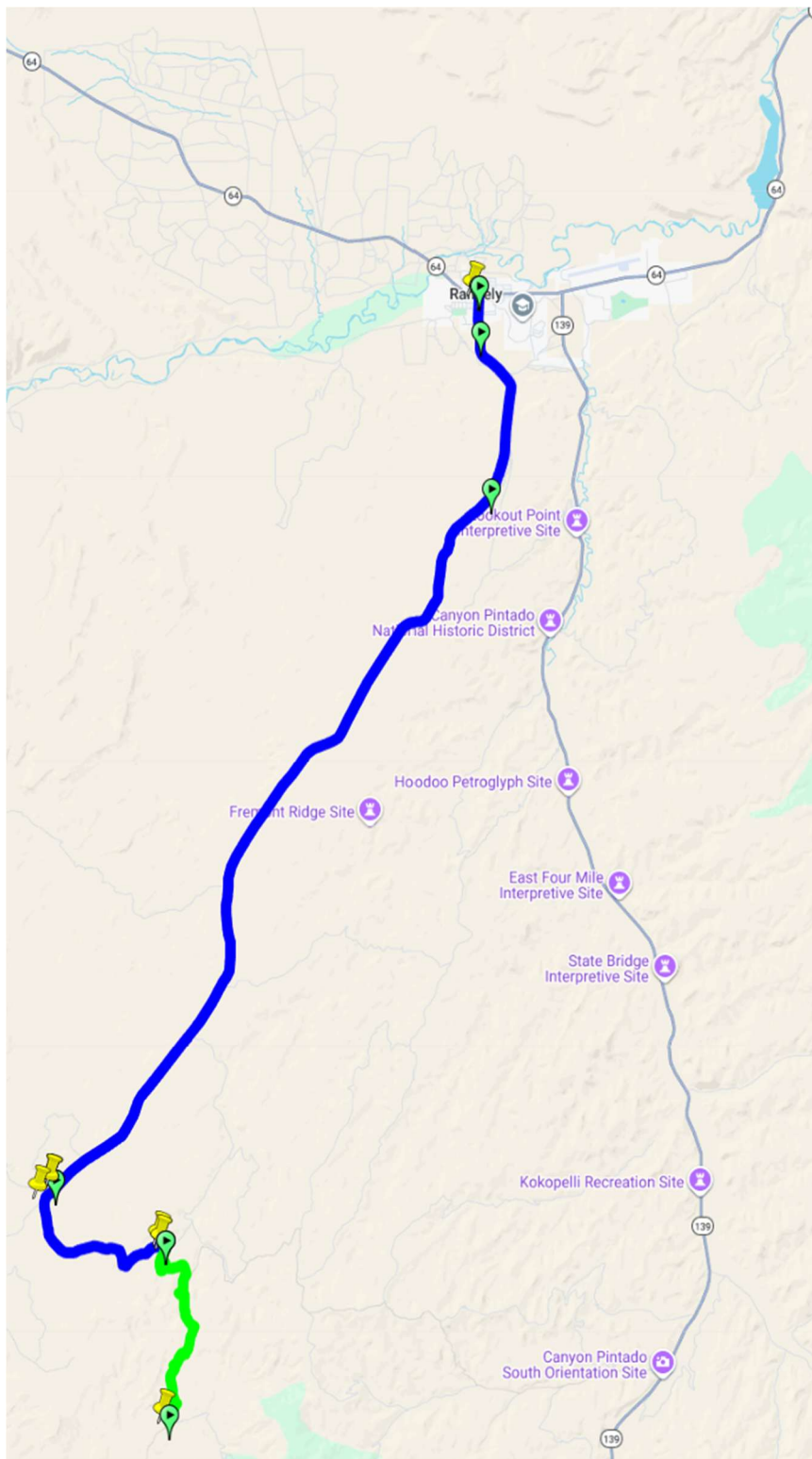
17.1 PRIVATE TESTING

This is for individual teams to do tests prior to the rally on roads similar to the stages and is not open to the public for spectating. It is a single road, CR 114 (Rabbit Mtn), run as a turn-around stage. Users will receive a routebook with the transit to/from Rangely, and for both directions of the stage; a KMZ file will also be provided.



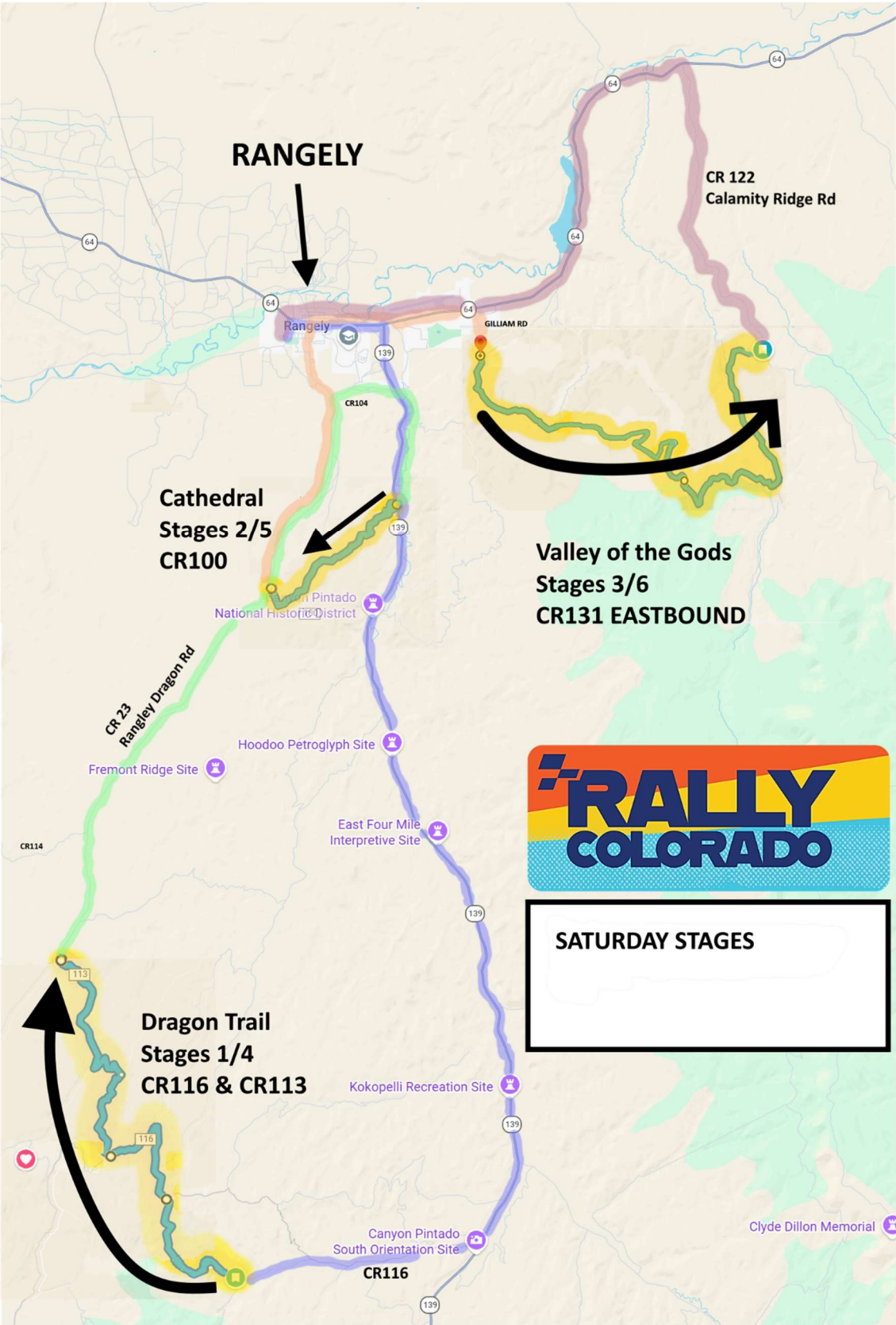
17.2SHAKEDOWN

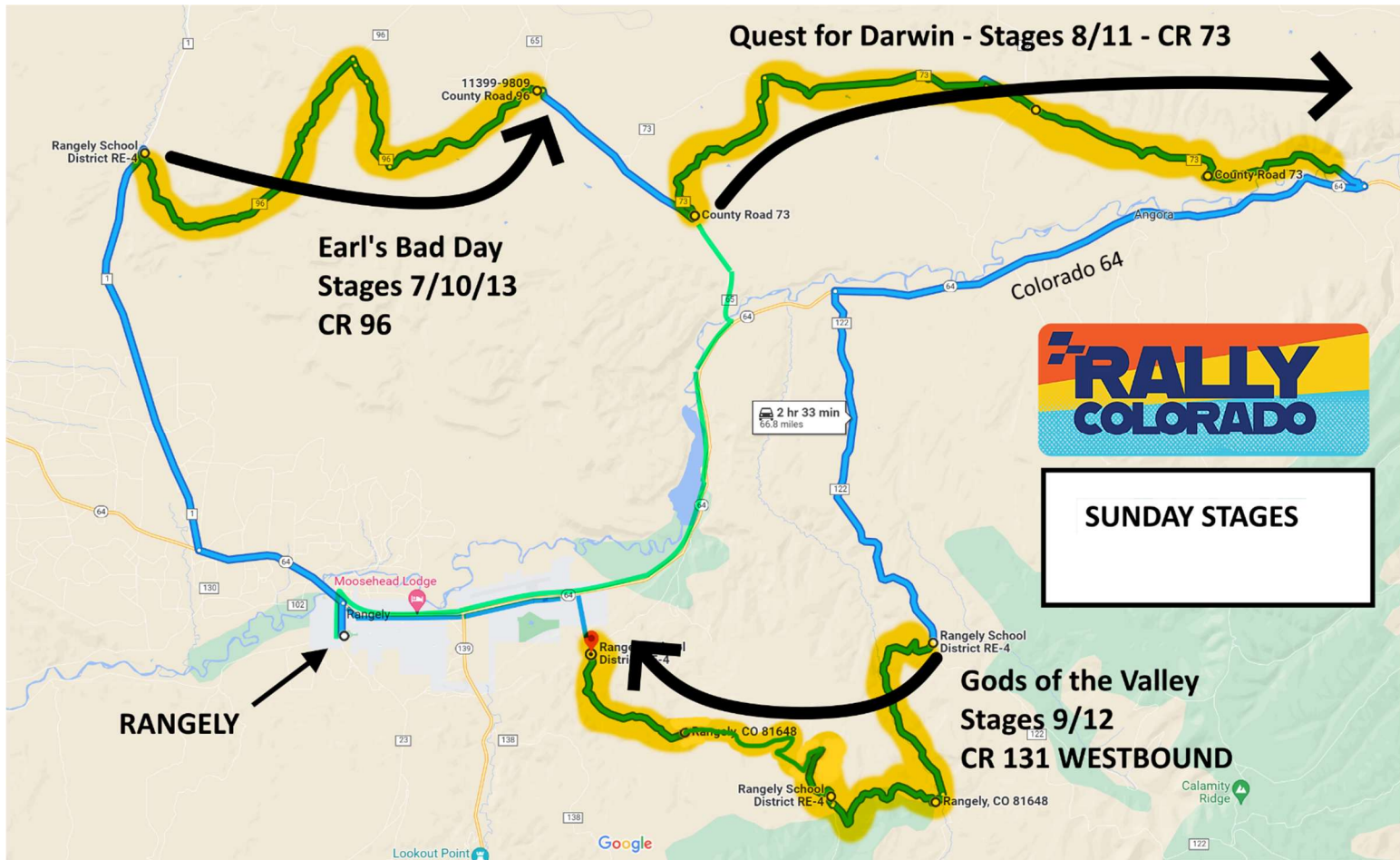
This is for individual teams to shake down their competition vehicles prior to the rally on roads similar to the rally, and is not open to the public for spectating. It is a single road CR 109 (first approx. 4 miles of the Under the Dragon stage from last year), run as a turn-around stage. Users will receive a routebook with the transit to/from Rangely, and for both directions of the stage; a KMZ file will also be provided.



APPENDIX A – OVERVIEW MAPS

SATURDAY Overview





APPENDIX B – APPROXIMATE ROAD CLOSURE SCHEDULE

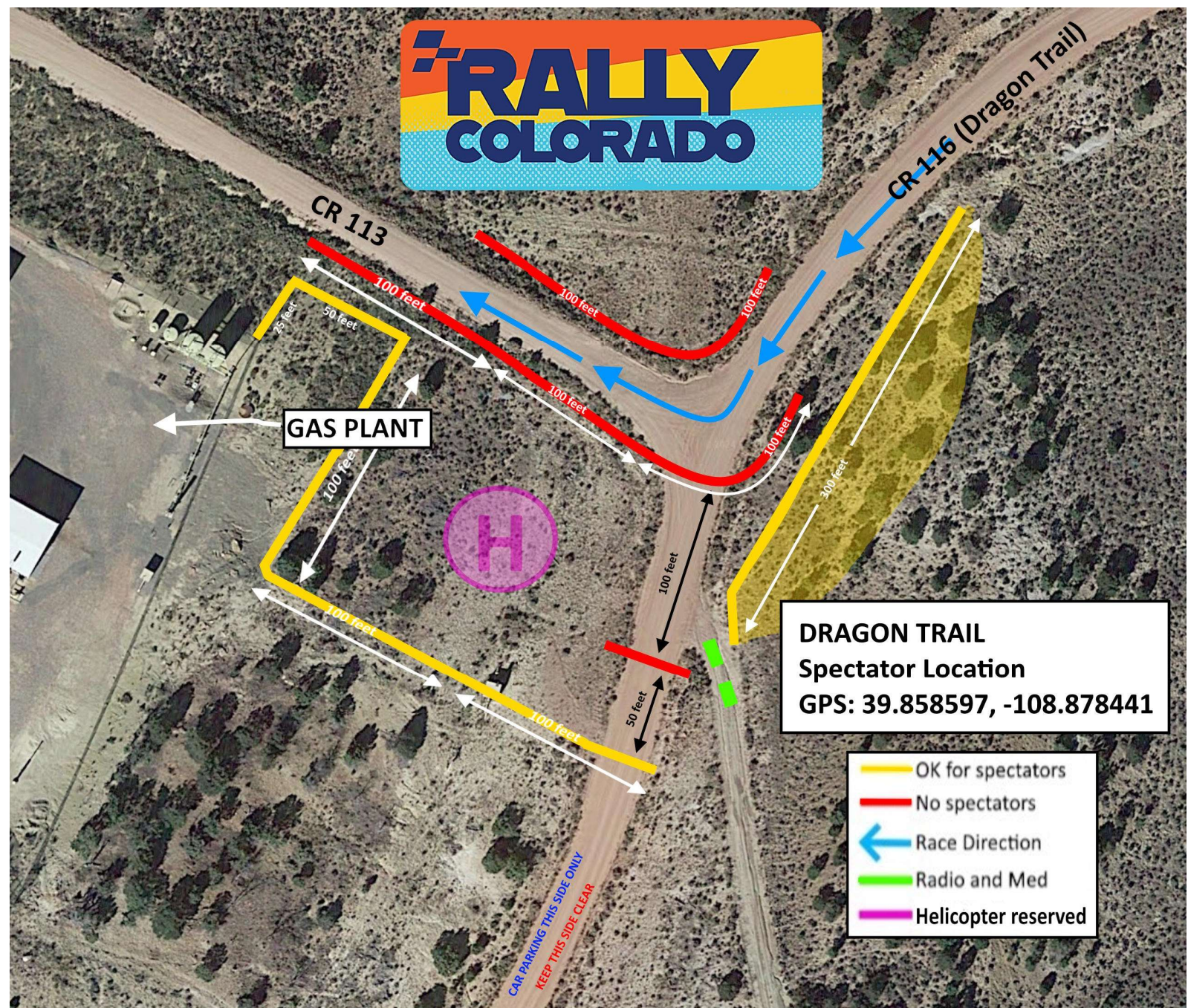
Name and Section of Road		Road Closed Access Restricted	Racing Starts Approximately	Racing Ends Approximately
SATURDAY				
County 116 & 113 (northwesterly)	From Dragon Trail Gas Plant on CR 116 ...up the switchbacks ...via 116 to 113 at the other Gas Plant ...to CR 23 (Rangely Dragon Rd /Big Park Rd)	7:30 AM - 7:30 PM	09:20	6:00 PM
County 100 (westerly)	From Highway 139 ...to CR 23 (Rangely Dragon Rd /Big Park Rd)	7:15 AM - 7:45 PM	10:19 AM	6:15 PM
County 131 (easterly)	From 1 mile south of Colorado 64 on Gilliam Rd ...to CR 122 (Calamity Ridge)	9:15 AM - 8:00 PM	11:31 AM	7:30 PM

SUNDAY				
County 96 (easterly)	From CR 1 (Blue Mountain) ...to County 65	6:45 AM - 7:00 PM	8:48 AM	6:00 PM
County 73 (easterly)	From CR 65 ... to 1 mile north of Colorado 64	9:00 AM - 5:30 PM	11:11 AM	4:15 PM
County 131 (easterly)	From CR 122 (Calamity Ridge) ...to 1 mile south of Colorado 64 on Gilliam Rd	8:00 AM - 5:00 PM	10:16 AM	3:30 PM

Traffic controlled from ~2 hours before First Car In, to Last Car In + ~90 minutes

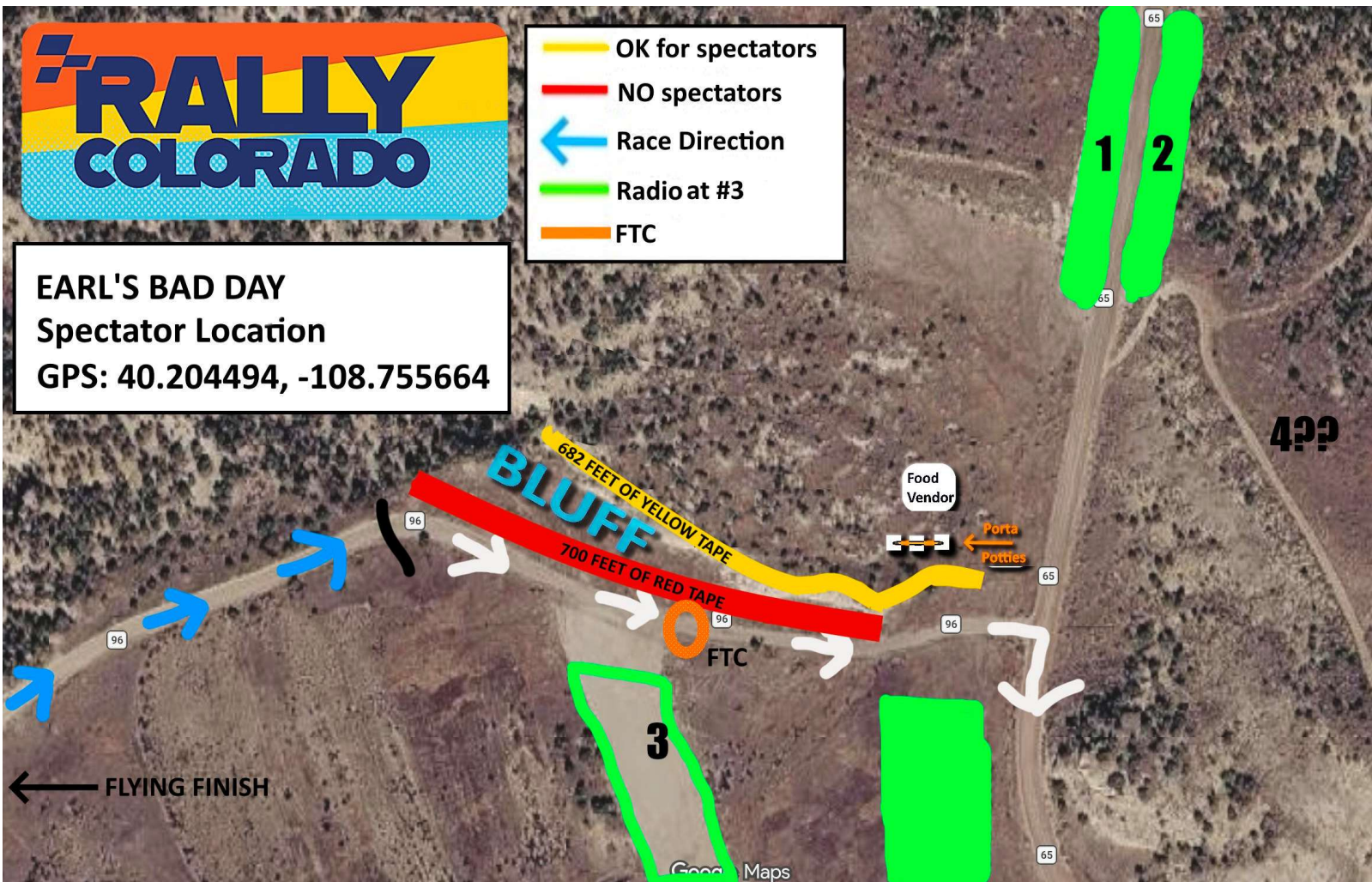
APPENDIX C – Saturday Spectator Map: Dragon Trail mid-point, Stages 1 & 4

- INTERSECTION OF CR 113 & CR 116
- Spectators are allowed to watch the event from behind the YELLOW banner tape.
- Spectators are prohibited from watching behind any Red banner tape.
- Medical and Mid-point radio are at this location.
- Saturday medical helicopter landing location is at this point as well

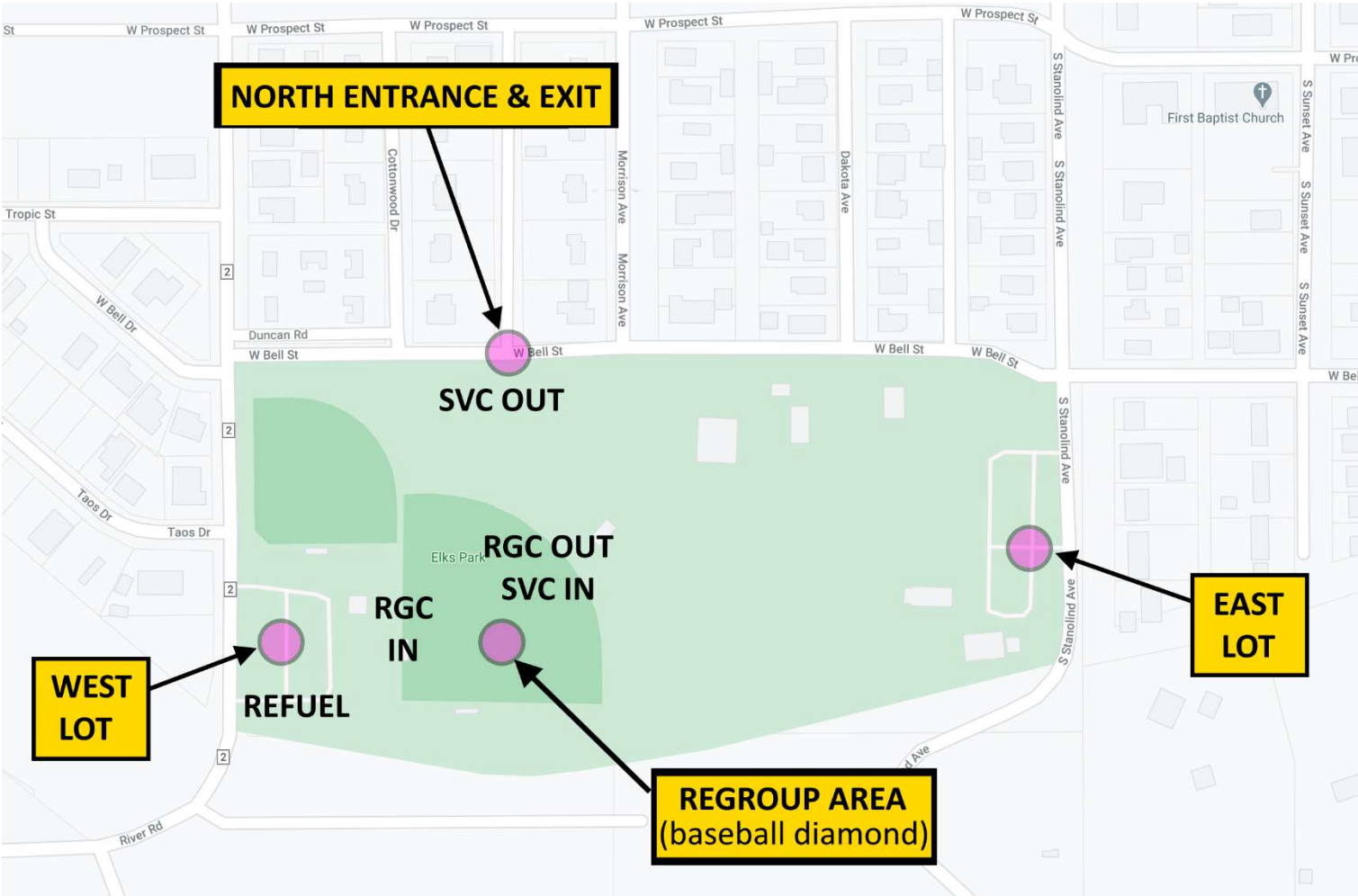


APPENDIX D – SUNDAY SPECTATOR MAP: END OF EARL’S BAD DAY, STAGES 7,10,13

- INTERSECTION OF CR 96 & CR 65
- Spectators are allowed to watch the event from behind the YELLOW banner tape which is on a bluff.
- Spectators are prohibited from watching behind any Red banner tape.
- Parking is at areas 1& 2 marked in GREEN alongside CR 65 (Desarado Mine Road).
- Area 3 is parking for crew / under investigation for spectator usability (behind a metal mesh fence).
- A food vendor is expected.



APPENDIX E – SERVICE AREA MAP (ELKS PARK)



APPENDIX F – GPS LOCATIONS

CONTROL GPS LOCATIONS V1

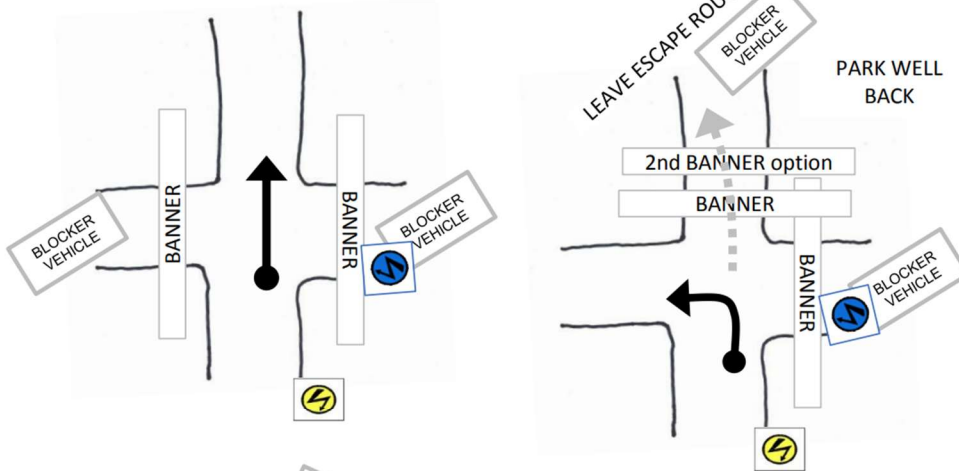
WHAT	Stage(s)	LAT	LONG	Notes
Race Control	Rec Center	40.079956	-108.809531	Race/Net Control - 2nd floor on R
Tech	Scrutineering	40.088394	-108.793794	@ Fire Department
Parc Expose	163 S Stanolind Ave	40.087105	-108.807654	@ Rangely Automotive Museum
MTC out/SVC out	Elks Park - north side of park	40.083986	-108.811007	grassy entrance/exit
ATC 1,4	Dragon Trail WESTBOUND	39.824715	-108.831345	BLM Dead End road on R
SSS 1,4	Dragon Trail	39.824623	-108.832580	BLM Deadend on L / "5" on R
MID-POINT MEDICAL	Dragon Trail	39.858460	-108.878649	at Gas Plant
FF 1,4	Dragon Trail	39.911513	-108.895419	Before big bush on L @ small crst
FTC 1,4	Dragon Trail	39.912914	-108.896560	"Caution no winter maintenance"
ATC 2,5	Cathedral WESTBOUND	40.038405	-108.772722	"Caution no winter maintenance"
SSS 2,5	Cathedral	40.037877	-108.772733	"Share the Road"
FF 2,5	Cathedral	40.012242	-108.816737	3rd yellow pipeline stake on L
FTC 2,5	Cathedral	40.014653	-108.818061	"Shield interpretive site" on L
ATC 3,6	Valley of the Gods EASTBOUND	40.079397	-108.739834	Just before Y intersection
SSS 3,6	Valley of the Gods EASTBOUND	40.078949	-108.739907	Just before side/cross road
MID-POINT MEDICAL	Valley of the Gods EASTBOUND	40.045338	-108.669132	At sideroad
FF 3,6	Valley of the Gods EASTBOUND	40.079312	-108.644165	At sideroad
FTC 3,6	Valley of the Gods EASTBOUND	40.080936	-108.640220	@ "Travel @ own risk"
RGC IN/MTC IN	Elks Park - west side fence of baseball diamond	40.082872	-108.811621	gate on west side of fence
RGC OUT/SVC IN	Elks Park - east side fence of baseball diamond	40.082976	-108.810549	gate on east side of fence
REFUEL	Elks Park - west side parking lot	40.082586	-108.812271	south side of this lot
ATC 7,10,13	Earl's Bad Day EASTBOUND	40.190624	-108.870071	@ crest / "share the road" sign
SSS 7,10,13	Earl's Bad Day	40.187290	-108.867917	NEW: @crest / 0.31 from ATC
MID-POINT RADIO	Earl's Bad Day	40.211529	-108.809281	Just after the badlands
FF 7,10,13	Earl's Bad Day	40.204144	-108.759328	Posts both sides @ small crest
FTC 7,10,13	Earl's Bad Day	40.204494	-108.755664	@ "PRIVAT PROP RTY" sign
ATC 8,11	Quest for Darwin EASTBOUND	40.176553	-108.709671	@ "Travel at own risk"
SSS 8,11	Quest for Darwin	40.178295	-108.710666	NEW: last tree @ start of opening
FF 8,11	Quest for Darwin	40.188864	-108.559851	Before turn
FTC 8,11	Quest for Darwin	40.185563	-108.560057	2 Skulls
ATC 9,12	Valley of the Gods WESTBOUND	40.081249	-108.640063	@backwards STOP sign
SSS 9,12	Valley of the Gods WESTBOUND	40.079299	-108.644088	NEW: @ sideroad / 0.26 from ATC
MID-POINT MEDICAL	Valley of the Gods WESTBOUND	40.045338	-108.669132	At sideroad
FF 9,12	Valley of the Gods WESTBOUND	40.075056	-108.740936	Yellow reflector on R & L
FTC 9,12	Valley of the Gods WESTBOUND	40.078725	-108.739804	"1" on LEFT

APPENDIX G – BLOCKING DIAGRAMS

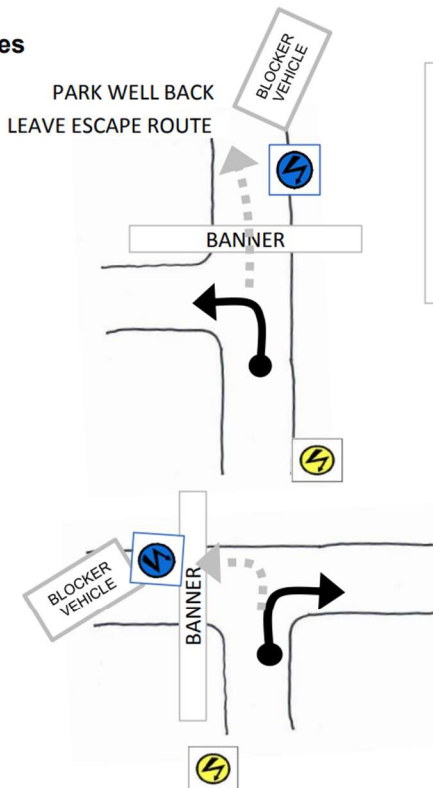
Typical Blocker Positioning

Use these diagrams to position Blockers at various intersections

Crossroads



Tees



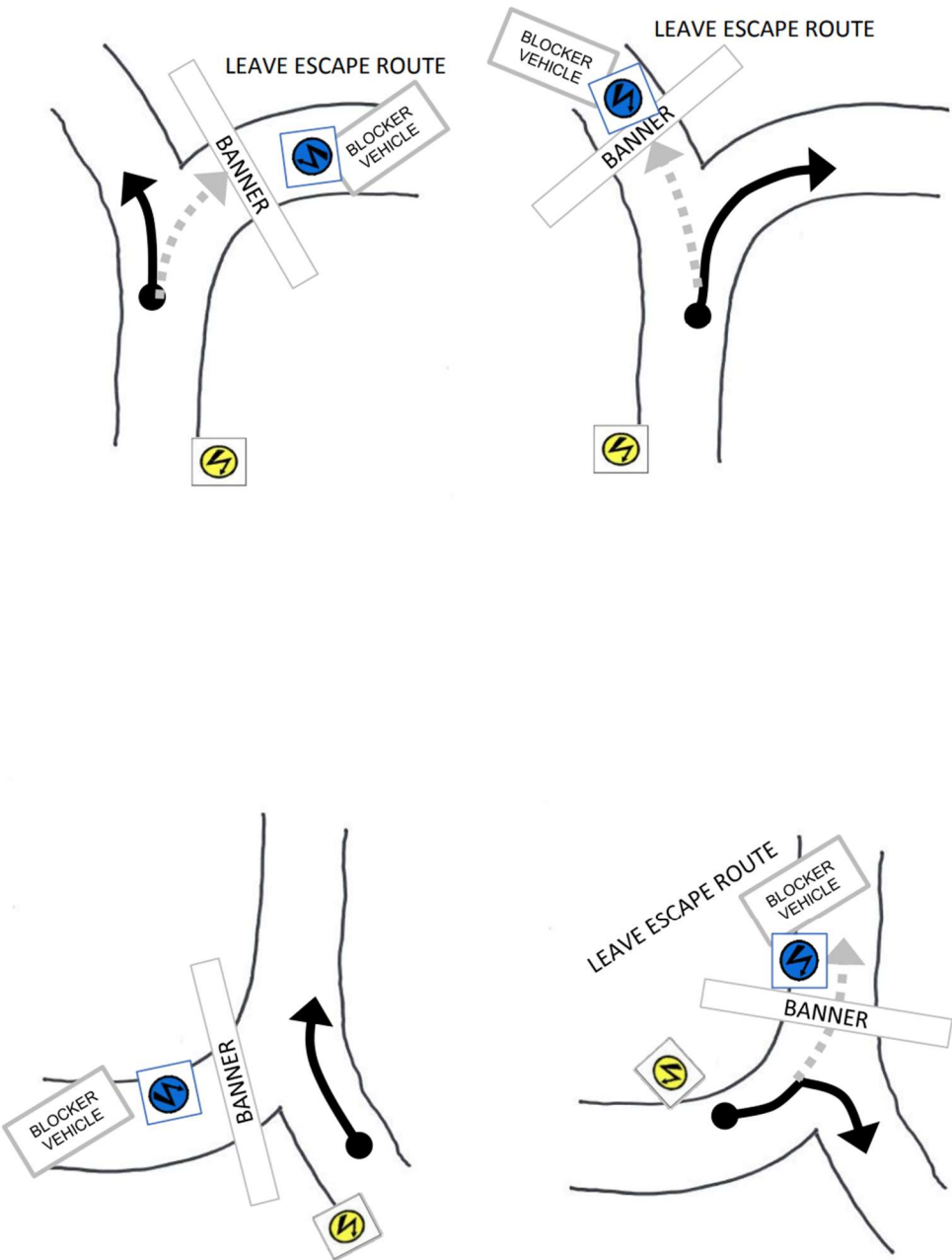
NOTE about "ESCAPE ROUTES" -- strange things happen in the rally car, and there can be missed calls on the notes, or mechanical issues like no brakes, coming into an intersection. PARK SAFELY, in a manner to block the road from outside incursion, but leave an escape route for an errant rally car.

There is a fine line between BLOCKING from outsiders, and being SAFELY PARKED for your own protection. You want to assure that no one gets into the stage, and at the same time you don't want to be struck by thrown rocks or by a rally car. You make the choice, and Course Opening Safety Cars may reposition you.

If you are blocking a square or 90 turn, the rally cars will be at a lower speed entering the junction and will not likely need a long escape route, however, park back far enough to be clear of thrown rocks... You will be surprised at how big, and how far, thrown rocks may be.

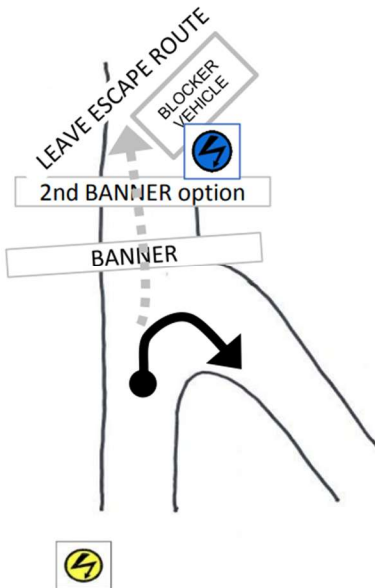
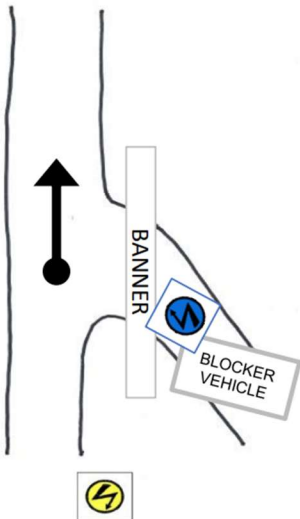
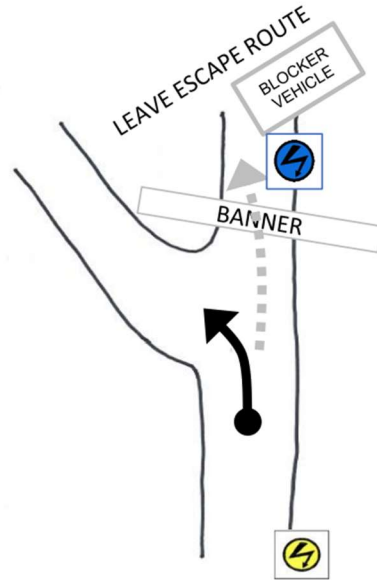
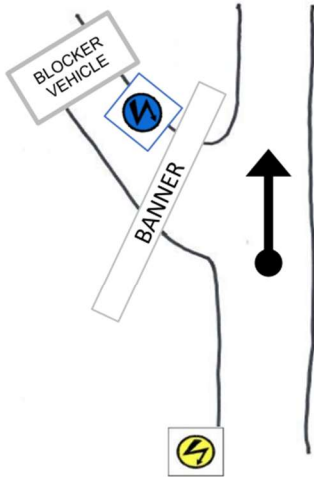
Typical Blocker Positioning

Wye



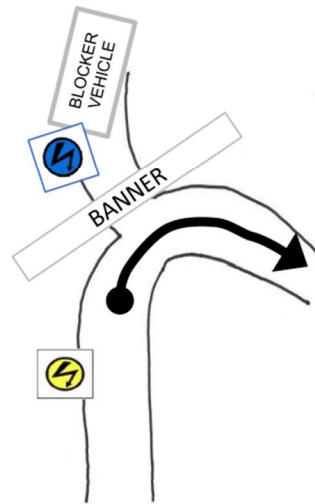
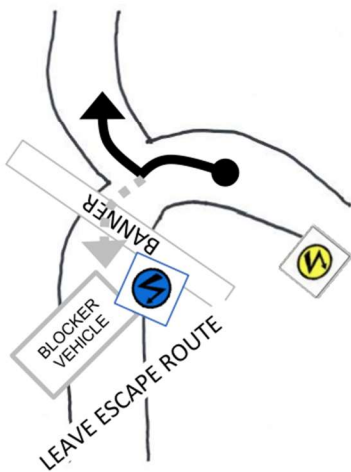
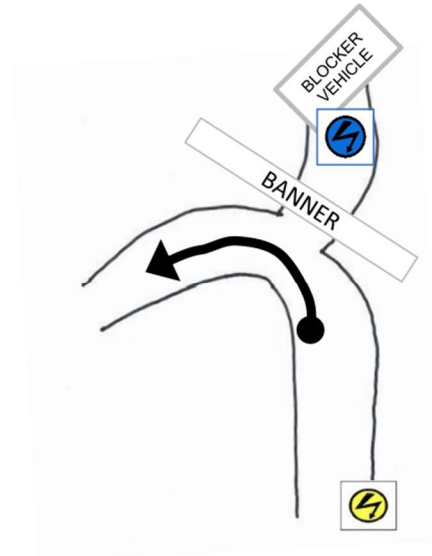
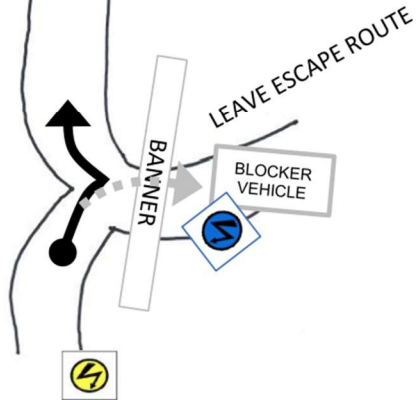
Typical Blocker Positioning

Key



Typical Blocker Positioning

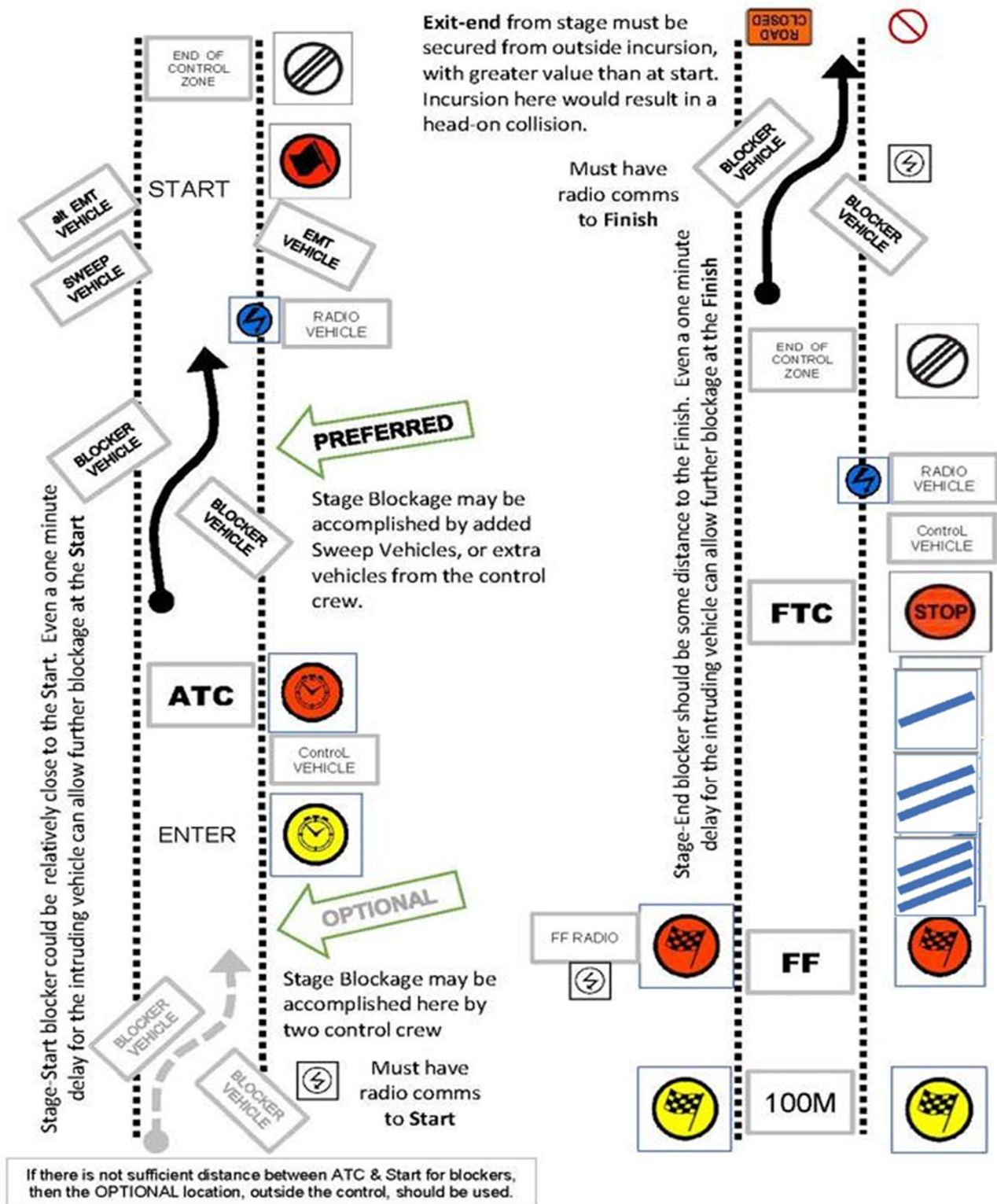
Hairpins



STAGE START AND FINISH BLOCKING

Stage Start Entry

Stage Finish Exit



APPENDIX H – STAGE CREW DIAGRAMS

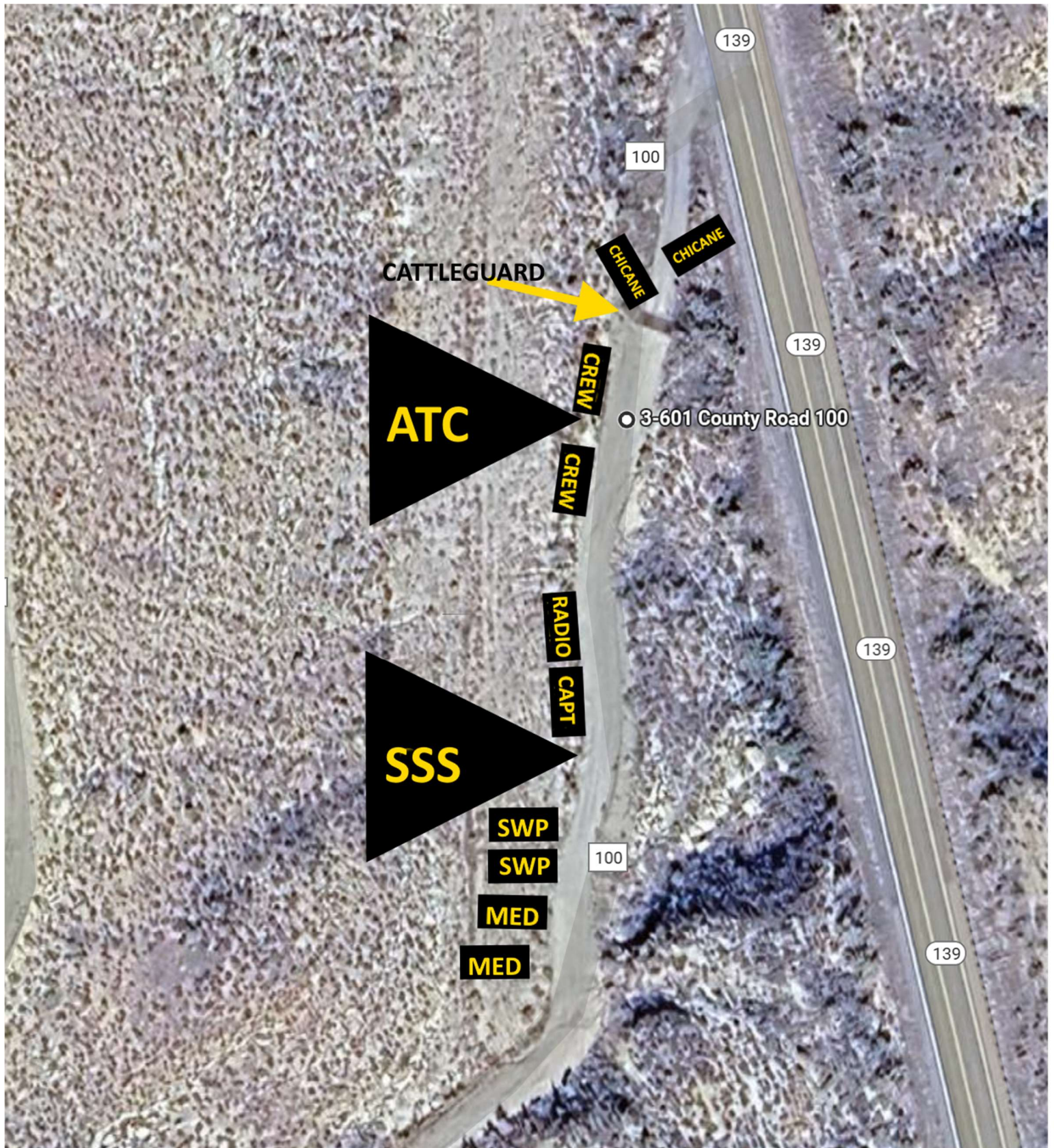
Stage 1/4 CR 116 & 113 - Dragon Trail northwest-bound

Generally: 39.824715 -108.831345



Stage 2/5 CR 100 – Cathedral westbound

Generally: 40.038405 -108.772722



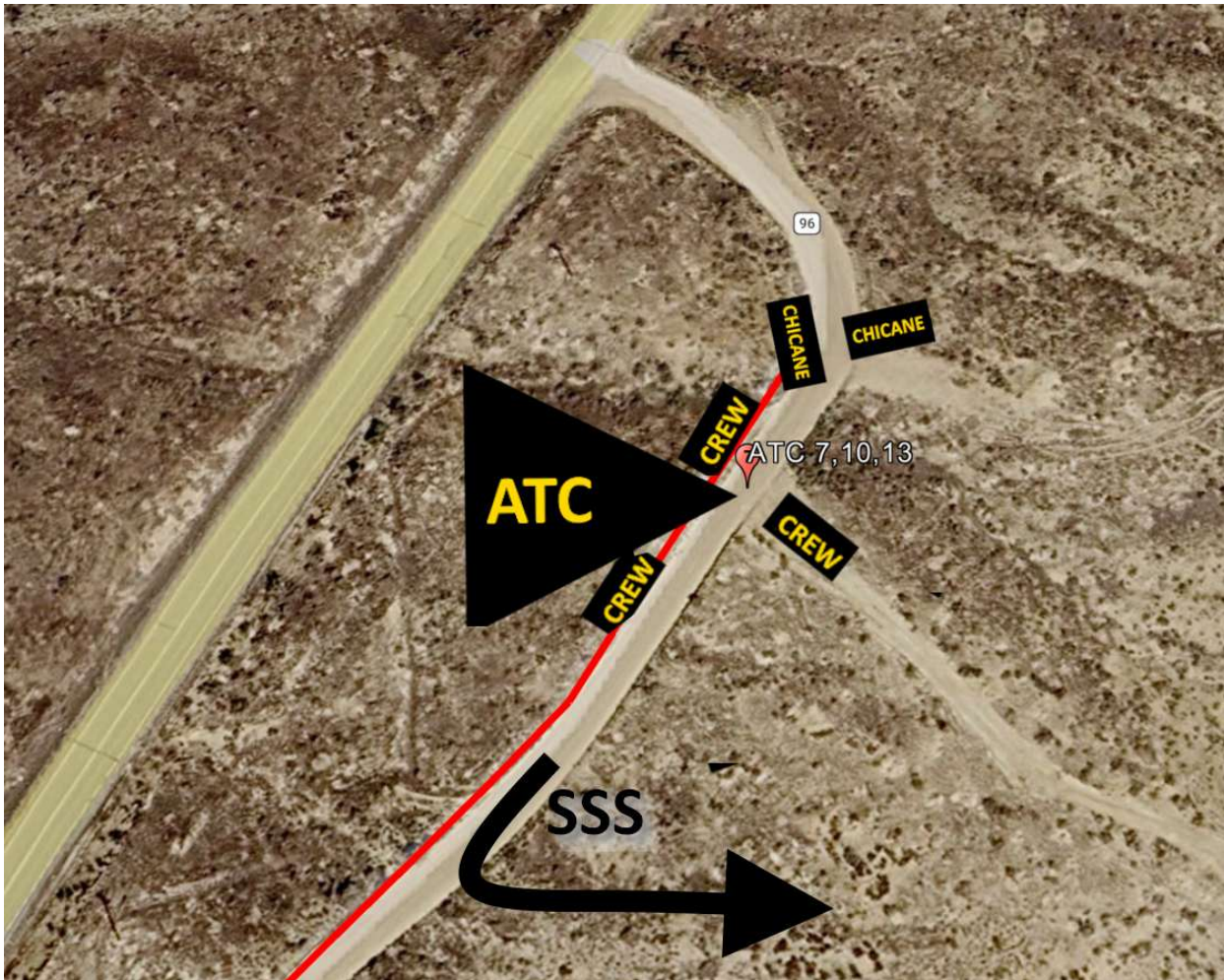
Stage 3/6 CR 109 - Valley of the Gods EASTBOUND

Generally: 40.079397 -108.739834

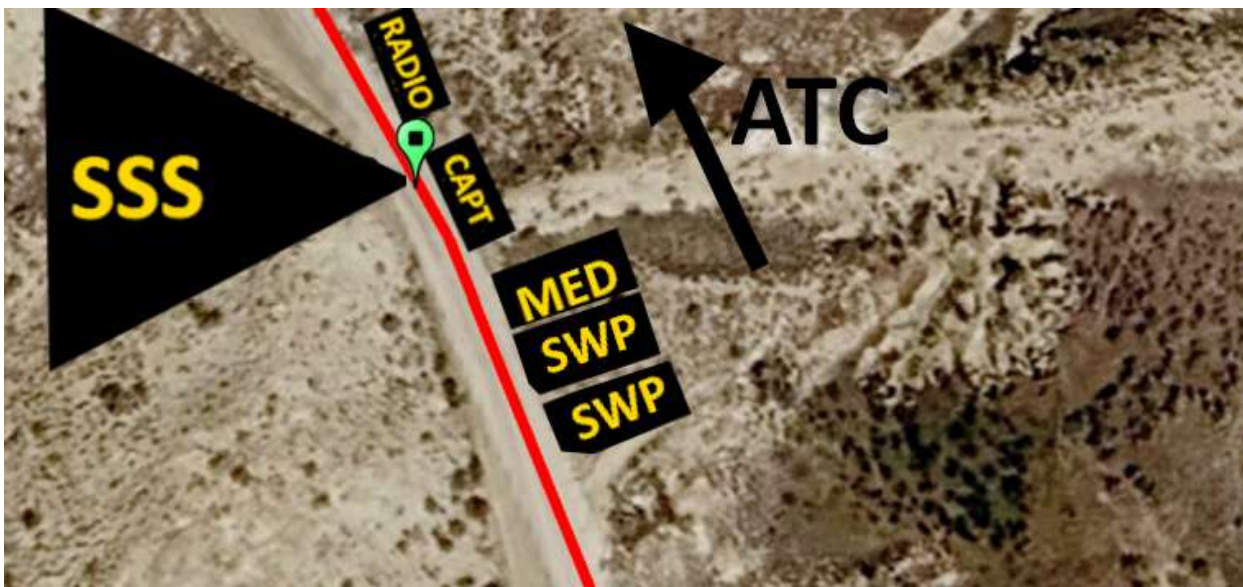


Stage 7/10/13 CR 96 - Earl's Bad Day eastbound

Generally: 40.190624 -108.870071

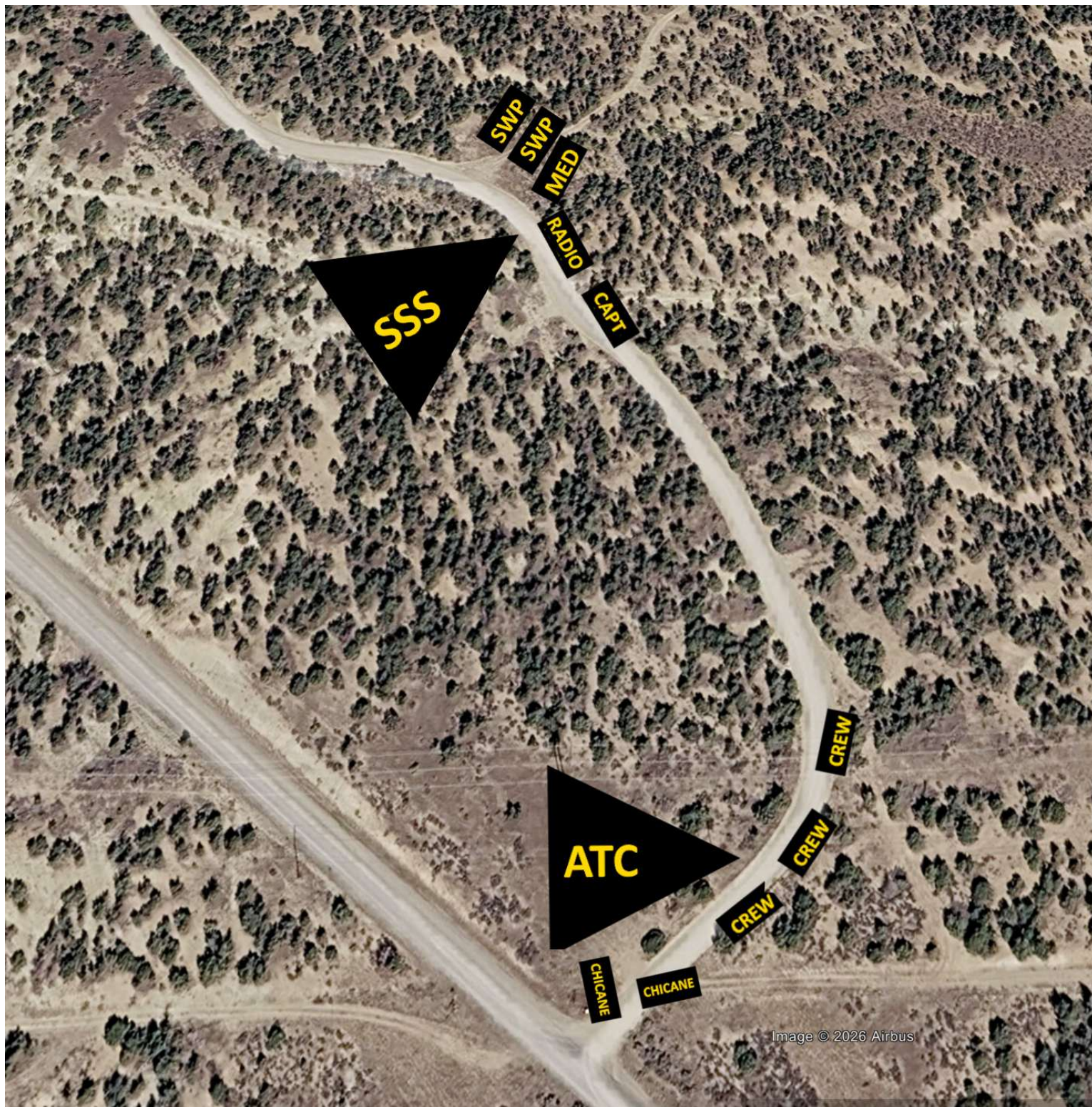


SSS at crest



Stage 8/11 CR 73 - Quest for Darwin EASTBOUND

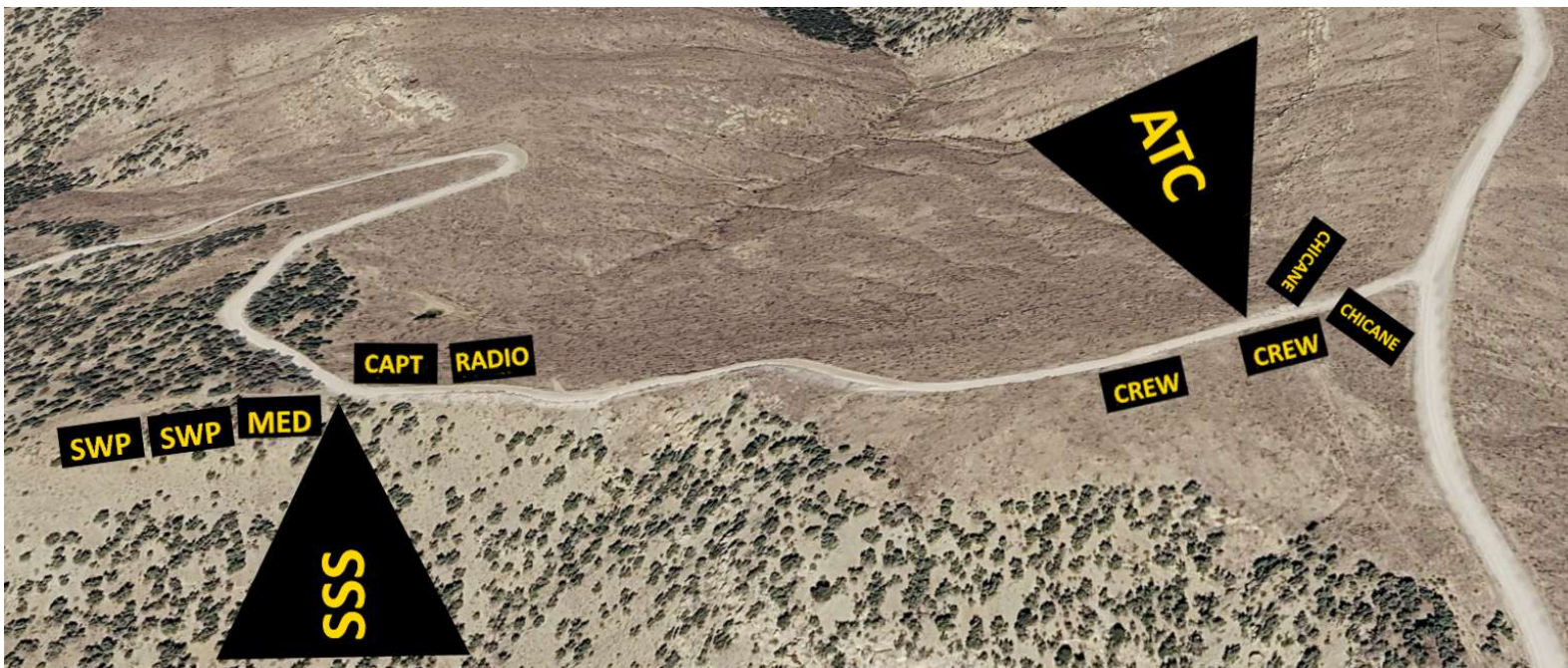
Generally: 40.176553 -108.709671



Stage 9/12 CR 131 - Valley of the Gods WESTBOUND

Generally: 40.081249 -108.640063

SSS is at intersection with small sideroad



MODIFICATION LOG

Date Modified	Version	Modified By	Notes
Initial Version	V00	Rob Bohn	Initial 2026 Version, crossed arms, date changes, organization list
06/15- 6/17/2026	V01	Rob Bohn	Control Picture changes, Radio Frequencies
06/20 – 6/25/2026	V02	Rob Bohn	More control layout pictures, spectator layout pictures