

**TRACKROD**  
**RALLY**  
**Yorkshire '22**  
**23/24 September**

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**Trackrod  
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# Safety Manual



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## **PLEASE NOTE THE FOLLOWING**

Spectators must obey the instructions of rally marshals. Spectators who are asked to move and refuse to do so are putting their own safety and that of others at risk. Where this happens, a rally marshal has authority to notify the stage commander that the stage may have to be delayed and the stage commander will immediately take the appropriate action which may include stopping the stage.

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## INTRODUCTION

Welcome to the Trackrod Rally Yorkshire 2022, please note the following;

**Every person participating in the Rally, whether employed or voluntary, shall take reasonable care for their own Health and Safety and that of anyone who may be affected by their acts or omissions during the event.**

Please be aware of any remaining Covid-19 related restrictions (National, Local or Motorsport UK).

The Rally will be based in Filey. HQ and Documentation are in The Evron Centre and Scrutineering will be at Filey Brigg Country Park. The Event Start on Friday evening and the Event Finish on Saturday afternoon will be at "The Beach", Filey.

All Competitors should be aware of their responsibilities, both in the Service Area (see Page 13) and on the Stages. Officials and Marshals should be prepared to advise and assist if it is safe to do so. **Be aware of your own Safety at all times, do not put yourself, or any others, at risk.**

**Please make sure you know the Incident Procedure in case of an accident (see page 23). Please also be aware of the Competitor Safety (SOS Board) and Red Flag procedures in these circumstances (see pages 21 - 22).**

**If you (Stage Commander, Doctor/Paramedic, Rescue Unit etc.) attend an incident on your Stage please complete the appropriate Report Form. This should be returned to Rally HQ electronically if possible (e-mail, message, photo etc.) or with the Sweeper Car if necessary. THIS IS MANDATORY IF ANY PERSONAL INJURY IS SUSTAINED BY A COMPETITOR, OFFICIAL, MARSHAL OR MEMBER OF THE PUBLIC.**

If you have a Radio (81MHz or Management) please monitor the appropriate frequency at all times, you may be required urgently. There will be a lot of traffic, be brief and relevant.

**Please remember that a Stage remains live until the Sweeper Car reaches the Stage Finish. Emergency vehicles may still require rapid access into the Stage. DO NOT MOVE UNTIL STOOD DOWN BY RADIO CONTROL, then only in Stage direction. Recovery operations can be potentially dangerous and may take some time. Please be aware of this when travelling through a Stage and monitor your radio.**

Thank you for your help on the Trackrod Rally Yorkshire 2022. I trust you have an enjoyable and safe Rally and hope we can call on your expertise again.

*Neil Bawring*

Clerk of Course (Operational) / Event Safety Officer

**TELEPHONE NUMBERS****RALLY H/Q**

Evron Centre, Filey 01723 518070

Results 01723 518070/1

Media 01723 518075

Rally Safety Line 01245 806428

**PUBLIC RELATIONS**

Alan Hill 07943 613763

**RALLY CONTROL**

Filey 01723 518076

Co-ordinator Joy Hewson 07774 484934

81 MHz Controllers Diana Baines 07806 611030 or 07867 912202

Tim Smith 07751 650457

Management Controller Ken Paterson 07831 321307

**HOSPITAL**

Scarborough 01723 368111

**SENIOR OFFICIALS**

Motorsport UK Steward Nigel Drayton 07775 947660

Motorsport UK Safety Del Phil Jones 07825 177487

Club Stewards Jonathan Lord 07774 788844

Derek Lee 07765 146996

Clerk of Course (HQ) Rod Parkin 07850 783555 or 07861 218369

Clerk of Course (Control) Neil Bowring 07831 669680

Deputy Clerk of Course Chris Sanderson 07712 531564

Dep C of C (Ch Timekeeper) Lloyd Walker 07713 978096

Deputy Clerk of Course Andy Turnbull 07803 644819

Dep C of C (Dep SO-Control) Chrys Worboys 07808 596092 or 07884 650200

Deputy C of C (Stages) Matthew Atkinson 07970 264094

Public Relations Manager Alan Hill 07707 801626

Facilities/Logistics Manager Tim Jameson 07919 694078

Secretary of Meeting Nicola Sanderson 07811 785787

Chief Marshal Richard Webster 07585 504600

Spectator Safety Officer Richard Banner 07548 537615

Chief Medical Officer Peter Holden 07802 305335

Deputy Chief Medical Officer Jonathan Allen 07754 523104

Recovery Co-ordinator Jonathan Armishaw 07786 336598

Chief Scrutineer Paul Hewer 07960 898234

Scrutineer Mark Casey 07949 899619

Results Manager Paul Crossley 07801 573000

Competitor Liaison Officers Val Thompson

John McNichol 07980 501420

**CO-ORDINATORS**

Equipment Ian Dickinson 07740 280567

Media Keith McGhie 07411 159543

Filey Nick Middleton 07747 360230

Graham Burrell

Filey Host Roy Brader 07549 990019

Service Area Martin Douglas

Rally Assistance Shelagh Turnbull 07740 245114

Spectator Liaison Officer Chris Rickerby 07800 600326

Re-fuel Alan Smith 07730 373229

Dalby Ian James &amp; Cathy Parker 07713 573432

Cropton &amp; Gale Rigg Alan Hill 07707 801626

Staindale &amp; Langdale Martin Smith &amp; Ken Cawood 07713 353144

Yvonne Giles 07836 760700

Regroup 07762 967399

## SAFETY CONSIDERATIONS

### EVENT SAFETY PLAN AND SAFETY POLICY

This Manual forms part of the overall Event Safety Plan of the 2022 Trackrod Rally Yorkshire. It covers the Safety and Operational aspects of the Rally “on the day”.

The Event Safety Plan is designed to cover all aspects of safe running of the Event. It aims to fulfil the requirements of the Motorsport UK Competitors Yearbook 2022, The Motorsport UK Stage Rally Safety Requirements (Edition 5) and all other legislation, rules and regulations as they affect the safe running of the Rally.

The Event Safety Plan includes the following documents;

- Officials Manual
- Safety Manual (this manual)
- Safety Car Manual
- Stage Set-up
- Stage Commander Briefing notes
- Incident/Contingency Plans
- Communication Plan
- Major Incident Plan
- All Risk Assessments

Trackrod Motor Club acknowledges that motor sport is potentially dangerous and aims to minimise the associated risks as much as possible. These risks have been assessed by the organising team and along with adherence to the Motorsport UK regulations and guidelines they wish to minimise the exposure to avoidable danger of any participant in the event. This includes members of the public as well as competitors, officials, marshals and their associates (e.g. service crews).

Refuelling of Cars may only take place in the following locations;

- Refuel Zone from designated Suppliers.
- Commercial fuel stations on the route.
- Service Park (**subject to the Service Area Guidelines, see page 13).**

Official Spectator Viewing Areas have been provided (Covid-19 restrictions permitting) and advertised. Other locations where spectators are known to congregate have also been identified. All these locations have individual plans and will be set up accordingly by members of the organising team.

All marshals will be briefed, preferably “electronically”. They will receive a written stage specific briefing document including a stage map and advice on incident handling and dealing with spectators and the media. Marshals will wear appropriate orange Motorsport UK marshals’ tabards.

Only accredited Level 2 media will be given access to any “non-public” stage locations. This must be agreed with Rally HQ and the appropriate Stage Commander before the event.

### COMPETITOR RUNNING ORDER & SEEDING

In order to minimise spectator movements, Motorsport UK allows only one planned gap in the field. **In normal circumstances this gap should be no more than 5 minutes. No Safety Cars will run in this gap, nor is it essential that the last car of the first field has reached the stage finish before the next group starts.**

#### **Friday 23 September.**

Trackrod Rally Yorkshire (BRC), Trackrod Historic Cup (BHRC) and Trackrod Land Rover Challenge.

**First field.** Numbered from 301 upwards.

Trackrod Historic Cup cars in **reverse order of anticipated performance.**

**Second field.** Numbered from 1 upwards.

Trackrod Rally Yorkshire in **order of anticipated performance**, immediately followed by Land Rover Challenge entries (numbered from 401).

#### **Saturday 24 September**

Entries for the Trackrod Historic Cup, Trackrod Rally Yorkshire and Trackrod Land Rover Challenge will be amalgamated with the entries for the Trackrod Forest Rally (BTRDA) entries on Saturday 25<sup>th</sup> Sept.

**First field.** Numbered from 101 upwards.

All Historic Cup cars and 2 wheel drive cars from Trackrod Forest Stages in **reverse order of anticipated performance.**

**Second field.** Numbered from 1 upwards.

The remainder of the Trackrod Forest Stages field (ie. 4 wheel drive) and all Trackrod Rally Yorkshire competitors, in **order of anticipated performance**, immediately followed by the Land Rover Challenge entries.

### PREDICTED MARSHAL STRENGTH

The “predicted” marshalling strength at any location is the number of marshals that the organising team consider to be appropriate having taken account of all local circumstances and potential spectator activity. **Radio Operators at mandatory locations should not be included in the “predicted” number.**

The “predicted” number of marshals will be entered into event documentation and the setup information. It will be referred to by the Safety Delegate when inspecting a stage.

The expression “predicted” is used because it is less prescriptive than “minimum”, which is a finite statement. Such a figure would become a standard that would be “mandatory”, similar to “mandatory” radio locations.

A sensible and pragmatic assessment of requirements should enable better use of marshalling resources to improve the safety of spectators, marshals and competitors. However, “on the day, on the ground”, requirements may change (e.g. spectators numbers at a location, numbers of marshals attending etc.).

**During the time approaching the stage going live, situations as above may require adjustment of marshal numbers at certain locations. Having predicted marshal numbers (neither minimum or maximum) permits a proactive and flexible approach to managing such situations.**

## THE MOTORSPORT UK SAFETY DELEGATE AND STEWARD

### Motorsport UK Stage Rally Safety Requirements (Edition 5-January 2022)

The role of the **Safety Delegate** (Phil Jones) is to assess the effectiveness of safety measures aimed at keeping the public, volunteers and competing crews safe. The Safety Delegate is an experienced person providing a check and balance on safety. She will provide support and advice to ensure the safe running of the event.

To communicate with the Safety Delegate (or any of the Safety Cars), marshals should use the FIA specified gestures below to indicate whether they are satisfied with the safety situation at their location (All OK) or whether they have any problems (STOP - I need support). The two gestures are shown below:



All OK



STOP - I need support

The Safety Delegate role include;

- Visiting each stage usually on the day prior to the event (with the Spectator Safety Officer, Event Safety Officer or other Senior Official) to confirm set-up plans and overview safety planning proposals.
- Travelling around the special stages during the event in a safety car.

The Safety Delegate also has specific regulatory powers to instruct the Clerk of the Course to postpone, abandon or stop an event or part of an event for safety reasons or to prevent unnecessary danger.

When visiting stages or other locations (eg. Service Areas) the Safety Delegate will especially note;

- anything with a possible negative effect on Spectator Safety.
- that stage set-up is appropriate (safety, arrowing, etc.) and “**predicted**” allocations and numbers of officials/marshals ensure that all safety aspects are covered.
- that there are appropriate numbers of Safety Services (Doctors/Paramedics, Rescue and Recovery Units) in the correct positions.

Please ensure that all marshals wear an appropriate Safety Tabard and are prepared to demonstrate their presence at their post.

The **Motorsport UK Steward** (Nigel Drayton) is the senior Motorsport UK individual attending the event (other than the Safety Delegate, who shall have overriding authority in matters of safety). He must remain in Rally Control during the running of live stages, where he will be available to provide help and/or advice to the Clerk of the Course (or his deputies) if necessary. He may also liaise with the Safety Delegate as required, including in the event of an incident.

They have the power to cancel the entire event on safety grounds.



### **SENIOR EVENT OFFICIALS**

These Officials make up the “Organising Team” of Trackrod Rally Yorkshire. They are named on page 5 of this document.

In the main they will perform the duties of their designated role as mandated and described in the Motorsport UK Yearbook (The Blue Book) and the current Motorsport UK Stage Rally Safety Requirements (Edition 4 – including July 2019 updates).

#### **Clerks of Course**

Improved Communication facilities enable us to co-locate Rally HQ and Rally Control in Filey. we will still have two Clerks of Course. Rod Parkin will be based in Rally HQ, Neil Bowring (also Event Safety Officer) will control the running of the live event from Rally Control.

They will communicate with each other and other senior officials regularly.

Together they have overall responsibility for the competition and safe running of the event.

#### **Deputy Clerks of Course**

They will assist the Clerks of Course at both Rally HQ, Rally Control and in the field (e.g. Safety Car operations, Radio Communications etc.).

#### **Public Relations Manager.....**

He will oversee all Public Relations aspects of the Rally. He will be available to “trouble-shoot” any PR problems that may arise during the Rally.

#### **Event Safety Officer**

Responsible for coordinating all safety matters before and during the Rally (e.g. Rescue and Recovery provision, liaising with the statutory Emergency Services).

He produces this manual.

He is in Rally Control (as Clerk of Course!) during the live Rally.

#### **Spectator Safety Officer**

He is involved in all aspects of Spectator Safety leading up to the Rally.

He is an important member of the Safety Car team helping to check spectator locations as they become live.

#### **Chief Medical Officer**

He is responsible for the provision of all medical cover (doctors and/or paramedics) and liaison with Ambulance and A & E Departments. He is always available to advise the Clerks of Course on medical matters (e.g. need for evacuation etc.).

He produces the Event Major Incident Plan.

#### **Chief Marshal**

He coordinates the recruitment of marshals and their allocation to stages and produces the marshals briefing document.

He traverses the stages as part of the Safety Car convoy (driving the Motorsport UK Safety Delegate) so is available to advise if any staffing or marshalling issues arise.

#### **Safety Car Crews**

See the Safety Car Manual for individual roles and responsibilities.

**OVERALL RISK ASSESSMENT**

Please note that more specific Risk Assessments have been carried out in specific areas (eg. Special Stages, Spectator Areas, HQ, Service Area etc.).

**Likelihood** 1= Low, 3 = Medium, 5 = High

**Impact** 1= Minimal, 3 = adverse comment, 5 = severe adverse publicity

**Avoidability** 1= eliminatable, 3 = avoidable with reasonable precaution, 5 = unavoidable/part of the sport

<b>Adverse Hazard Type</b>	<b>Likelihood</b>	<b>Impact on Event</b>	<b>Avoidability</b>	<b>Can we ameliorate it?</b>
Setting-up Crews sustaining injuries due to slips, falls etc.	2	1	2	Ensure wearing appropriate clothing for potentially cold/wet environment. Wear appropriate PPE (e.g. gloves etc.) Ensure safe working practices.
Injuries sustained when loading/unloading car and or tools etc. at scrutineering and service areas.	2	1	2	Ensure safe working practices, especially when lifting etc. Wear appropriate PPE. Follow Service Area Guidelines
Injuries sustained when working on cars in Service Area (e.g. entrapment, crushing, fire, scalds etc.).	3	3	3	See above. Ensure availability of adequate, appropriate fire extinguishers.
Office type hazards in Event HQ.	1	2	2	Ensure all equipment is electrically safe (PAT tested). Avoid trailing cables etc.
Accidents/injuries sustained by spectators, onlookers, service crews etc. at all locations where cars congregate (e.g. Start/Finish locations, spectator areas, service areas, scrutineering etc.	2	3	3	Ensure appropriate designation, demarcation and marshalling of such areas. Provide segregated areas and access route for spectators wherever possible. Provide adequate signage and lighting at night

OVERALL RISK ASSESSMENT (CONTINUED)

<b>Adverse Hazard Type</b>	<b>Likelihood</b>	<b>Impact on Event</b>	<b>Avoidability</b>	<b>Can we ameliorate it?</b>
Hazards associated with vehicle refuelling, especially fire.	1	4	2	Ensure adherence to MOTORSPORT UK guidelines. Provide adequate appropriate fire extinguishers. Use commercial fuel station or special provision (e.g. Vital Fuels). If performed in Service Area, no other simultaneous work to be done on car, should be last task during service.
Hazards associated with vehicle movements in Service area.	2	3	3	Ensure adherence to MOTORSPORT UK guidelines. Apply and police speed limit in SA. Ban all other motorised vehicles and spectators, especially children.
Inconvenience and/or injury to other forest users (e.g. walkers, mountain bikers, horse riders etc.	3	3	3	Ensure widespread pre-event publicity, liaison with Forestry Commission, National Parks, Residents and other forestry users. Ensure appropriate taping, signage and marshalling of all public access to stage route.
Competing Car penetrating the crowd	3	5	3	Designated, marshalled Spectator Areas. Safety Car checking system. Taping. Warning signs.
Competing Car colliding with another vehicle (e.g. another competitor or a marshals/officials car)	2	3	4	Marshal and competitor training. Adherence to marshals car parking guidelines.
Competing Car colliding with a large or stray animal	2	3	4	Awareness of wild animals in the forest. PR as above prior to event.
Competing Car colliding with a tree, logs, or other immovable object.	5	3	4	Recognised hazard of the sport. Marshals and Safety personnel training. Incident management procedure agreed and in place.
Secondary accident by competitive car following colliding with wreckage	2	2	5	Recognised risk of the sport.

OVERALL RISK ASSESSMENT (CONTINUED)

Adverse Hazard Type	Likelihood	Impact on Event	Avoidability	Can we ameliorate it?
Any of the above causing blockage of stage.	2	3	4	Marshal training (especially re “assisting cars”). Incident management procedure agreed and in place.
Car “missing” on tracking system or previous car number checking.	2	4	3	Availability of “in car” Rallitrak radio. Can be used by competitor or marshal. Marshal search if necessary.
Any of the above with persons entrapped.	1	4	4	Intervention procedure agreed including “Red Flag” if necessary. Possible Stage cancellation to facilitate rescue/ recovery etc.
Any of the above complicated by fire, flammable/caustic material leakage	2	4	4	See above
Hazards associated with vehicle recovery after stage closure.	3	2	4	Ensure safe working practices (winching etc.). Control onlookers. Provide radio, Rescue & Medical cover if necessary
Collapse of temporary structure (e.g. gazebo)	1	2	1	Ensure adequate anchoring of all such structures
Burger bar/marquee fire or explosion with or without structural collapse	2	5	1	Require Risk Assessments from owner/operator and assurance that they adhere to relevant Health and Safety legislation.
Impact of adverse weather, especially high winds, on any of the above	3	3	3	Awareness of forecast and ability to put in place alternative arrangements.
Rural and remote location	5	1	5	Provide secure communication.
Indirect simplex radio comms system, using human relays	5	3	4	Trained marshals and radio operators.
Cellular phone coverage patchy and of low capacity	5	5	5	Feature of the location in the forests. Provision of “Management frequency” as well as MOTORSPORT UK S&M and “tracking” frequencies.

**SERVICE AREA GUIDELINES**  
**Motorsport UK Stage Rally Safety Requirements (Edition 5)**

When participating in motor sport events and carrying out activities at Service Areas, entrants, competitors and service crew members should be aware of their own and other people's safety and wellbeing. The organiser has the overriding responsibility to co-ordinate the activity and ensure, so far as is reasonably practicable, that statutory requirements for these areas are met.

The Rally event organiser must allocate a 'Service Area Zone' to each competing team within the service park. These zones must be managed in such a way that they present neither a safety nor environmental risk to other teams or the venue location.

**A. Basic Standards for Service Areas (or Service Parks):**

1. The Service Area should be an appropriate size to allow adequate space for individual service zones, vehicle movement and safe pedestrian access. The ground should be relatively even with any significant hazards adequately controlled.
2. Service zones should be clearly demarked and public access restricted.
3. Organisers must set a speed limit for Service Areas and publish this information in the Supplementary Regulations.
4. All entrants should have an environmental ground-sheet in place before work commences on the vehicle.
5. Temporary structures such as motor homes, awnings and pop up tents must be erected securely and with sufficient ballast to cope with wind conditions. All structures deemed unsafe by the event organisers must be dismantled and removed.
6. All service vehicles should have an environmental spill-kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit.) Spillage of any liquid should be contained immediately by the crew concerned.
7. Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled. The layout of the Service Area should permit emergency service vehicle access, should the need arise.
8. Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jack. Engines should not be running when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.
9. Where necessary, as part of the service i.e. changing of fuel tank, fuel pump, fuel filter, or any other item of fuel circuit, emptying and/or refilling of the fuel tank is permitted provided that:
  - a. The work is carried out with the knowledge of the organiser
  - b. A fire extinguisher with operator is on standby
  - c. No other work is carried out on the car during this operation
  - d. A safety zone is established within which all sources of ignition are removed
  - e. A minimum amount of fuel is used and any removed fuel is stored in a sealed container

**SERVICE AREA GUIDELINES** (CONTINUED)

10. Service zones should be controlled in such a way that they do not present any unacceptable risk to competitors, crews, adjacent teams or members of the public. Any personnel carrying out work should ensure that they adopt safe working practices at all times.
11. Entrants are responsible for all personnel in their team and in particular for supervising any young persons under the age of 18.
12. All working areas should be kept clean & tidy. All waste should be removed by the entrant at the end of the event and disposed of in a responsible manner.
13. Trailing cables & hoses should not be allowed to create a trip hazard and should not be run across access or roadways unless covered by cable protectors.
14. Whenever vehicle engines are being run, adequate ventilation must be in place.
15. Appropriate safety notices should be displayed and efforts made to ensure that they are complied with.
16. Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.
17. The organiser is responsible for establishing emergency arrangements for the Service Area including fire, injury and security incidents. These arrangements must be appropriately communicated to all entrants and competitors.
18. Entrants are reminded of their obligation to comply with the requirements of the appropriate sporting and supplementary regulations at all times.

**B. Storage & Use of Petroleum Spirit**

1. The organiser must establish suitable arrangements for refuelling with a preference for a designated refuelling zone. (See 'Guidance for the Operation of a Refuel Zone')
2. If re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when re-fuelling commences. All sources of ignition must be removed from the area and an appropriate fire response should be prepared.
3. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
4. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.
5. All empty containers should be removed from the venue after the event.
6. Petrol is to be used as fuel only, not for any other purpose.
7. All vehicle re-fuelling is to take place in the open air. Smoking and any other sources of ignition, including live electrical items, must be prohibited and a safe area should be enforced with an operative on standby with a fire extinguisher.
8. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

**C. Hazardous Substances**

1. Some parts on historic vehicles, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.
2. Where asbestos is used, every effort should be made to prevent dust being released.

**SERVICE AREA GUIDELINES** (CONTINUED)

3. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
4. Other substances may cause ill health. Competitors should obtain MSDS (material safety data sheets) from suppliers in advance so that they hold important safety information about the products.

**D. Electrical Safety**

1. All electrical equipment should be maintained in a safe condition.
2. Extension leads & cables should be neoprene, oil resistant flexible cable.
3. All electrical equipment used externally should be weatherproof and tools should be insulated against electric shock and used with residual current devices.
4. Electrical equipment and hand tools should not be used where flammable vapours e.g. brake cleaner or fuel, are present.

**E. Fire Precautions**

1. All competition and service vehicles should carry a suitable fire extinguisher.
2. Special consideration should be made before lighting any cooking appliance.
3. All sources of ignition should be kept away from any fuel store or re-fuelling area.
4. Fire extinguishers should not be moved from their known location, other than when in use.
5. In the event of any fire, a report should be made to the organisers of the event before leaving the venue.
6. All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.
7. The organisers are responsible for putting in place an emergency plan to cover a fire in Service Area scenario.

**F. Compressed Air Equipment**

1. Air blasts from over inflated tyres can cause severe injury. Tyres should not be inflated above manufacturers' recommendation figures.
2. Always stand clear when inflating tyres.
3. Compressors & air lines should be inspected regularly.
4. Compressed air cylinders should be stored and used to suppliers' recommendations.

**G. Noise**

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

**SERVICE AREA GUIDELINES** (CONTINUED)**H. Manual Handling**

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

**I. Waste**

1. Entrants must remove all waste from the venue, including containers, packaging, tyres, oils etc. They must be disposed of it in accordance with environmental legislation.
2. General waste facilities on site should not be used to dispose of hazardous substances or materials which have been contaminated by hazardous substances. These must be segregated and disposed of in accordance with waste regulations.

**J. Vehicle Safety**

1. A 10 mph speed limit should be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions and, where practicable, to segregate pedestrian routes.
3. The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
4. Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

**K. First Aid**

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

**L. Reporting of Accidents & Incidents**

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

**M. Further Regulations and Information**

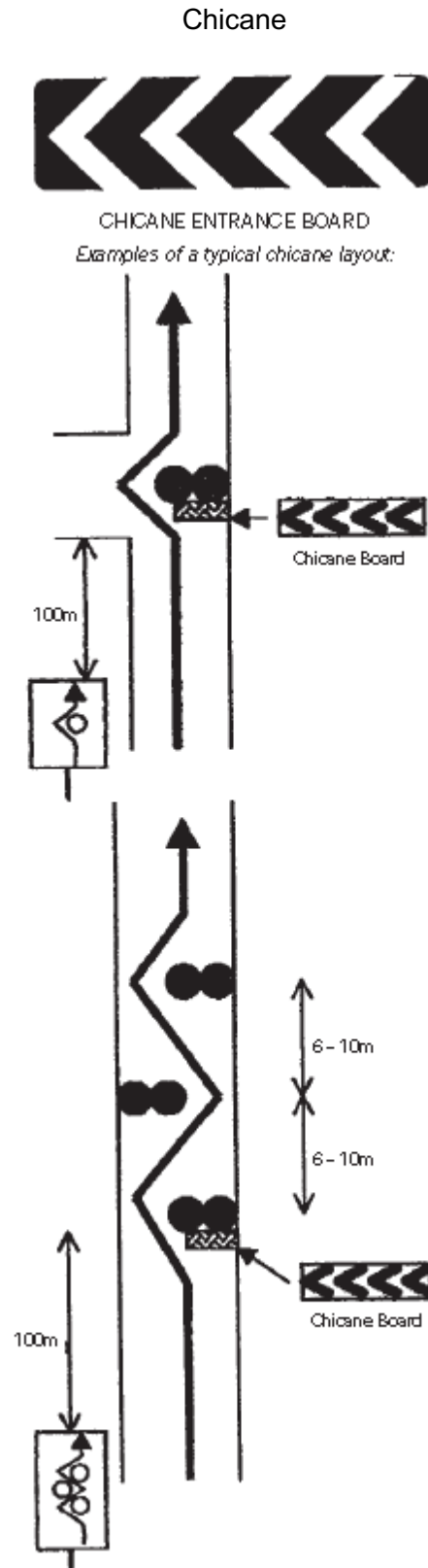
1. Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations and the HSE's guide HSG112 'Managing Health & Safety at Motorsport Events'.



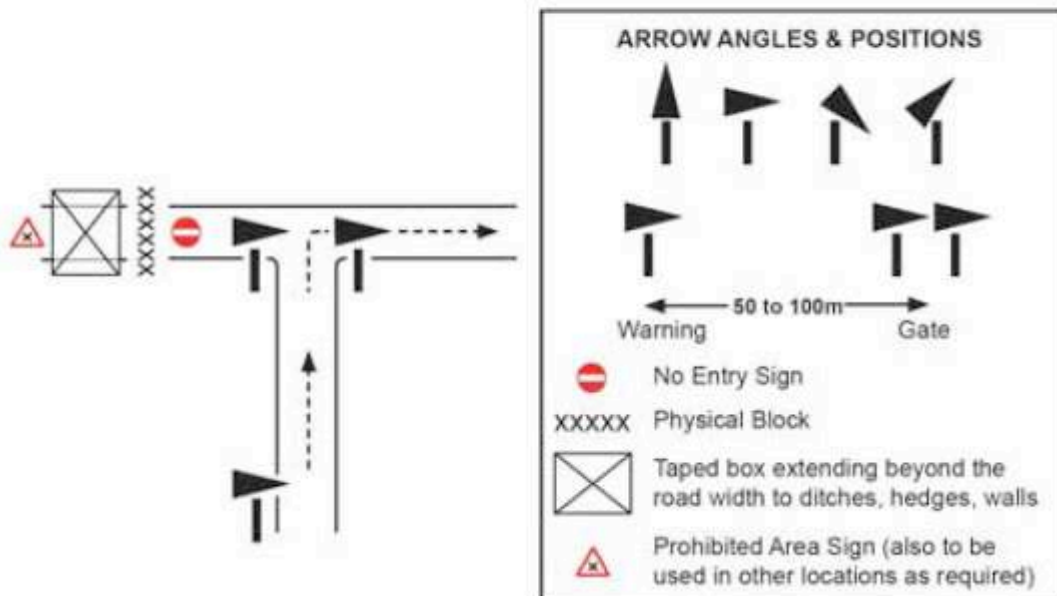
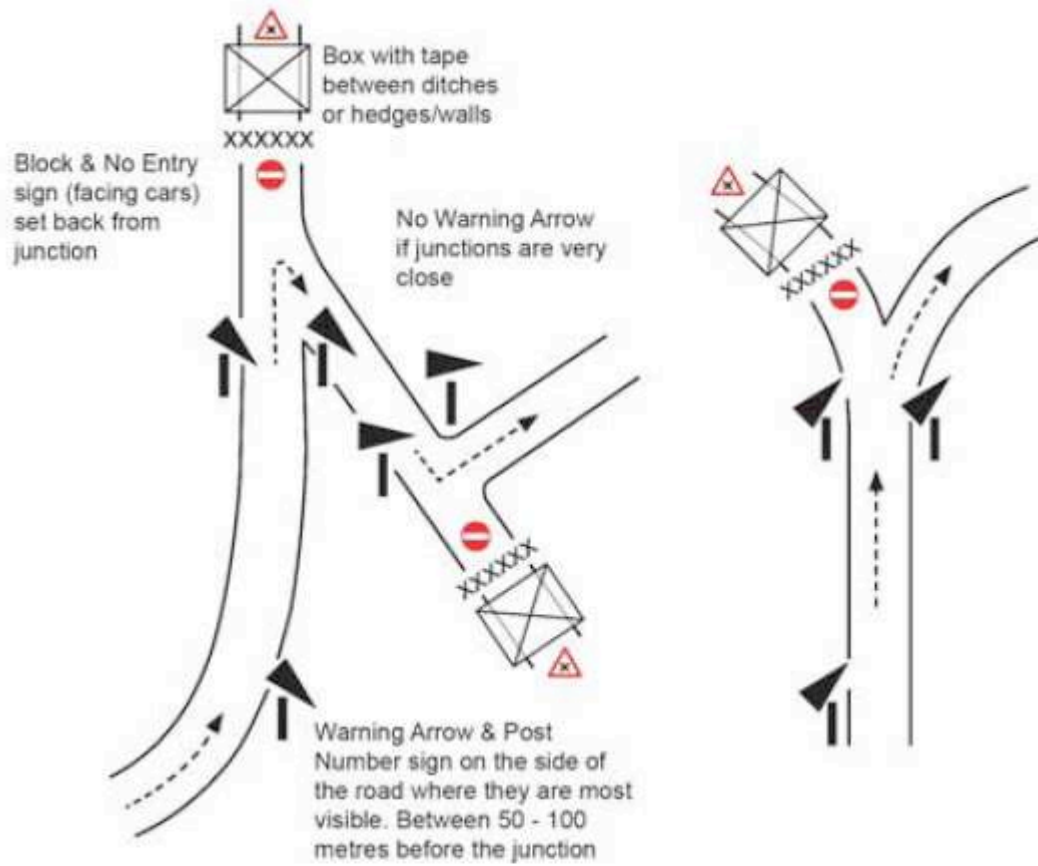
**MARSHAL AND SPECTATOR SAFETY**  
**Stage Set-up etc.**

**DETAILED GUIDANCE IS IN THE SET-UP MANUAL** but please note the following;

1. All Marshals, Radio Crews, Safety Services and their vehicles should be located in safe areas, which give them protection from wayward competing cars. In general at least 30 metres from the stage (unless authorized by Safety Officer or Stage Commander).
2. Each designated Spectator Stage must have a specific Stage Spectator Safety Officer, whose sole responsibility is the safety of the spectators on that stage.
3. Junctions or corners which are easily accessible to spectators must be marshalled and taped / blocked to ensure a sufficient distance between the stage and any spectators.
4. Spectator Stages must have clearly defined 'go' and 'no go' areas.
5. Black/Yellow tape should be used for Spectator Areas and Pedestrian Access Routes.
6. Red signs and red/white tape should be used to 'no go' areas.
7. Netlon or a similar barrier material should be used as necessary adjacent to, but probably some distance from, the stage track.
8. The Event Spectator Safety Officer, the Motorsport UK Safety Delegate and the Chief Marshal will traverse all stages. If they have any concerns about spectator safety in the stage, they will request the Clerk of the Course to delay or cancel the stage.

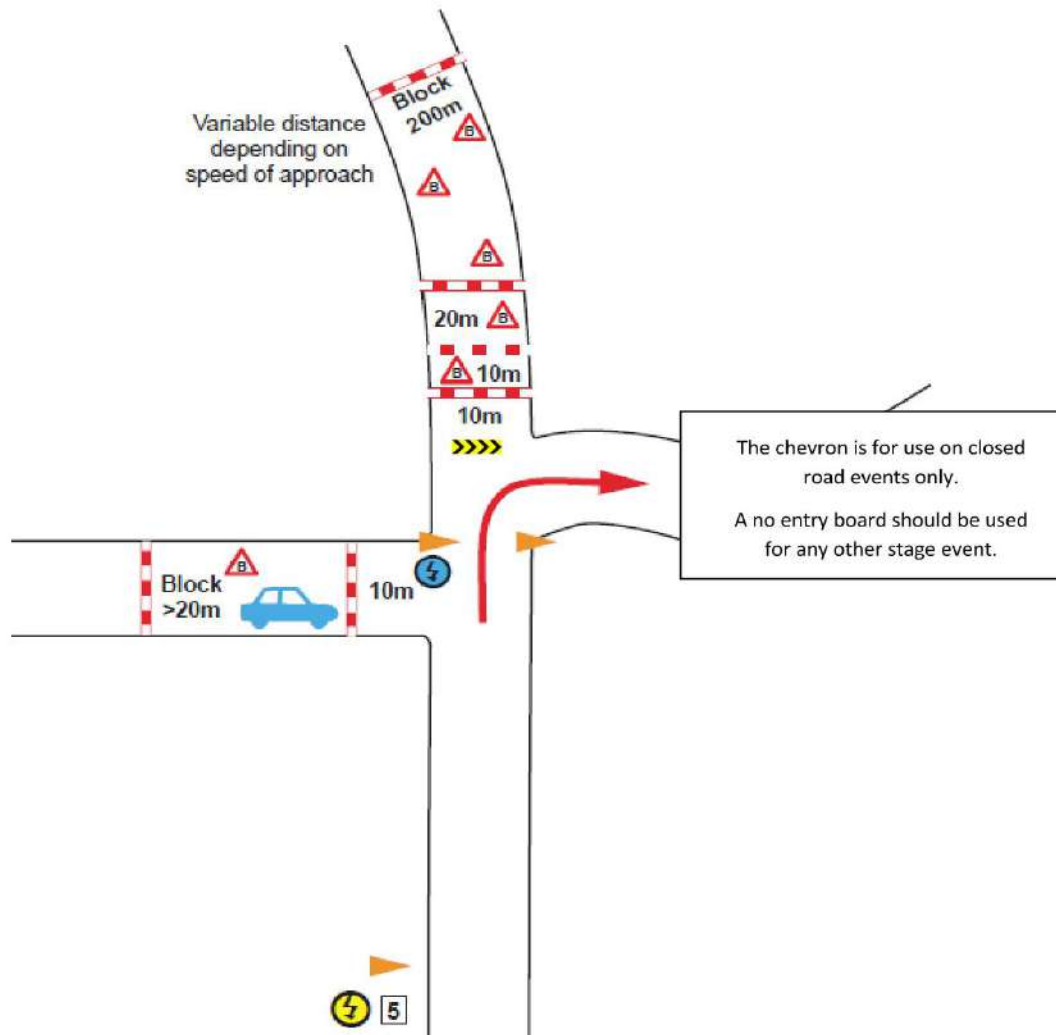


Arrowing, Box Junctions etc. (Drawing 29)

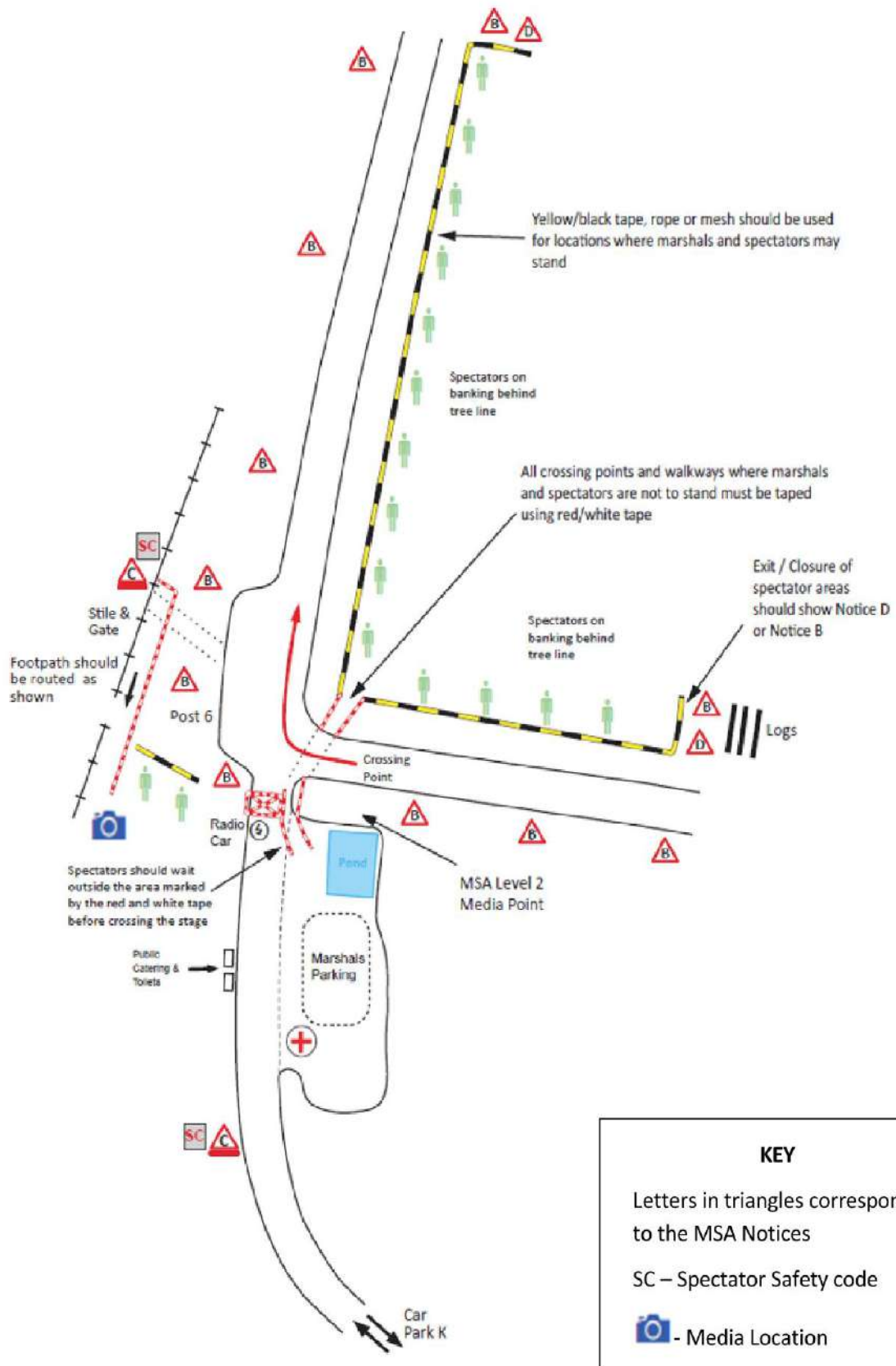


Drawing 29b

Alternative to Drawing No. 29 without the use of box junctions



Spectator Area example



**COMPETITOR SAFETY****The Motorsport UK Yearbook 2022  
Para R.25.4**

**48.10.9.** Competing cars must carry an **Emergency Red Warning Triangle** and an **SOS/OK Board**.

**25.4.** Competitors must carry an A4 sized white board with a red "SOS" on one side and a black "OK" on the other.....with means to secure them on display for oncoming competitors.

**25.4.1.** In the case of an accident where urgent medical attention is required, the red "SOS" sign should be displayed as quickly as possible to alert following cars and aid any helicopter attempting to assist.

**25.4.2.** Any crew that sees a red "SOS" sign displayed on a car or sees a major accident where both crew members are inside the car but not displaying the "SOS" sign **must immediately and without exception stop to give assistance**.

**25.4.3.** All following cars must also stop and the second car arriving at the scene must inform the next radio point.

**25.4.4.** Subsequent cars must leave a clear route for emergency vehicles.

**25.4.5.** The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.

**25.4.6** Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.

**25.4.7.** In the case of an accident where medical intervention is not required, the "OK" sign must be clearly shown to following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the "OK" sign must be left clearly visible to other competitors. The **Emergency Red Warning Triangle** should be placed at least 100m down the stage, appropriate to the approaching speed of following competitors to provide a visible advance warning.

**25.4.8.** Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.

**25.4.9.** Competitors who misuse the 'SOS' or 'OK' signs will be penalised and may be reported to the MOTORSPORT UK for further action.

## RED FLAG PROCEDURE

The Motorsport UK Yearbook 2022

Paras R.24.4.5. & R.25.6.4.

Motorsport UK Stage Rally Safety Requirements (Edition 4, April 2018)

### All Stages

#### 24.4.5.

On any special stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, a system of Red Flags must be in place.

These should be located at mid stage rescue points and all locations where a rescue/emergency vehicle may re-enter the stage following a short-cut and at each designated (*mandatory*) Radio Point.

**They can only be displayed on the specific instruction of the Clerk of the Course or Stage Commander.** Red Flags must only be used when there is a possibility of non-competing vehicles and/or rescue vehicles moving on the stage AHEAD of competing cars. Flags will be displayed at all (designated) Radio Points preceding the incident.

Red Flags must be prominently displayed (**held out steady not waved**) by a designated marshal who **MUST** wear a marshals' tabard.

No flag other than a Red Flag may be deployed at any point along the route of the special stage.

#### 25.6.4.

On passing a Red Flag displayed by a marshal wearing a marshals' tabard, the driver **MUST** immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage.

Failure to comply with this rule will incur a penalty at the discretion of the Clerk of the Course.

#### 26.6.5.

(If stopped) They must not continue until advised to do so by an Official.

**In the event of an incident requiring deployment of Red Flags, following Clerk of the Course or Stage Commander authorisation, instructions will be passed to by the 81MHz Safety and Medical Radio Network.**

### Red Flags pre First Car

Mandatory Radio Locations with Red Flags shall display them to the following safety cars; **Spectator Safety, 000, MSUK Safety Delegate & 00.**

They should **not** be displayed to the 0 car other than in a real incident.

The Red Flag procedure is for the benefit of everyone, and it makes our Sport safer. Please play your part in ensuring that, if they are displayed, the above procedure is followed.

**INCIDENT MANAGEMENT PROCEDURE**

In the event of **Radio Control** receiving confirmed, reliable information (this will usually come via the “in stage” radios from marshals or spectators, but may also come from competitors directly or via the Sporttrax system) that an incident has taken place, the Radio Controller will instigate the following procedure:-

1. **Identification of the exact location of the incident, i.e. stage name/number and junction/post number.**
2. **Identification of the Car(s)/Crew members involved.**
3. **Identification of the nature of the incident.**
4. **Is the stage totally or partially blocked?**
5. **Are there any injuries? If so, how severe are they, are they life threatening?**
6. **How many casualties are there?**
7. **Is there fire or a risk of fire?**
8. **Number of Marshals available at scene.**
9. **How many cars are ‘in stage’, prior to the incident?**
10. **Inform the relevant Stage Commander and pass the above information.**
11. **The Stage Commander, in consultation with Doctor/Paramedic and Rescue Crew Chief, will assess the situation and decide what facilities will be required.**
12. **The Stage Commander will establish if it is necessary to stop the stage?**
13. **If so, then appropriate Medical and Rescue Services may enter the stage. They should be accompanied by a Deputy Stage Commander or suitable Senior Official. If this is from a ‘mid-point’, or “short-cutting” is envisaged, the ‘Red Flag’ procedure will operate.**
14. **The Stage Commander should remain at the Start in order to co-ordinate the procedure (and facilitate a restart and/or reroute if possible).**
15. **In consultation with Officials at the incident, Radio Control and the Clerk of the Course, further decisions may be made with respect to evacuation of casualties, (i.e. selection of Ambulance Meeting Point, evacuation route etc.) and subsequent redeployment of marshals etc.**
16. **All vehicles entering the stage during the incident must be subsequently accounted for.**
17. **When all vehicles are accounted for and clear of the stage, assuming that appropriate Rescue/Medical Services are available the stage may be restarted.**
18. **At all times keep the relevant Stage Officials and the Clerk of the Course informed.**
19. **If unsure on any matters do not hesitate to consult with the Clerk of the Course, Event Safety Officer, Chief Medical Officer or relevant Stage Commander.**

Incident Information Required							
Important Information							
Stage Clear	Yes	No		O.K. Deployed	Yes	No	
Triangle Deployed	Yes	No		SOS Deployed	Yes	No	
VEHICLE							
Car No							
				No.	Before	After	
Location		Nearest Post					
Status		On stage – Passable		Yes	No		
		On stage - Blocking		Yes	No		
		Clear of stage		Yes			
Is the vehicle:- leaking fluids				Yes	No		
In a dangerous position				Yes	No		
PEOPLE							
Occupants		O.K.		Yes	No		
		Age	Sex	Condition			
Injury	Driver		M / F				
	Nav.		M / F				
	Other		M / F				
	Other		M / F				
YOU							
Name				Tel:			
Address							



**AMBULANCE MEETING POINTS**

No	National Grid Reference		What 3 words	Latitude / Longitude	Stage(s)	Location / Approach
	Map	NGR				

**Friday 23<sup>rd</sup> September 2022**

Operational from 18.30hrs to 22.30hrs

8	94/ 101	SE 894 876	seat. bracelet. deprives	N54°16.576' W0°37.671'	Dalby	Givendale Head Farm. (North from A170 at Eberston).
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**Saturday 24<sup>th</sup> September 2022**

Operational from 08.00hrs to 18.00hrs

1	94/ 100	SE 796 926	headliner. races. straws	N54°19.340' W0°46.700'	Cropton / Gale Rigg	Stape Village Hall-site of (N from Pickering via Newton on Rawcliffe)
8	94/ 101	SE 894 876	seat. bracelet. deprives	N54°16.576' W0°37.671'	Dalby / Staindale	Givendale Head Farm. (North from A170 at Eberston).
12		SE 936 915	handicaps. generals. alike	N54°18.612' W0°33.790'	Langdale	via Hackness and Langdale End to Birch Hall Junction.

If there are two Meeting Points for a Stage please select the most appropriate Point, taking into account factors such as the incident location, service and spectator traffic etc.

**Requests for Ambulance attendance should be made via the 81MHz Safety and Medical Frequency to MERCURY CONTROL. (Back-up 01723 518076).  
State Stage NAME and Meeting Point NUMBER.**

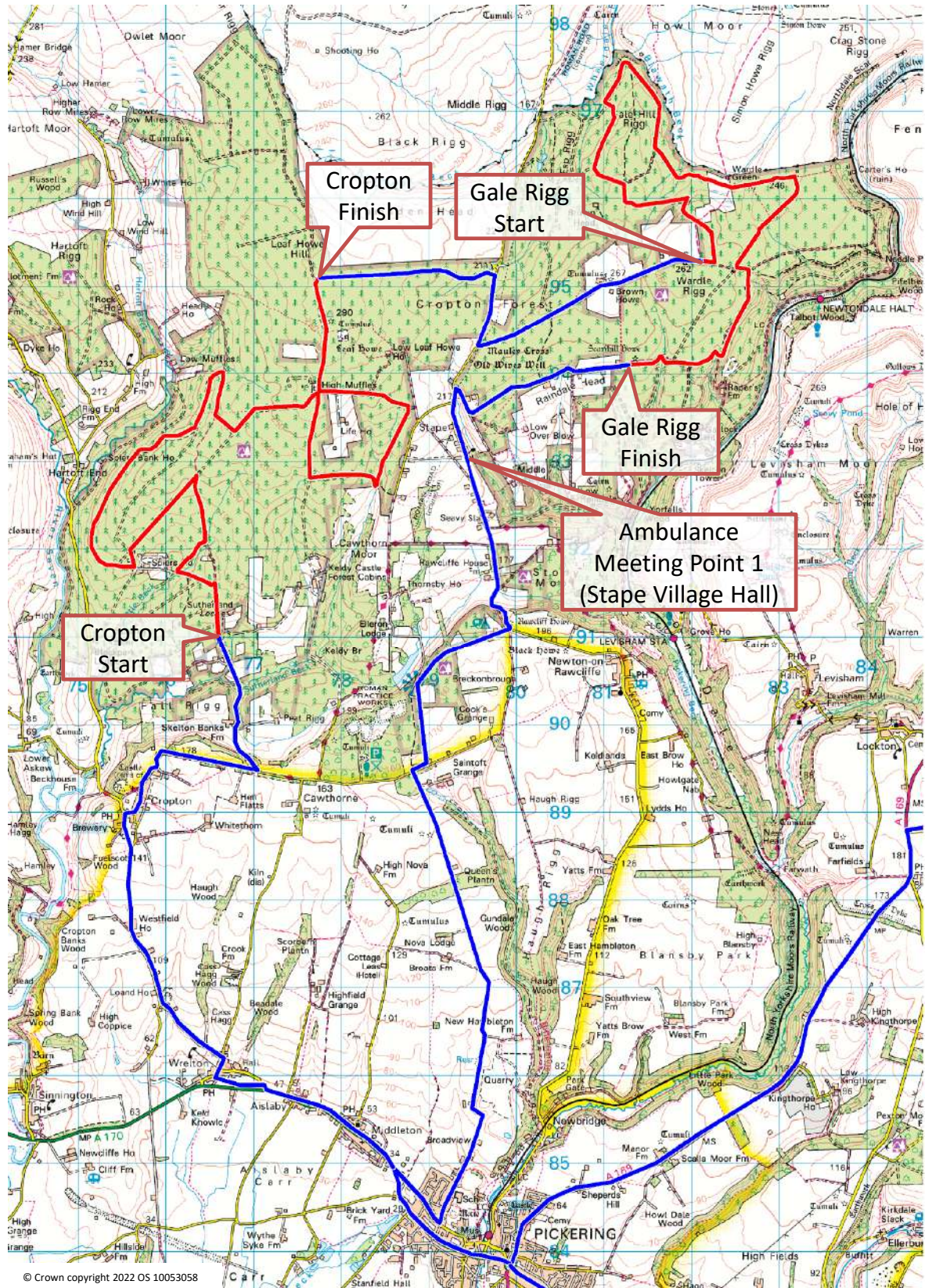
**PLEASE USE THIS PROCEDURE IF AT ALL POSSIBLE.**

**If you encounter insuperable communication problems with Mercury Control or Rally HQ, try to use a "land line" rather than a "mobile" for any 999 call (check your nearest Public Telephone) and inform Mercury Control and Rally HQ as soon as possible.**

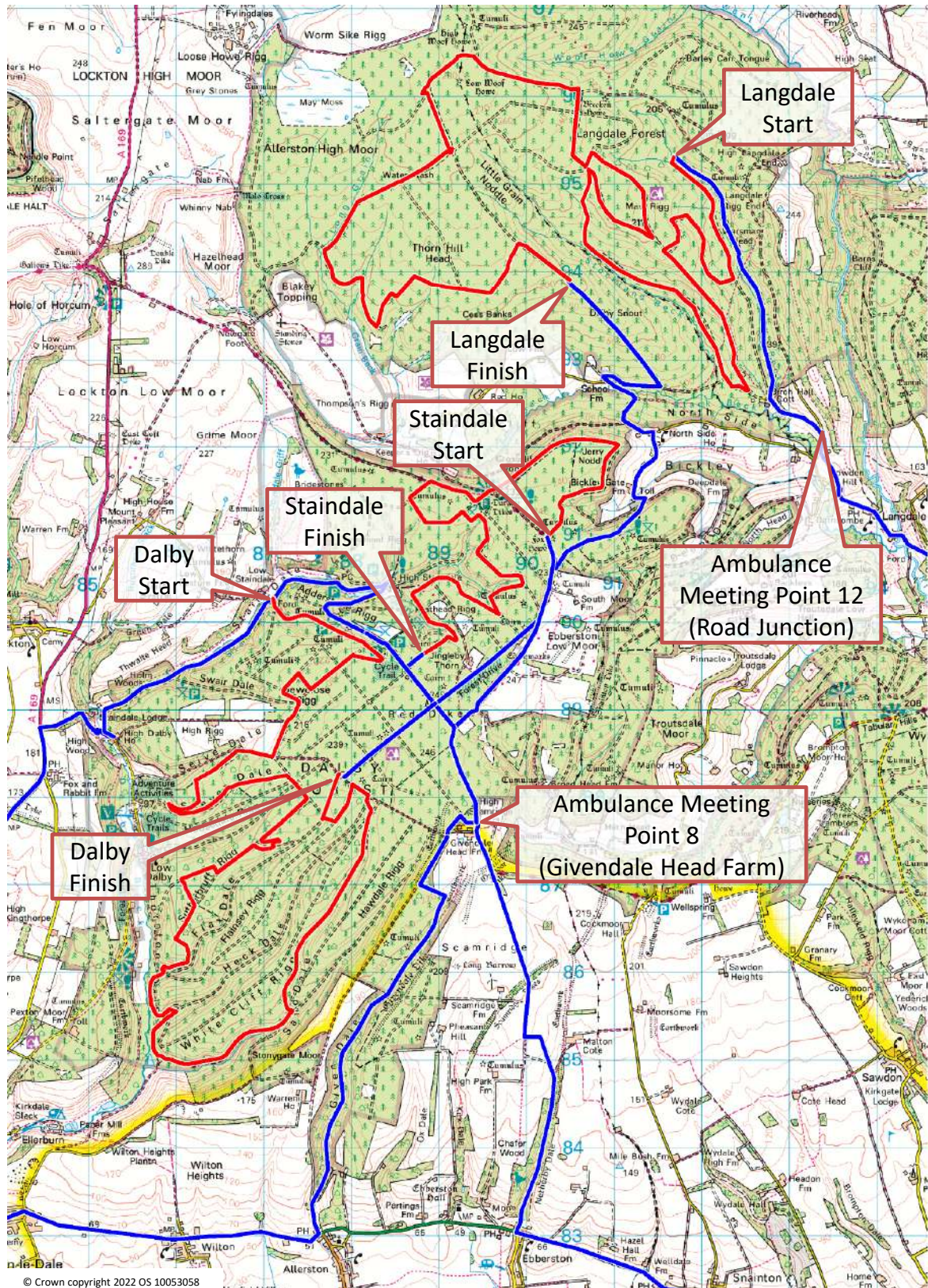
**DO NOT RELY SOLELY ON A "MOBILE" AS BACK UP.**

Should you wish to discuss any related matters, please contact Chrys Worboys, Neil Bowring or Peter Holden at Rally Control (01723 518076) or their mobile numbers – see Page 5.

### Ambulance Meeting Points & Stages West



### Ambulance Meeting Points & Stages East



ROUTE / TIME SCHEDULE

<b>FRIDAY 23<sup>rd</sup> Sept</b>				
<b>Control</b>	<b>Location / Name</b>	<b>Stage Distance</b>	<b>Road Distance</b>	<b>1<sup>st</sup> Competitor</b>
		Miles	Miles	Hrs.Mins
MTC 1	<b>FILEY START</b>			19:01
TC 1	BRIDESTONES		21.99	20:01
SS 1	DALBY 1	11.23		20:06
MTC 2	FIRE TOWER		0.83	20:25
<b>SATURDAY 24<sup>th</sup> Sept</b>				
<b>Control</b>	<b>Location / Name</b>	<b>Stage Distance</b>	<b>Road Distance</b>	<b>1<sup>st</sup> Competitor</b>
		Miles	Miles	Hrs.Mins
MTC 3	<b>BRIDESTONES</b>			08:46
TC 2	CROPTON		14.53	09:26
SS 2	CROPTON	8.50		09:29
PC 2	LEAF HOWE			
TC 3	GALE RIGG		3.35	09:56
SS 3	GALE RIGG	6.20		09:59
PC 3	RAINDALE			
TC 4	STAINDALE		20.73	10:57
SS 4	STAINDALE	5.74		11:00
PC 4	ARCHERY			
RZ 1	ADDERSTONE			
TC 4A	<b>FILEY SERVICE IN</b>		20.25	11:58
	<b>FILEY SERVICE</b>			
MTC 4	<b>FILEY SERVICE OUT REGROUP IN</b>			12:28
MTC 5	<b>FILEY REGROUP OUT</b>			12:38
TC 5	LANGDALE		17.88	13:18
SS 5	LANGDALE	13.20		13:21
PC 5	RUNWAY			
RZ 2	ADDERSTONE			
TC 6	DALBY (Bridestones)		6.69	14:04
SS 6	DALBY 2	11.23		14:09
PC 6	FIRE TOWER			
TC 6A	CAYTON		15.30	14.5
MTC 8	<b>FILEY FINISH</b>		5.00	15:18

Ver 1

**SAFETY & OFFICIAL CAR SCHEDULE****FRIDAY 23rd September**

Control	Location / Name	Timing Crew	Clock Del Time	Clock Engineers	Spec Safety	000	Safety Delegate	00	0	1st Competitor
			H.M	H.M	H.M	H.M	H.M	H.M	H.M	H.M
MTC1	FILEY START	Eng's		17.30		18.26	18.31	18.41	18.51	19.01
SS1	DALBY 1	1	17.30	18.30	19.15	19.22	19.31	19.41	19.56	20.06
MTC2	FIRE TOWER	Eng's		18.56	19.41	19.51	19.56	20.06	20.16	20.25

**SATURDAY 24th September**

Control	Location/Name	Timing Crew	Clock Del Time	Clock Engin'rs	Spec Safety	000	Safety Delegate	00	0	1st Competitor
MTC 3	BRIDESTONES	Eng's		07.00	08.01	08.11	08.16	08.26	08.36	08.46
SS 2	CROPTON	1	07.00	08.00	08.44	08.54	08.59	09.09	09.19	09.29
SS 3	GALE RIGG	1	07.30	08.30	09.14	09.24	09.29	09.39	09.49	09.59
SS 4	STAINDALE	1	08.20	09.20	10.15	10.25	10.30	10.40	10.50	11.00
TC 4A	SERVICE IN	Eng's		10.20			11.28	11.38	11.48	11.58
MTC 4	SERVICE OUT / REGROUP IN	Eng's		10.50			11.58	12.08	12.18	12.28
MTC 5	REGROUP OUT	Eng's		11.00			12.08	12.18	12.28	12.38
SS 5	LANGDALE	1	10.40	11.40	12.36	12.46	12.51	13.01	13.11	13.21
SS 6	DALBY 2	1	11.30	12.30	13.19	13.29	13.39	13.49	13.59	14.09
TC 6A	LEBBERSTONE	Eng's		13.20			14.28	14.38	14.48	14.58
MTC6	FILEY FINISH	Eng's		13.40			14.48	14.58	15.08	15.18

**LATEST TIME FOR STEWARDS TO ENTER A STAGE**

**45 MINUTES PRIOR TO FIRST COMPETITOR DUE TIME**

**IDENTIFICATION OF SAFETY & OFFICIAL CARS**

Identification		Time before first competitor	Crew	Duty	Additional Information
<b>Duty</b>	Clock ID	<b>FRIDAY</b>			
<b>Timing Car</b>	950	150 mins	Gordon Roper / Gavin Giles	Deliver/Install and collect timing equipment. Deliver check sheets.	
<b>Clock Engineers</b>	951	90 mins	Richard Blackshaw / Chris Brown	To check clock data transmission	
<b>Spec Safety</b>	952	45 mins	John Smallwood / Richard Banner	Check location of spectators and advise them re safety of locations if necessary. Inform Specs of Rally Status.	PLEASE STAY OFF THE TRACK
<b>000</b>	953	35 mins	Peter Billam / Jon Binns	Check complete route. Check location of spectators and inform Rally Control.	PLEASE STAY OFF THE TRACK
<b>MS UK Safety Delegate &amp; Chief Marshal</b>	954	30 mins	Richard Webster / Peter Stanhope / MS UK Safety Delegate	Check complete route and give approval to proceed.	
<b>00</b>	955	20 mins	Steve Darvell / Lloyd Walker	Check complete route and spectator locations. Action any requests from Safety Delegate. Inform Rally Control of Spectator Status. Give approval to release first competitor.	FIRST COMPETITOR APPROACHING
<b>0</b>	956	10 mins	Andrew Apperley / Matthew Atkinson	Final check of complete route.	
<b>COMPETITORS</b>					
<b>Sweeper</b>	957	After last Competitor	Richard Rigg / Paul Schatz	Collect check sheets.	THANK YOU FOR MARSHALLING
<b>SATURDAY</b>					
<b>Timing Car</b>	950	150 mins	Gordon Roper / Gavin Giles	Deliver/Install and collect timing equipment. Deliver check sheets.	
<b>Clock Engineers</b>	951	90 mins	Richard Blackshaw / Chris Brown	To check clock data transmission	
<b>Spec Safety</b>	952	45 mins	John Smallwood / Richard Banner	Check location of spectators and advise them re safety of locations if necessary. Inform Specs of Rally Status.	PLEASE STAY OFF THE TRACK
<b>000</b>	953	35 mins	Peter Billam / Jon Binns	Check complete route. Check location of spectators and inform Rally Control.	PLEASE STAY OFF THE TRACK
<b>MS UK Safety Delegate &amp; Chief Marshal</b>	954	30 mins	Richard Webster / Peter Stanhope / MS UK Safety Delegate	Check complete route and give approval to proceed.	
<b>00</b>	955	20 mins	Steve Darvell / Lloyd Walker	Check complete route and spectator locations. Action any requests from Safety Delegate. Inform Rally Control of Spectator Status. Give approval to release first competitor.	FIRST COMPETITOR APPROACHING
<b>0</b>	966	10 mins	Andrew Apperley / Matthew Atkinson	Final check of complete route.	
<b>COMPETITORS</b>					
<b>Sweeper</b>	957	After last Competitor	Richard Rigg / Paul Schatz	Collect check sheets and close the event.	THANK YOU FOR MARSHALLING

**SAFETY & OFFICIAL CAR CREW MOBILE NUMBERS**

<b>CAR</b>	<b>NAME</b>	<b>NUMBER</b>
0	Andrew Apperley Matthew Atkinson	07836 544037 07970 264094
00	Steve Darvell Lloyd Walker	07768 474309 07713 978096
000	Peter Billam Jon Binns	07711 010349 07530 196459
Chief Marshal / Safety Delegate	Richard Webster Phil Jones Peter Stanhope	07585 504600 07825 177487 07778 514150
Spectator Safety	John Smallwood Richard Banner	07973 654437 07548 537615
Sweeper	Richard Rigg Paul Schatz	07889 836260 07976 924232
Timing	Gordon Roper Gavin Giles	07876 254102 07746 840395
Clock Engineers	Richard Blackshaw Chris Brown	07984 769318 07710 739225
Official	James Sharp Chris T H Brown	07595 916029 07773 495025

**CALL SIGNS****OFFICIALS AND SAFETY CARS**

<b><u>CONTROL</u></b>	<b>81MHz MS UK S&amp;M Management</b>	<b>MERCURY CONTROL</b>	<b>RALLY BASE</b>		
<b><u>OFFICIALS</u></b>					
Clerk of Course (HQ)	Rod Parkin	Ranger	3	Rally	1
Clerk of C (Control) / Event Safety Officer	Neil Bowring	-		Rally	2
Deputy C of C	Chris Sanderson	Ranger	4	Rally	3
Deputy C of C	Andy Turnbull	Ranger	13	Rally	4
Deputy C of C (Rally Controller)	Chrys Worboys	Mercury	1	Rally	5
Public Relations M'g'r	Alan Hill	ARC	3	Rally	6
Facilities Manager	Tim Jameson	-		Rally	7
Chief Medical Officer	Peter Holden	MoMo	16	Rally	8
Deputy CMO	Jonathan Allen	MoMo	122	Rally	9
Recovery Coordinator	Jonathan Armishaw	Crossrigg 2 Recovery		Rally	10
Comms Officer	Chrys Worboys	Mercury	1	Rally	5
Secretary of Meeting	Nicola Sanderson	-		Rally	11
<b><u>SAFETY CARS</u></b>					
<b>0</b>	Matthew Atkinson (Deputy Clerk of Course)	Beaver	1	Rally	Zero
<b>00</b>	Lloyd Walker (Deputy Clerk of Course)	Beaver	3	Rally	Double
<b>000</b>	Jon Binns	-		Rally	Triple
<b>Spec Safety</b>	Richard Banner	Ranger	16	Rally	Spec
<b>Safety Delegate &amp; Chief Marshal</b>	Peter Stanhope	Ranger	6	Rally	Delegate
<b>Sweeper</b>	Richard Rigg	-		Rally	Sweeper
Timing Car	Gordon Roper	-		Rally	Time
Clock Engineers	Richard Blackshaw	-		Rally	Clocks
<b><u>CO-ORDINATORS</u></b>					
Off Stage	Gordon Waddington	ARC	1	Rally	12
Dalby	Ian James	ARC	2	Rally	13
Cropton & Gale Rigg	Alan Hill	ARC	3	Rally	6
Staindale & Langdale	Ken Cawood & Martin Smith	ARC	4	Rally	14
Filey	Nick Middleton	ARC	5	Rally	15
Service Area	Martin Douglas	ARC	6	Rally	16
Spectator Liaison	Chris Rickerby	ARC	7	Rally	17
Equipment Team	Tim Jameson	-		Rally	7
<b><u>PUBLIC RELATIONS TEAM</u></b>					
Alan Hill	07707 801626	-		Rally	6
Richard Hart	07901 372919				



**STAGE CALL SIGNS**Stage Commander is **COMMANDER (Stage NAME)**

No	Name	MOTORSPORT UK Safety & Medical		Rescue Start/Midpoint	Recovery Start/Midpoint	Doctor/Param Start/Midpoint
		Start/Finish	Ch			
<b>FRIDAY</b>						
1	DALBY 1	JAYJAY 1 / SWIFT 2	1	CALDER / DARLINGTON	LAKE 3 / CROSSRIGG 1	MOMO 133/ via DARLINGTON
BU	(POST 14)			OMEGA	EXTRACTOR 9 / CROSSRIGG 5	MOMO 122
<b>SATURDAY</b>						
2	CROPTON	JORVIK 2 / REGIS 6	3	OMEGA	LAKE 3	via OMEGA
3	GALE RIGG	JAYJAY 1 / JUPITER 15	3	CALDER	EXTRACTOR 3	MOMO 133
4	STAINDALE	MASON 1 / MASON 2	1	DARLINGTON	CROSSRIGG 5	via DARLINGTON
5	LANGDALE	MAVERICK 10 / SILK 7	1	EXTRACTOR 1/ EXTRACTOR 2	GEMINI / MAVERICK	v EXTRACTOR 1/ MOMO 86
6	DALBY 2	ILKLEY 5 / ILKLEY DELTA	1	EMMU / Raf	EXTRACTOR 3 / FOREST	Via EMMU / TBA
BU				DARLINGTON / OMEGA	CROSSRIGG 2 / CROSSRIGG 1	MOMO 122

First Aid services at Official Spectator Areas and in the Service Park will be provided by Security personnel. Rescue Units, especially Darlington and Raf in the Woodyard on SS 1 and 6, are requested to assist in this provision.

**Doctors and Paramedics Call Signs and Mobiles**

Chief Medical Officer Peter Holden MOMO 16 07802 305335  
Deputy Chief Medical Officer Jonathan Allen MOMO 122 07754 523104

**Friday**

Dalby Steve Miles MOMO 133 07702 252383  
Dalby M-P (Woodyard) Ianto Guy - 07798 758865  
Dalby (Back-up @ Post 14) Jonathan Allen MOMO 122 07754 523104

**Saturday**

Cropton Tracy Edwards - 07590 326810  
Gale Rigg Steve Miles MOMO 133 07702 252383  
Staindale Ianto Guy - 07798 758865  
Langdale Chris Srinivasan MOMO 146 07970 043797  
Langdale Mid-Point David Humphriss MOMO 86 07582 699363  
Dalby Tracy Gardiner - TBA  
Dalby Mid-Point TBA

Back-up (pm only) Jonathan Allen MOMO 122 07754 523104



**What 3 words**  
**Arrival – downcast.allies.mock**  
**Start – frocks.meatballs.boards**  
**Stop – shuttling.skewed.dabble**

Stage No 1 Friday Name DALBY 1 Length 11.23 Miles Ready 18.30

Entry: 94/871903 Start: 94/871902 Stop: 94/879883 Exit: N/A

**SAFETY CARS**

Control	Location / Name	Timing Crew	Clock Del Time	Clock Engineers	Spec Safety	000	Safety Delegate	00	0	1st Competitor
			H.M	H.M	H.M	H.M	H.M	H.M	H.M	H.M
SS1	DALBY	1	17.30	18.30	19.15	19.22	19.31	19.41	19.56	20.06

**AMBULANCE MEETING POINT**

Point	National Grid Reference		12 figure Ref	Latitude / Longitude	Stage(s)	Location / Approach
	Map	NGR	x / y			
8	94/101	SE 894 876	489445/ 487606	N54°16.576' W0°37.671'	Dalby	Givendale Head Farm. (North from A170 at Ebberston).

**OFFICIALS**

**Call-Sign**

**Telephone**

Stage	<b>DALBY</b>	Mark Dickenson	07900 564239
Commander	<b>COMMAND</b>		
Dep SC	<b>ALLERTON 1</b>	Geoff Balls	07974 373367
Stage SO		Leon Humphries	07872 497910

**SAFETY SERVICES**

**START**

Rescue	<b>CALDER</b>	Ellie Smith	07951 967813
Recovery	<b>LAKE 3</b>	Andy Graham	07763 144579
Paramedic	<b>MOMO 133</b>	Steve Miles	07702 252383

**MID-POINT – POST 23 (WOODYARD)**

Rescue	<b>OMEGA</b>	Paul Barraclough	07899 068155
Recovery	<b>CROSSRIGG 1</b>	Andy Paradise	TBA
	<b>EXTRACTOR 9</b>	Vic Lord	07904 290159
Paramedic	<b>via OMEGA</b>	Ianto Guy	07798 758865

**BACK-UP – access by POST 14 if necessary**

Rescue	<b>DARLINGTON</b>	John Chamberlain	07718 519027
Recovery	<b>CROSSRIGG 5</b>		
Dep CMO	<b>MOMO 122</b>	Jonathan Allen	07754 523104

**RADIO COMMUNICATIONS**

**MSUK CHANNEL 1**

<b>START</b>	<b>JAYJAY 1</b>	<b>Neville Simmons</b>	<b>POS TRACK</b>
<b>POST 4</b>	<b>CREST 9</b>	Andrew Wakeman	
<b>POST 10</b>	<b>MASON 4</b>	Chris Hartley	<b>POS TRACK</b>
<b>POST 12</b>	<b>BUCCANEER 2</b>	Matthew Dent	
<b>POST 14</b>	<b>GEMINI 70</b>	Dave Mainprize	
<b>POST 17</b>	<b>MASON 1</b>	Ted & Pat Collins	<b>POS TRACK</b>
<b>POST 21</b>	<b>MALTON 1</b>	Linda Harper	
<b>POST 23</b>	<b>JAYJAY 3</b>	Steve Jubb	
<b>POST 26</b>	<b>RIDINGS 6</b>	Phil Worley	
<b>POST 29</b>	<b>MASON 2</b>	Margaret Hollingworth	<b>POS TRACK</b>
<b>POST 35</b>	<b>THISTLE 22</b>	Michael Challoner	
<b>POST 39</b>			
<b>FINISH</b>	<b>SWIFT 2</b>	<b>Ray Beamish</b>	<b>POS TRACK</b>



Name **CROPTON**Length **8.50 Miles**Ready **07:59**

Entry: 100/770895

Start: 100/766911

Stop: 100/778951

Exit: 100/798951

**SAFETY CARS**

Control	Location/ Name	Timing Crew	Clock Del Time	Clock Engin'rs	Spec Safety	000	Safety Delegate	00	0	1st Compe titor
			H.M	H.M	H.M	H.M	H.M	H.M	H.M	H.M
SS 2	CROPTON	1	07.00	08.00	08.44	08.54	08.54	18.59	09.19	09.29

**AMBULANCE MEETING POINT**

Point	National Grid Reference		12 figure Ref	Latitude / Longitude	Stage(s)	Location / Approach
	Map	NGR	x / y			
1	94/ 100	SE 796 926	479550/ 492550	N54°19.340' W0°46.700'	Cropton / Gale Rigg	Stape Village Hall-site of (N from Pickering via Newton on Rawcliffe)

**OFFICIALS****Call-Sign****Telephone**

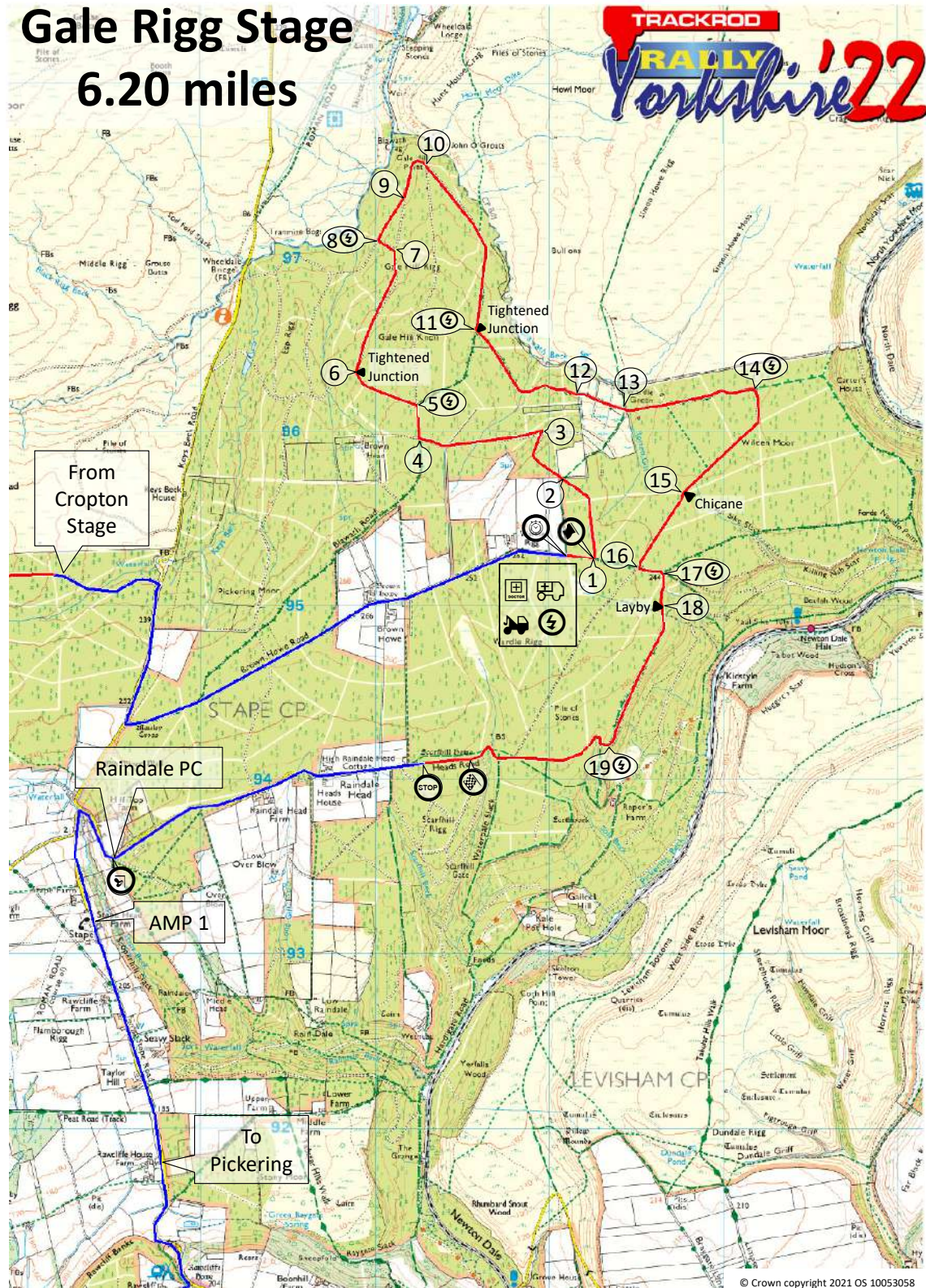
Stage	<b>CROPTON</b>	Mark Williams	07507 680539
Commander	<b>COMMAND</b>		
Deputy SC		Tony Jones	07792 375371
Safety Officer	<b>HALLAM 6</b>	Paul Screator	07926 568108

**SAFETY SERVICES**

Rescue	<b>OMEGA</b>	Paul Barraclough	07899 068155
Recovery	<b>LAKE 3</b>	Andy Graham	07763 144579
Paramedic	<b>via OMEGA</b>	Tracy Edwards	07590 326810

**RADIO COMMUNICATIONS****MSUK CHANNEL 3**

<b>START</b>	<b>JORVIK 2</b>	Jeff Bringloe	<b>POS TRACK</b>
<b>POST 6</b>	<b>TBA</b>		
<b>POST 9</b>	<b>JAYJAY 25</b>	Steve Simmons	<b>POS TRACK</b>
<b>POST 12</b>	<b>TBA</b>		
<b>POST 16</b>	<b>TBA</b>		
<b>POST 19</b>	<b>TBA</b>		
<b>POST 22/30</b>	<b>TBA</b>		<b>POS TRACK</b>
<b>POST 27</b>	<b>TBA</b>		
<b>FINISH</b>	<b>REGIS 6</b>	Dave Pollard	<b>POS TRACK</b>



**What 3 words**  
**Entry – carry.outgrown.shun**  
**Start – shower.nightlife.piled**  
**Exit – landed.tinned.mixes**

Stage No **3** Name **GALE RIGG** Length **6.20 Miles** Ready **08:29**

Entry: 100/796943 Start: 100/823952 Stop: 100/813941 Exit: 100/806940

**SAFETY CARS**

Control	Location/ Name	Timing Crew	Clock Del Time	Clock Engin'rs	Spec Safety	000	Safety Delegate	00	0	1st Compe titor
			H.M	H.M	H.M	H.M	H.M	H.M	H.M	H.M
SS 3	GALE RIGG	1	07.30	08.30	09.14	09.24	09.29	09.39	09.49	09.59

**AMBULANCE MEETING POINT**

Point	National Grid Reference		12 figure Ref	Latitude / Longitude	Stage(s)	Location / Approach
	Map	NGR	x / y			
1	94/ 100	SE 796 926	479550/ 492550	N54°19.340' W0°46.700'	Cropton / Gale Rigg	Stape Village Hall-site of (N from Pickering via Newton on Rawcliffe)

**OFFICIALS**

**Call-Sign**

**Telephone**

Stage	<b>GALE</b>		Elizabeth Klinkenberg	07713 324499
Commander	<b>COMMAND</b>			
Dep SC	<b>JUPITER</b>	<b>19</b>	Mike Shorley	07745 203739
Stage SO	<b>JAYJAY</b>	<b>1</b>	Neville Simmons	

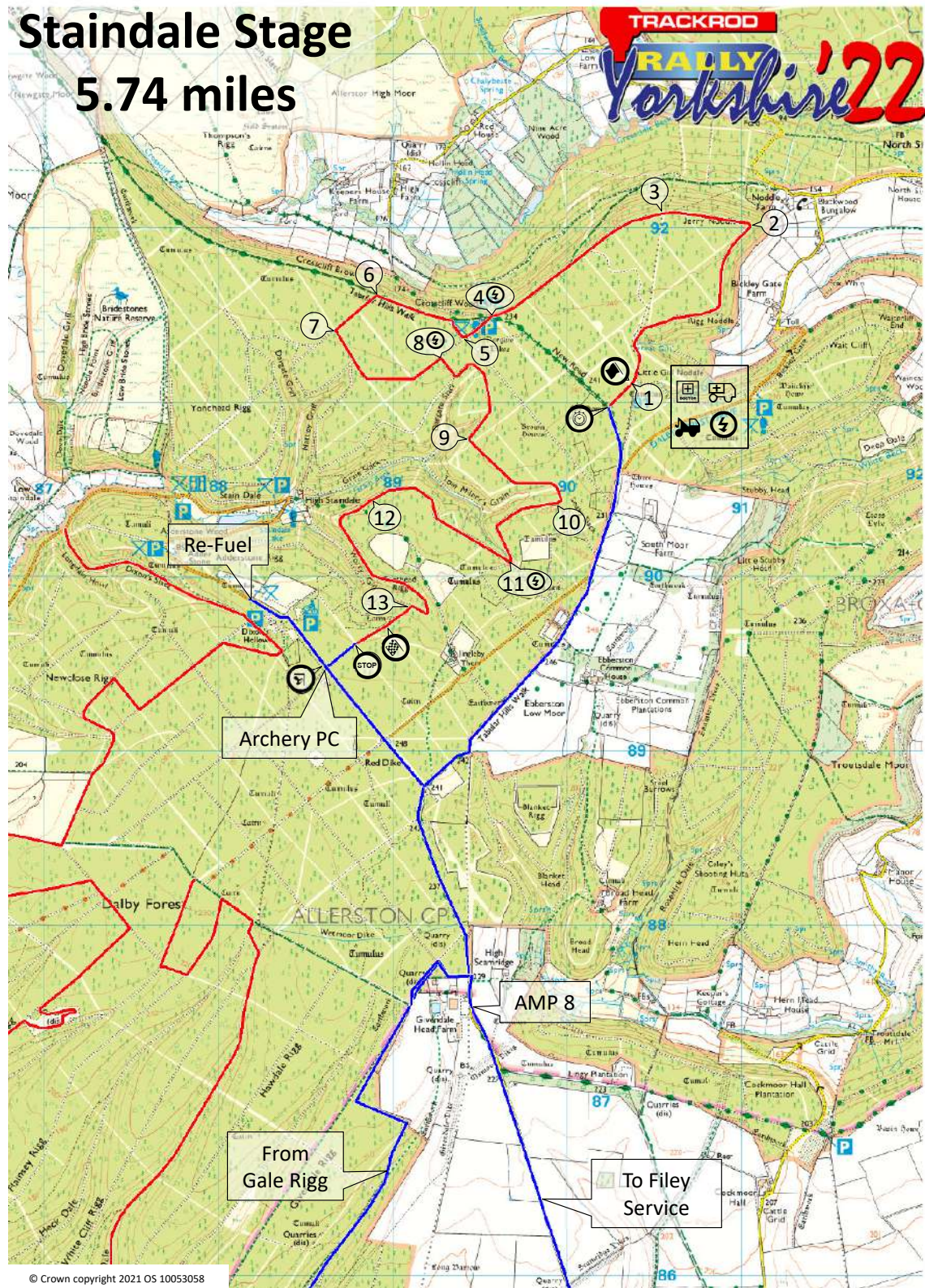
**SAFETY SERVICES**

Rescue	<b>CALDER</b>		Ellie Smith	07951 967813
Recovery	<b>EXTRACTOR 3</b>		Andy Taylor	07798 572897
Paramedic	<b>MOMO</b>	<b>133</b>	Steve Miles	07702 252383

**RADIO COMMUNICATIONS**

**MSUK CHANNEL 3**

<b>START</b>	<b>JAYJAY</b>	<b>1</b>	<b>Neville Simmons</b>	<b>POS TRACK</b>
POST 5	<b>JORVIK</b>	<b>10</b>	Arthur Heaton	
POST 8	<b>SWIFT</b>	<b>2</b>	Ray Beamish	<b>POS TRACK</b>
POST 11	<b>FOREST</b>	<b>1</b>	John Jones	
POST 14	<b>JAYJAY</b>	<b>8</b>	Mike Davidson	<b>POS TRACK</b>
POST 17	<b>JUPITER</b>	<b>14</b>	Bob Wright	
POST 19	<b>COG</b>	<b>2</b>	James Crossland	
<b>FINISH</b>	<b>JUPITER</b>	<b>15</b>	<b>Derek Warry</b>	<b>POS TRACK</b>



**What 3 words**

**Entry – poker.lyrics.emeralds**

**Start – forgot.warp.acrobatic**

**Exit – hubcaps.coupler.spearing**



Stage No **4** Name **STAINDALE** Length **5.74 Miles** Ready **09:20**

Entry: 94/903906 Start: 94/904911 Stop: 94/888896 Exit: 94/888895

**SAFETY CARS**

Control	Location/ Name	Timing Crew	Clock Del Time	Clock Engin'rs	Spec Safety	000	Safety Delegate	00	0	1st Compe titor
			H.M	H.M	H.M	H.M	H.M	H.M	H.M	H.M
SS 4	STAINDALE	1	08.20	09.20	10.15	10.25	10.30	10.40	10.50	11.00

**AMBULANCE MEETING POINT**

Point	National Grid Reference		12 figure Ref	Latitude / Longitude	Stage(s)	Location / Approach
	Map	NGR	x / y			
8	94/ 101	SE 894 876	489445/ 487606	N54°16.576' W0°37.671'	Staindale	Givendale Head Farm. (North from A170 at Eberston).

**OFFICIALS**

**Call-Sign**

**Telephone**

Stage Commander	<b>STAINDALE COMMAND</b>	Dave Cogan	07850 774075
Deputy SC SSO		John Milner Carl Thompson	07732 082307 07975 677226

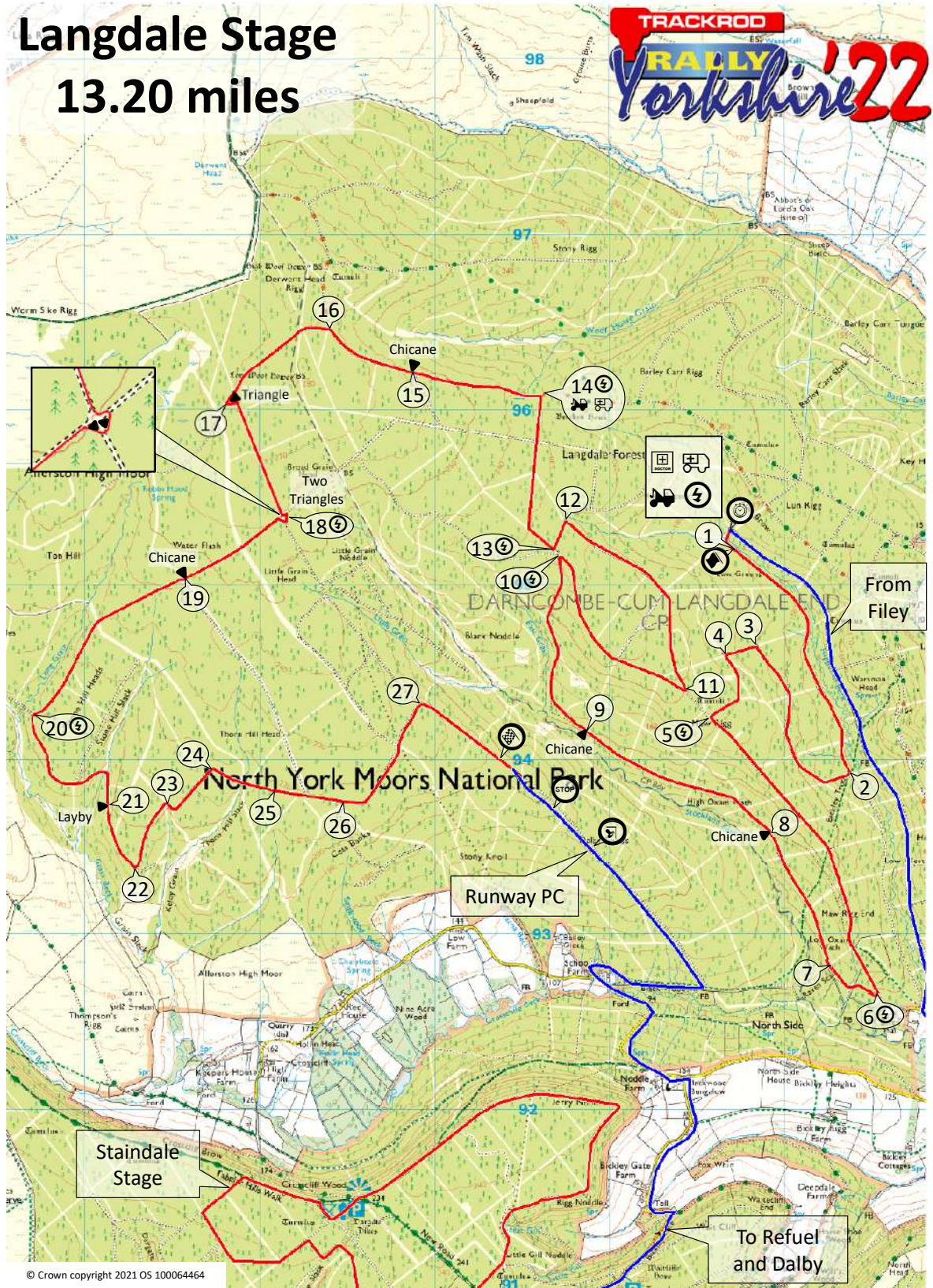
**SAFETY SERVICES**

Rescue	<b>DARLINGTON</b>	John Chamberlain	07718 519027
Recovery	<b>CROSSRIGG 5</b>	Andy Paradise	TBA
Paramedic	<b>via DARLINGTON</b>	<b>Ianto Guy</b>	07798 758865

**RADIO COMMUNICATIONS**

**MSUK CHANNEL 1**

<b>START</b>	<b>MASON</b>	<b>1</b>	Pat Collins	<b>POS TRACK</b>
POST 2	RANGER	14	Mark Sherburn	
POST 4	HUMBER	4	Dennis Robinson	
POST 8	MASON	4	Chris Hartley	<b>POS TRACK</b>
POST 11	MALTON	2	David Bell	
<b>FINISH</b>	<b>MASON</b>	<b>2</b>	Margaret Hollingworth	<b>POS TRACK</b>



**What 3 words**

**Entry – handicaps.generals.alike**

**Exit – agrees.overdrive.craftsman**

Stage No 5 Name **LANGDALE** Length **13.20 Miles** Ready **11:51**

Entry: 94/928926 Start: 94/920950 Stop: 94/905940 Exit: 94/909928

**SAFETY CARS**

Control	Location/ Name	Timing Crew	Clock Del Time	Clock Engin'rs	Spec Safety	000	Safety Delegate	00	0	1st Compe titor
			H.M	H.M	H.M	H.M	H.M	H.M	H.M	H.M
SS 5	LANGDALE	1	10.40	11.40	12.36	12.46	12.51	13.01	13.11	13.21

**AMBULANCE MEETING POINTS**

Point	National Grid Reference		12 figure Ref	Latitude / Longitude	Stage(s)	Location / Approach
	Map	NGR	x / y			
12	94/ 101	SE 936 915	493579/ 491466	N54°18.612' W0°33.790'	Langdale	via Hackness and Langdale End to Birch Hall Junction.

**OFFICIALS**

**Call-Sign**

**Telephone**

Stage	<b>LANGDALE</b>	Dave Brodie	07795 253563
Commander	<b>COMMAND</b>		
Deputy SC		Chris Andrew	07513 468234
Stage SO		Karen Spencer	07714 122194

**SAFETY SERVICES**

**START**

Rescue	<b>EXTRACTOR 1</b>	Gerry Morriss	07960 147054
Recovery	<b>GEMINI</b>	John Ellis	07890 770993
Doctor	<b>MOMO 146</b>	Chris Srinivasan	07970 043797

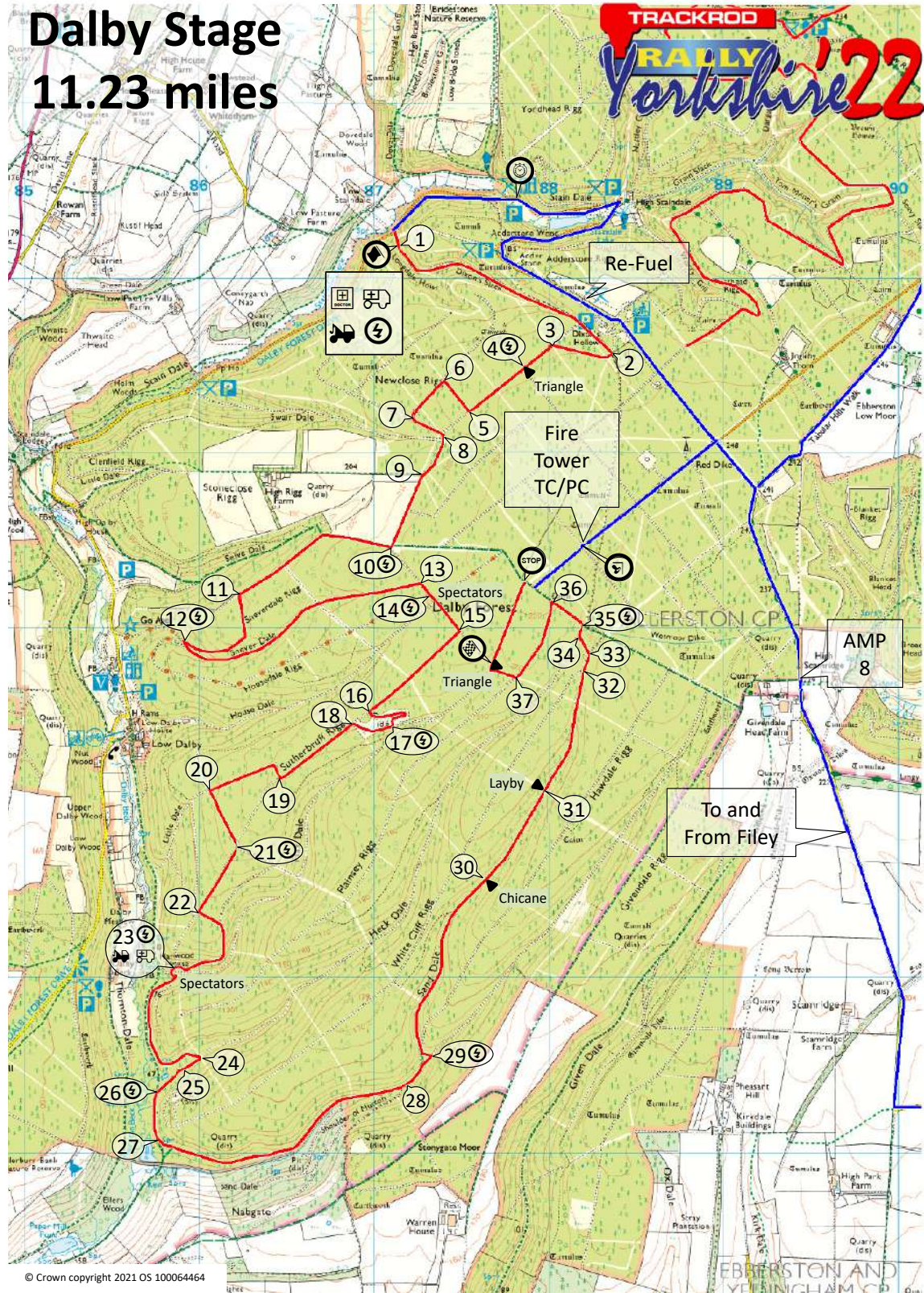
**MID-POINT**

Rescue	<b>EXTRACTOR 2</b>	Harold Lowe	07713 698309
Recovery	<b>MAVERICK</b>	Debbie Burndred	07763 340670
Doctor	<b>MOMO 86</b>	David Humphriss	07582 699363

**RADIO COMMUNICATIONS**

**MSUK CHANNEL 1**

<b>START</b>	<b>MAVERICK 10</b>	<b>Bill Roberts</b>	<b>POS TRACK</b>
POST 3	VALLEY 9	James Webster	
POST 5	JUPITER 9	Stephen Preston	
POST 6	JAYJAY 3	Steve Jubb	<b>POS TRACK</b>
POST 10	MAVERICK 23	Mick Waddington	
POST 13	GEMINI 65	Brian Eaton	
POST 14	AIRE 5	Derek Marsden	<b>POS TRACK</b>
POST 18	BUCCANEER 7	Chris Nash	
POST 20	BUCCANEER 3	Trevor Leathley	<b>POS TRACK</b>
POST 24	BUCCANEER ?	Richard Lilley	
POST 27	BUCCANEER 15	Lisa Maguire	
<b>FINISH</b>	<b>SILK 7</b>	<b>Tony &amp; Margie Johnson</b>	<b>POS TRACK</b>



Stage No 6 Name **DALBY 2** Length **11.23 Miles** Ready **12.29**

Entry: 94/871903 Start: 94/871902 Stop: 94/879883 Exit: N/A

**SAFETY CARS**

Control	Location/ Name	Timing Crew	Clock Del Time	Clock Engin'rs	Spec Safety	000	Safety Delegate	00	0	1st Compe titor
			H.M	H.M	H.M	H.M	H.M	H.M	H.M	H.M
SS 6	DALBY	1	11.30	12.30	13.19	13.29	13.39	13.49	13.59	14.09

**AMBULANCE MEETING POINT**

Point	National Grid Reference		12 figure Ref	Latitude / Longitude	Stage(s)	Location / Approach
	Map	NGR	x / y			
8	94/ 101	SE 894 876	489445/ 487606	N54°16.576' W0°37.671'	Dalby	Givendale Head Farm. (North from A170 at Ebberston).

**OFFICIALS****Call-Sign****Telephone**

Stage	<b>DALBY</b>	Mark Dickenson	07900 564239
Commander	<b>COMMAND</b>		
Dep SC	<b>ALLERTON 1</b>	Geoff Balls	07974 373367
Stage SO		Leon Humphries	07872 497910

**SAFETY SERVICES****START**

Rescue	<b>EMMU</b>	Stuart Westbrook	07831 395221
Recovery	<b>EXTRACTOR 3</b>	Andy Taylor	07798 572897
Paramedic	<b>via EMMU</b>	Tracy Gardiner	TBA

**MID-POINT**

Rescue	<b>Raf</b>	Tim Thomas	07903 309396
Recovery	<b>FOREST</b>	Graham Burton	TBA
Doc/PM	<b>TBA</b>		

**RADIO COMMUNICATIONS****MSUK CHANNEL 1**

<b>START</b>	<b>ILKLEY</b>	<b>5</b>	<b>Karen Humphries</b>	<b>POS TRACK</b>
<b>POST 4</b>	<b>TBA</b>			
<b>POST 10</b>	<b>COG</b>	<b>1</b>	<b>Ian Cowburn</b>	<b>POS TRACK</b>
<b>POST 12</b>	<b>THISTLE</b>	<b>22</b>	<b>Michael Challoner</b>	
<b>POST 14</b>	<b>MALTON</b>	<b>2</b>	<b>David Bell</b>	
<b>POST 17</b>	<b>DEL</b>	<b>9</b>	<b>Malcolm Higgins</b>	<b>POS TRACK</b>
<b>POST 21</b>	<b>TBA</b>			
<b>POST 23</b>	<b>SELBY</b>	<b>1</b>	<b>Time Elcock</b>	
<b>POST 26</b>	<b>KLARK</b>	<b>5</b>	<b>Bob Lodge</b>	
<b>POST 29</b>	<b>DEL</b>	<b>7</b>	<b>Steve Walshaw</b>	<b>POS TRACK</b>
<b>POST 35</b>	<b>JAYJAY</b>	<b>15</b>	<b>Ray McGough</b>	
<b>FINISH</b>	<b>ILKLEY DELTA</b>		<b>David Lambourne</b>	<b>POS TRACK</b>

## FILEY SERVICE AREA

Entry: 101/117812

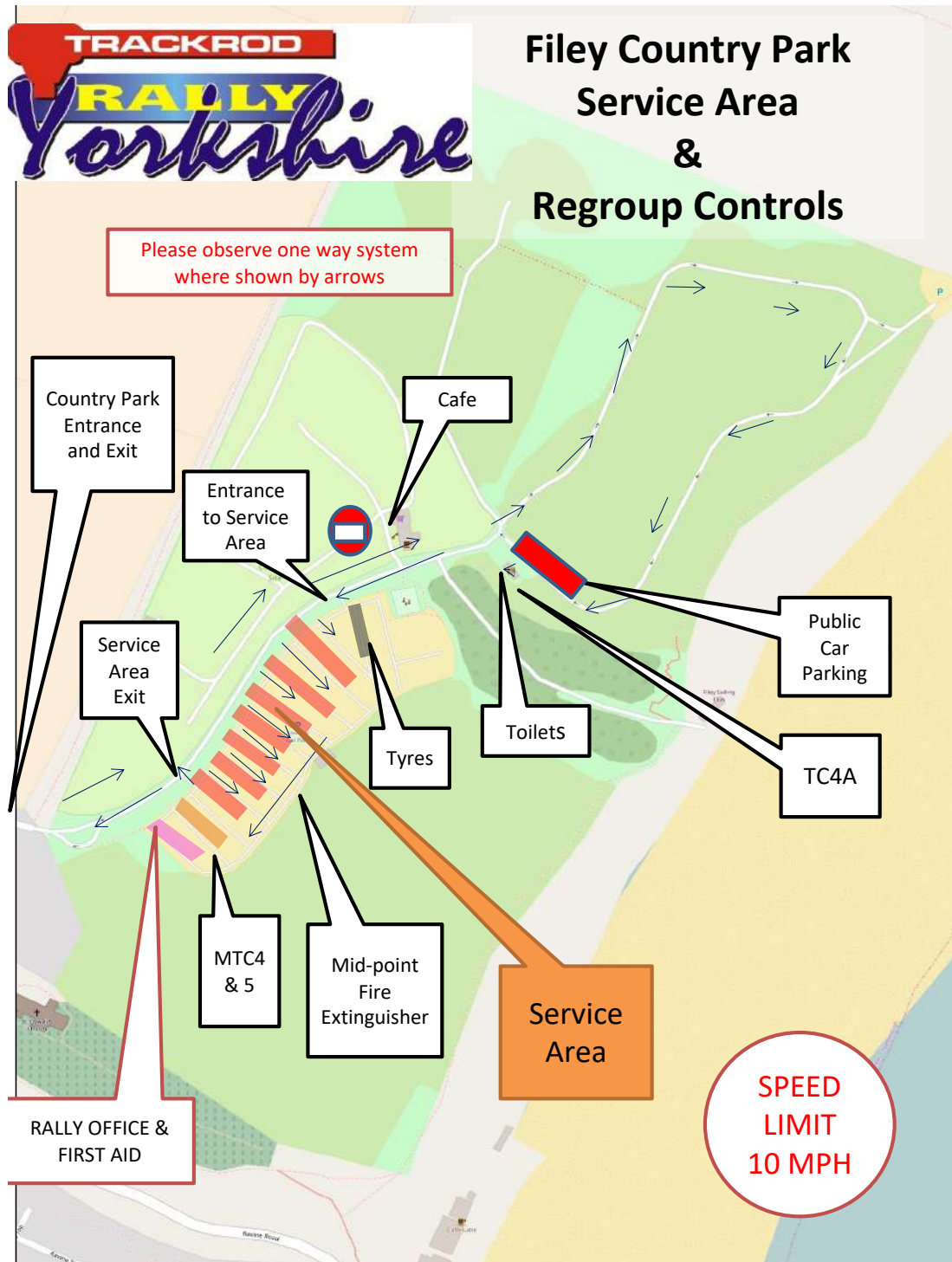
### OFFICIALS

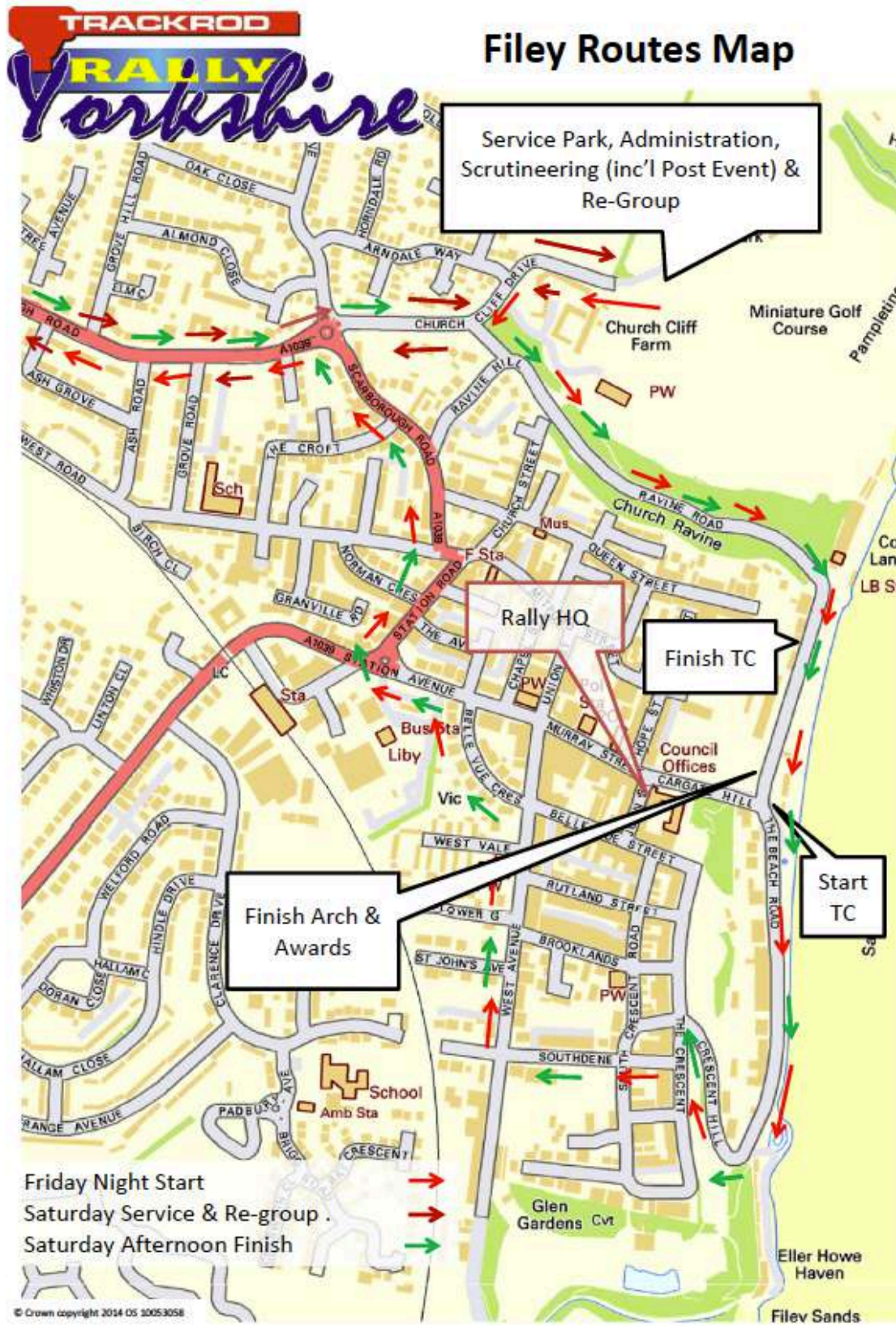
Co-ordinator  
Public Relations  
Rally Assistance

Martin Douglas  
Alan Hill  
Shelagh Turnbull

07957 269105  
07740 245114

Control	Location/Name	Timing Crew	Clock Del Time	Clock Engin'rs	Spec Safety	000	Safety Delegate	00	0	1st Competitor
TC 4A	SERVICE IN	Eng's		10.20			11.28	11.38	11.48	11.58
MTC 4	SERVICE OUT / REGROUP IN	Eng's		10.50			11.58	12.08	12.18	12.28
MTC 5	REGROUP OUT	Eng's		11.00			12.08	12.18	12.28	12.38





**INCIDENT REPORT FORM****STAGE COMMANDER**

PLEASE COMPLETE ONE OF THESE FORMS FOR EVERY INCIDENT WHERE MEDICAL ASSISTANCE WAS REQUIRED AND / OR WHENEVER THE STAGE WAS "HELD" FOR ANY REASON. You may also use it to report any other matters to the Organisers.

If Medical Attention has been required please ensure that the Doctor / Paramedic completes a MEDICAL INCIDENT REPORT FORM.

Forms should be returned to the Safety Officer at Rally HQ. (Direct or with SWEEPER CAR).

**STAGE No & NAME****CAR NO**

STAGE COMMANDER NAME

Tel

DOCTOR / PARAMEDIC NAME

Tel

RESCUE UNIT NAME

Tel

MARSHAL NAME(S)

Tel

TIME OF INCIDENT

TIME INCIDENT REPORTED

TIME STAGE HELD

TIME STAGE RESTARTED

**NATURE OF INCIDENT****ACTION TAKEN**

**WITNESSES** (Names, Addresses & Contact Nos)

**CONDITION OF**

DRIVER

NAVIGATOR

OTHERS

**SIGNED** (Stage Commander)**DATE**



**MEDICAL INCIDENT REPORT FORM**

PLEASE COMPLETE ONE OF THESE FORMS FOR EVERY INCIDENT WHERE MEDICAL ASSISTANCE WAS REQUIRED.

Forms should be returned to the Chief MO at Rally HQ. (Direct or with SWEEPER CAR).

**STAGE No & NAME****CAR NO**

DOCTOR / PARAMEDIC NAME

Tel

RESCUE UNIT NAME

Tel

TIME OF INCIDENT

TIME ARRIVAL AT INCIDENT

**NATURE OF INCIDENT****CASUALTIES** (Names & Addresses if possible)

Please record full details of all injuries, treatment given and disposal.

**DRIVER****NAVIGATOR****OTHERS** (MARSHALS, SPECTATORS ETC.)**SIGNED** (Doctor / Paramedic)**DATE**

**INCIDENT REPORT FORM****STAGE COMMANDER**

PLEASE COMPLETE ONE OF THESE FORMS FOR EVERY INCIDENT WHERE MEDICAL ASSISTANCE WAS REQUIRED AND / OR WHENEVER THE STAGE WAS "HELD" FOR ANY REASON. You may also use it to report any other matters to the Organisers.

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<b>STAGE No &amp; NAME</b>	<b>CAR NO</b>
STAGE COMMANDER NAME	Tel
DOCTOR / PARAMEDIC NAME	Tel
RESCUE UNIT NAME	Tel
MARSHAL NAME(S)	Tel
TIME OF INCIDENT	TIME INCIDENT REPORTED
TIME STAGE HELD	TIME STAGE RESTARTED
<b>NATURE OF INCIDENT</b>	

**ACTION TAKEN**

**WITNESSES** (Names, Addresses & Contact Nos)

**CONDITION OF**  
DRIVER

NAVIGATOR

OTHERS

**SIGNED** (Stage Commander)

**DATE**

**MEDICAL INCIDENT REPORT FORM**

PLEASE COMPLETE ONE OF THESE FORMS FOR EVERY INCIDENT WHERE MEDICAL ASSISTANCE WAS REQUIRED.

Forms should be returned to the Chief MO at Rally HQ. (Direct or with SWEEPER CAR).

**STAGE No & NAME****CAR NO**

DOCTOR / PARAMEDIC NAME

Tel

RESCUE UNIT NAME

Tel

TIME OF INCIDENT

TIME ARRIVAL AT INCIDENT

**NATURE OF INCIDENT****CASUALTIES** (Names & Addresses if possible)

Please record full details of all injuries, treatment given and disposal.

**DRIVER****NAVIGATOR****OTHERS** (MARSHALS, SPECTATORS ETC.)**SIGNED** (Doctor / Paramedic)**DATE**

**TIMEKEEPERS REPORT FORM**

STAGE/CONTROL ..... LOCATION .....

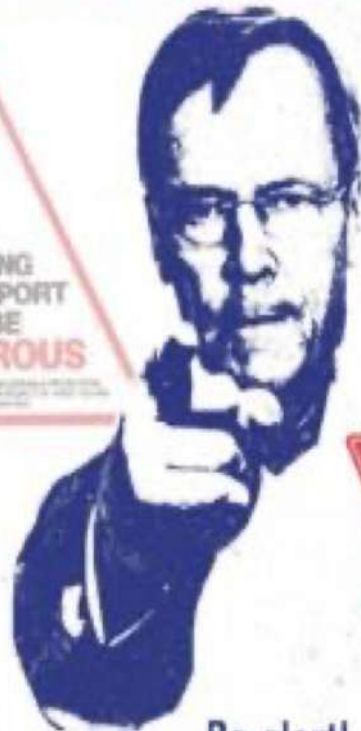
Give details of any incident(s), which may have any bearing upon the timing of the event. Please complete, even if it is a “nil report” and hand in, along with check sheets to the Sweeper Car.


Do you wish to make any general comments?

PRINT NAME:		SIGNED:	
ADDRESS:			
POSTCODE:		MOBILE TEL NO:	

ADDITIONAL NOTES

# SPECTATE SAFELY!



ARI  
NEEDS  
**YOU**  
TO

Be alert!

Always expect the unexpected

Stay at the designated spectator areas

Remember that in an accident anything can happen

Always follow the instructions of the marshals

Your safety - Your life

**ONLY A SAFE RALLY IS A GOOD RALLY**

#AriNeedsYou



[msauk.org/rallyfuture](http://msauk.org/rallyfuture)