



***2025 Mike Nagle RallySprint***  
November 15th, 2025

# **SAFETY PLAN**



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## EMERGENCY CONTACT NUMBERS

\*\*\*\*\*FOR ALL EMERGENCIES DIAL 911\*\*\*\*\*

Numbers in **BOLD** are answered 24/7

<b>Oregon State Police</b>	<b>800-442-0776</b>
<b>Washington State Patrol</b>	<b>360-596-4000</b>

<b>Columbia County Non-Emergency Dispatch</b>	<b>800-696-7795</b>
Columbia County Sheriff (503-366-4611)	
St Helens Police Dept (503-397-1521)	
Scappoose Police Dept (503-543-3114)	
Vernonia Police Dept (503-429-7335)	
Columbia River Fire & Rescue (503-397-2990)	
Scappoose Fire Dept (503-543-5026)	
Clatskanie Fire Dept (503-728-2025)	
Vernonia Fire Dept (503-429-8252)	
Mist-Birkenfeld RFPD (503-755-2710)	

### **Net Control:**

Chris Hale KD7BYY 503-332-1056 (m)

### **Hospitals:**

St. John, Longview WA ( <b>Level 3 Trauma Center</b> )	360-414-2000
Legacy Emanuel ( <b>Level 1 Trauma Center</b> )	503-413-2200
OHSU ( <b>Level 1 Trauma Center</b> )	503-494-4444
Life Flight Network	503-452-7434
Metro West Ambulance (Vernonia Ambulance Service)	503-366-3905

# INTRODUCTION

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.

**The primary concern of the *Mike Nagle RallySprint Organizing Committee* is safety.**

The 2025 event is planned for November 15, 2025 with headquarters at the St. Helens Rec Center parking lot. The competition portion of the event will be Saturday afternoon and evening

Submitted by Mike Nagle RallySprint Committee

# COMMAND STRUCTURE

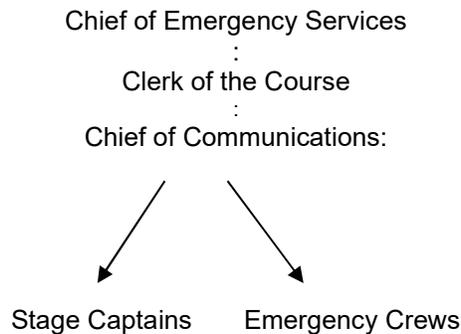
## CHAIN OF COMMAND BEFORE AND AFTER EVENT

Chairs : Casey Jones & Mike Shaw  
:  
Clerk of the Course: AJ Rossiter  
:  
Chief of Controls: Gavin Gallino  
  
Chief of Emergency Services: Russ Gubele  
  
Chief of Communications: Devin Hamilton

## EVENT CHAIN OF COMMAND -- NORMAL OPERATIONS

Clerk of the Course: AJ Rossiter  
:  
Chief of Emergency Services: Russ Gubele  
  
Chief of Communications: Devin Hamilton  
:  
Stage Captains: Jen Bronk & Derek Fitzgerald  
:  
Senior Steward: Justin Pritchard

## EVENT CHAIN OF COMMAND – EMERGENCY OPERATIONS



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

# ORGANIZING COMMITTEE

Chairs	Casey Jones	406-581-9028 (m) <a href="mailto:caseygj@mail.com">caseygj@mail.com</a>
	MikeShaw	503-969-2867 (m) <a href="mailto:mike@oregonwings.com">mike@oregonwings.com</a>
Chief of Controls & Personnel	Gavin Gallino	503-887-4624 <a href="mailto:ggallino@gmail.com">ggallino@gmail.com</a>
Chief of Emergency Services	Russ Gubele	(503) 793-6345 (m) rgubele@gmail.com
Volunteer Coordinator	La' Akea Severts	206-406-0049 (m) volunteers@oregonrally.com
Chief of Public Relations	Mike Shaw	503-969-2867 (m) mike@oregonwings.com
Chief of Scrutineering	Richard Kasten	360-490-3505 (m) rb_kasten@msn.com
Chief of Sweep	Isaac Miller	971-320-9386 (m) coffee.messiah@gmail.com
Chief of Communications	Devin Hamilton	206-295-7724 (m) <a href="mailto:devin.h.hamilton@gmail.com">devin.h.hamilton@gmail.com</a>
ARA Steward	Justin Pritchard	614-348-0394 (m) justinpritchard550@gmail.com
Clerk of the Course	AJ Rossiter	(360) 949-3061 (m) ajrossiter127@gmail.com
Treasurer	Doug Heredos	(503)-803-8747 (m) doug.heredos@gmail.com
Service Area Coordinator	Doug Heredos	(503)-803-8747 (m) doug.heredos@gmail.com

# PROCEDURES BEFORE EVENT

## NOTIFICATION OF RESIDENTS

While the course is being established, all persons living or owning any buildings along the route of the special stages will be contacted for permission to run past their property, and to advise them of limited road access during the rally stage time. In addition, prior to the rally, a notice will be placed in each mailbox, doorway, or on a wall of these buildings giving the reason, dates, times, and who to contact for more information. Notifications are the responsibility of the Clerk of the Course.

Warning signs will be placed at the start, finish, and major intersections within the special stages.

## AUTHORITY CONTACT AND RESOURCE EVALUATION

### *LAW ENFORCEMENT:*

The State Police will be notified of the event.

State Police contacts are: *(see page three of this document)*

A similar procedure will be followed for each of the County Sheriffs and local Police Departments along the route.

The Sheriff's Office to contact is: *(see page three of this document)*

### *ROAD COMMISSION:*

The County Public Works Departments of Columbia County will be contacted to secure permissions as required where roads are under their control. The Chair of the event is responsible for securing permissions.

### *HOSPITALS:*

Local hospitals will be contacted. Any specific suggestions the Administrator or Emergency Room Director may have will be noted.

Hospitals to contact are: *(see page three of this document)*

### *EMERGENCY MEDICAL SERVICES:*

There will be a dedicated ALS capable ambulance in addition to volunteer E-crew vehicles with EMTs and Advanced EMTs at a location accessible to the active stages. The dedicated ambulance will respond as requested by the Chief of Emergency Services or Net Control, to incidents requiring their service by any communications means necessary. If the request for the ambulance is communicated by any means other than over the radio, Net Control will be advised by radio to let them know the ambulance has been requested and competition will cease until the ALS capable Ambulance is back on site. If the dedicated ALS capable ambulance needs to transport a patient to the hospital, regional emergency services will be requested to send a replacement ALS capable ambulance to come on site for competition to resume. Communication with regional emergency services and the backup ALS ambulance will be maintained over the local emergency services radio net during the event. Due to the rural location of the stages, Net Control, all Sweep teams, E-Crews, and local emergency service agencies will be given maps of the event to facilitate efficient responses. The dedicated event ambulance will return when the transport is complete. A list of the emergency telephone numbers will be available at Net Control.

Ambulance contacts are: *(see page three of this document)*

All local fire departments in the rally area will be contacted for the following reasons: First, to inform them of the rally and provide the necessary information in case they are called to assist; second, to evaluate the resources available as medical first responders.

Fire Department contacts are: *(see page three of this document)*

# COMMUNICATION

The **Mike Nagle RallySprint** organizers, volunteers and emergency medical teams are tied by the communications system. This system uses amateur radio frequencies operated by various levels of amateur radio operators. Without the cooperation of the amateur radio operators in the area, the **Mike Nagle RallySprint** could not be held.

Local Amateur Radio operators will provide communications over the entire rally route. The communications network provides instant access to any portion of the active rally route by any of the officials of the event. It is controlled by Net Control. Most of the traffic on the network will be informational in nature, describing where the competitors are, progress of setting up future competition sections, and the shutdown of special stages where competition has been completed. Redirection of personnel can be accomplished to fill gaps if required. Should an emergency situation develop, the focus of the network will shift to directing response, while still maintaining the regular rally traffic.

The network will operate as a directed net with all communications running through a dedicated Net Control operator.

*If there is an emergency or priority traffic, state this in your first communication:*

***This is KC7TXF with Priority Traffic.***

**Under no circumstances are rally personnel to discuss an incident with members of the press or NON-RALLY persons -- even over the telephone. Please refer these inquiries to the event Chairperson, who will coordinate with the USAC representative at the event to provide all responses.**

## TACTICAL DESIGNATORS

All positions in the rally will use TACTICAL DESIGNATORS, with call signs used at the end of their transmission to indicate they are done with the conversation. These designators will be assigned by the Chief of Communications based on the position the operator is filling in the rally. Operators with officials will use the title of that official as their designator. NET CONTROL will ask all stations using the frequency to identify with their FCC call signs periodically to fulfill the regulatory requirements. Officials will use their titles as the tactical designator. (Chief of Emergency Services will be Medic 1, additional units will be referred to by their assigned tactical designator, i.e. MEDIC 6.)

While an operator is in transit to a location, he will use his FCC call sign with an explanation of where he is and where he is going.

## NET CONTROL

Net Control is the gatekeeper of all communications in the rally. The passing of information between rally officials is the usual routine, and all of these communications are directly related to event safety. For example, if a crew is late in getting to their assignment, then the stage security is compromised, etc.

The person operating NET CONTROL will have enough radio equipment to monitor all frequencies in use and ensure that communications will be only interrupted momentarily if the primary radio fails. ***In the event of any type of emergency, the appropriate section of this safety plan will be followed.*** The purpose of a radio network is threefold:

1. Emergency communications
2. volunteers safety
3. Logistical support.

These are accomplished by the relaying of information, not the passing of messages.

### ***Emergency Communications***

The primary purpose for radio communications is to facilitate an accurate and timely response of medically trained volunteers in a situation where there has been an incident on a stage and they are needed. The most effective way for

medical crews to be advised of an incident is via the radio network. Longer stages, or stages with communication barriers will have a midpoint communicator. Start control radios may need to traverse the stage to support medical crews. The competitor procedures are described in more detail later.

### **Volunteer Safety**

Secondly, the medical crews and radio operators are traveling along the transits between stages as they proceed to various assignments. This provides a safety net in these areas as well for volunteers, spectators, and civilians (non-rally traffic).

### **Logistical Support**

Thirdly, the radio network enables rally organizers to keep track of the event and how the volunteers are being deployed and set-up. If there are delays, safety must be maintained on the specific stage or group of stages. The radio network enables organizers to rearrange the crew scheduling to accommodate delays and re-deploy volunteers. A radio operator should be at each pickup point when it is active.

The **Mike Nagle RallySprint** could not be run without the enthusiasm and support of the radio amateurs.

The basic communications plan (as well as the safety plan) requires a radio operator at the following points of the course:

SPECIAL STAGE START  
SPECIAL STAGE FINISH  
SPECTATOR POINTS.  
MID-POINTS of LONGER STAGES  
RADIO OPERATORS MUST BE PRESENT AT THESE OR THE STAGE WILL NOT BE  
USED IN COMPETITION.

In addition, the following persons, either working the event, or officials of the event would have a radio operator (again, in order of priority):

CHIEF OF COMMUNICATION  
CHIEF OF EMERGENCY SERVICES  
SWEEP/E-CREW  
CHAIR  
CLERK OF THE COURSE  
CHIEF OF CONTROLS  
COURSE OPENING  
ARA STEWARDS  
SCORING  
PRESS OFFICER

Each of the above persons shall remain tuned to Net Control frequency for the duration of the event, or must inform Net Control if they are temporarily moving to another frequency. Net Control must also be informed when they are returning to Net Control frequency.

Requests for a service vehicle to retrieve a competitor are permitted on the radio net and are important. We must remember to follow through on the notifications to service crews of a vehicle out of the event. Not permitted on the radio net are messages or requests, which might give a competing team an advantage.

## **FREQUENCIES**

### **Net Control**

147.500

Net Control Portable Repeater: 145.250, -0.6 Offset, Tone 146.2

Net Control Backup Repeater: 147.300, +0.6 Offset, Tone 114.8

## **Stages**

146.420

## **Alternate**

“Alpha” 147.460

“Bravo” 147.420

## **Chat**

146.500

## **EQUIPMENT**

Since communications will utilize 2-meter (VHF) amateur simplex frequencies, considering stage distance and terrain higher powered mobile equipment should be used when appropriate as it will perform better than low powered hand-held units. Equipment should be dependable and in good working condition. For optimum performance mobile units should utilize the highest gain antenna available to them. Every attempt should be made to have a backup available in the event of equipment failure. Anderson style connectors on wiring harnesses are recommended for fast switch out of equipment in the event of a failure. Radios should be multi-channel radios programmed with all Mike Nagle RallySprint frequencies.

## **SYSTEMS CHECK**

Prior to rally weekend, if necessary, the Chief of Communications will organize a group of volunteers to physically drive to the rally location and test communications capabilities for the purpose of making sure an adequate communications system is in place.

## **STAGES**

There will be a radio operator at the START and FINISH of each special stage with confirmed communications between START and FINISH, and NET CONTROL. No stage will be started without these operators present and communications confirmed from each START and FINISH by Net Control.

All radio operators will be given a checklist of information items that pertain to their position (START, FINISH, etc.). These items are simply what information needs to be passed to Net Control. (An example is at the end of the safety plan).

The primary purpose of all radio operators is to provide emergency communications. Secondary is the passing of routine traffic messages between rally officials to conduct a safe and efficient event. Health and welfare type messages will be passed to service crews for vehicles that have been disabled and are OUT OF THE EVENT. Service Crews going out after a disabled vehicle must be given adequate instructions. It will be the responsibility of NET CONTROL to keep track of these messages and confirm they are passed.

The radio operator may choose to go to the pickup point and meet his/her control crew. NET CONTROL should be notified as soon as he/she departs from this point. Upon arrival at the START or FINISH, as appropriate, the operator will check into NET CONTROL and indicate they are in position and ready to function (or not).

The net must be kept as free as possible for emergency traffic. If both start and finish can be heard by NET CONTROL, then all is well. If one cannot be heard, then the radio operator should try to move to gain access. If that still does not work, a relay MUST BE ESTABLISHED BEFORE THE STAGE WILL BE ALLOWED TO START.

## **SERVICE AREA OPERATORS**

Service crews deserve accurate and timely information about their cars. Service crews may have radio capabilities to their cars or have scanners tuned to Net Control. A dedicated radio operator at each service area will relay information to service crews. The operator will keep track of the cars that are officially out of the event as they are listed by NET CONTROL. The operator will call NET CONTROL if asked by the crew of a certain car and that vehicle is overdue.

*Frequently, the drivers will want the service crew to assist them in removing the vehicle from the woods. If the exact wording of the message is unclear, contact NET CONTROL and treat this as a piece of formal traffic. A service crew heading one direction and the competitor waiting in another is a failure of communications. It must also be noted if any additional resources are needed by the competitor, for example: their trailer.*

# AREAS OF SPECIALTY

## COURSE OPENING CARS

### Car 000

Car 000 is primarily responsible for verifying the placement of all volunteers and control locations, checking clocks, assuring all bannering 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

### 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.

### 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 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.

## SWEEP

One or two Sweep trucks will be at the start of each active stage, 1 hour before First Car Out time. The sweep trucks shall be positioned as near as practical to Stage Start, with an unobstructed path to the stage road, and a clear sight line to the Start Control. Car numbers starting with "S88" through "S99", and "e-crew" will be displayed on the sides. Each should be staffed by a driver, co-driver. In case of a serious incident, the stage will be stopped by the stage captain, and sweep team will be dispatched.

### QUALIFICATIONS FOR SWEEP

The Chief of Emergency Services and Sweep Captain will evaluate personnel qualifications on a case-by-case basis. The Sweep volunteers will use 4WD/AWD trucks, maintained in excellent mechanical condition, and will be expert using the following equipment:

#### Recovery Equipment

- recovery strap
- tow straps
- winch (optional)
- air compressor
- HAM radio
- chain saw

- Battery Sawzall
- fire extinguishers
- pry bar
- spill kit
- tool kit
- spares for vehicle
- shovel
- jumper cables
- tire plug kit

### **SAFETY SWEEP**

A sweep truck will be designated to follow the entire route after the last competitor through the entire route, including transits, and passing through all control points. Safety Sweep will follow the final competitor through transits, and will not pass any stopped competitor in transit without ascertaining their condition and intentions, and communicating both to Net Control. If Safety Sweep passes a competitor on stage, at the direction of Clerk of the Course, they will be considered retired and their timecard forfeited. In the event Safety Sweep sees a competitor vehicle stopped on transit, they will report it to Net Control after ascertaining the team's intentions and then continue to follow the route. Safety Sweep would be staffed by a driver highly experienced in sweep operations, and an experienced co-driver.

### **GREEN LIGHT VEHICLE**

A Course Closing vehicle equipped with a flashing green light will be used to close the stage and open the Special Stage for public use. This vehicle will be the last E-Crew sweep truck, and Net Control will direct its movements. After they are passed by Green Light, Marshals are released to follow Green Light or exit on the now open portion of the stage if this is the final. A Green Light Vehicle will be run after the each running of the stage for the day. The green light needs to be visible during daylight stages. Marshalls and stage crews will follow their captains instructions for their specific stages associated with green light.

# MEDICAL PROCEDURES

## EMERGENCY TEAMS (Tactical Designator as “Medic”)

Each primary Emergency Team (Tactical designator is Medic#) vehicle that is stationed at the Start of an active special stage will be staffed with a first aid trained volunteer. They will be in a vehicle with a driver and a radio operator. In case of a medical emergency on the stage, the stage will be halted, and this vehicle will be the first response team to an incident and either provide first aid or summons an ambulance. All primary Emergency teams at Start will be equipped with a fire extinguisher.

Net Control will dispatch Emergency teams to an incident, in coordination with Chief of Emergency Services and each emergency team will be escorted by a Sweep Vehicle.

Upon arrival at the scene, the team will:

1. Assess the situation.
2. Provide an update to Net Control and advise if additional assistance (resources) are required and the type of assistance.
3. Handle the problem.

The Chief of Emergency Services must be kept informed of the situation during the response. Both the Chief of Emergency Services and NET CONTROL have the information necessary to contact additional assistance, if required. Prior to leaving the scene, crews will check with the Chief of Emergency Services for further instructions. The competitors are required to file an Incident Report with a Steward.

All competitors and service crews are given a list of emergency phone numbers in their route books. Hospital emergency rooms, ambulance services, towing services, and local authorities are included. Medical transfer by air is possible, as directed by the licensed emergency medical service responsible for patient care.

## QUALIFICATIONS FOR MEDICAL PERSONNEL

All volunteer personnel at the **Mike Nagle RallySprint** providing first aid shall be trained to the level of an Emergency Medical Technician (basic, advanced, intermediate, or paramedic), First Responder, Emergency Medical Responder, Physician's Assistant, RN, LPN (with emergency department experience), DO, or MD.

## RECOMMENDED MEDICAL EQUIPMENT

- Extrication device such as a backboard and straps
- Cervical collars
- Bleeding control to include Band-Aids
- Non-invasive airway management
- Splints
- Stethoscope
- Blood pressure cuff
- Blankets
- Hot and cold packs
- Flashlight
- Non-latex gloves

Garbage bags  
Fire extinguisher, required for Primary Units at Start

## **CONTENTS OF EMERGENCY SERVICES PACKETS**

Rally Safety Plan  
Stage Information Sheets  
Last Minute Changes  
Route Book  
Maps of the Course  
Radio Frequencies by Stage and Alternates  
Rally Schedule  
Emergency Numbers  
Pickup Point Schedule and Map  
E-Crew Schedule and Assignments

## **COMPETITOR SAFETY EQUIPMENT**

All competition vehicles are equipped with:

- American Rally Association approved structural roll cages.
- Approved multi-point safety harnesses.
- Fire extinguishers of at least 10:BC rating. All vehicles will have integral fire control systems installed.
- First aid kits.
- Master Electrical Disconnect Switches

Competitors must wear approved helmets (open or full face), head and neck restraint devices, and non-flammable suits such as NOMEX or DURETTE on all high speed sections.

Some difficulty in extrication may be encountered due to this safety equipment. Primary extrications would be performed by local Fire Departments.

Almost any injury that could occur in an automobile accident on the civilian roadways is possible in a Rally. The roads used are forest and logging roads, usually unpaved, tight, and twisty. They are usually located in remote areas.

## **AMBULANCES**

Mike Nagle RallySprint will utilize various Ambulances during the race weekend as described per day below.

Saturday

- Dedicated ALS capable Ambulance will follow the rally through the course behind Green Light
- Columbia County has a backup ALS capable Ambulance that will be in the area which can be dispatched via the regional emergency radio net or 911

## **SAFETY**

### **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.

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 and press the "SOS button" 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 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. Radio(s) are 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, Race Control will be advised.

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

## **VOLUNTEER SAFETY**

All volunteers will meet at one point for organization by the Stage Captain. From this PICKUP POINT, they are led into the stage. A comprehensive layout route book will detail the plans for setting the stages. Radio operators will be encouraged to meet with the stage crews at these pickup points to provide communications in-route and to notify the Chief of Controls of any volunteer problems as requested by the stage captain.

A listing of all volunteers assigned to a given stage will be maintained and carried by the Chief of Controls; additional copies will be at Net Control. All personnel must be accounted for at the close of each stage. Many of the areas requiring Course Marshals are quite remote. The Stage Captain is responsible for determining how all volunteers will be released from their assignment and brought back to "civilization". The preferred way to leave these areas is by caravan with a radio operator and a pre-established route. Weather is always a factor. Be prepared for bad weather – pack everything from extra clothes to food and more and make sure you have a full gas tank.

All rally officials will have letters from the appropriate County Sheriff's office or private landowner, giving them permission to perform their jobs by controlling, or possibly directing, traffic on the stage road. If in a situation with intoxicated or extremely belligerent persons, your safety is priority immediately followed by the rally safety. If at all possible, notify Net Control of the situation. You will have additional resources sent, and / or you may need to flee the area for your safety.

## **FIRE SAFETY**

Fire danger can vary from year to year. The Fire Safety procedures will be a standard no matter what level the fire danger level is set at by the forest service. Several steps will be standard practice:

Any fire requiring the discharge or partial discharge of any portable or on-board fire system shall be reason to file an incident report.

- 1) All competitor vehicles will carry the following fire suppression (as per the ARA Technical Rules)
  - a) An "on-board system that uses manual or automatic activation along with one hand held bottle.
  - b) A minimum of 2 hand-held fire extinguishers, of at least 10 B:C UL rating or equivalent each for a minimum of 10 BC each.
  - c) If a dry powder unit is used, the unit must bear certification that it has been serviced annually. All extinguishers shall be equipped with a visible indication of the state of charge. All extinguishers shall be approved for vehicular use by the DOT, U.S. Coast Guard, SFI or FIA.
  
- 2) All volunteer vehicles are encouraged to carry the following fire suppression:
  - a) A minimum of 2 hand-held fire extinguishers, of at least 10 B:C UL rating or equivalent each for a minimum of 20 B:C. For systems not measured in B:C, the capacity in pounds multiplied by 2 is the equivalent.
  - b) A shovel able to extend to a minimum of 3 feet in length.
  - c) A bucket of a minimum capacity of 5 gallons.

## TRAFFIC SAFETY

Civilian traffic is kept off the special stages (competition sections) of the rally for a period beginning approximately one hour prior to the start time of the first contestant and until the Green Light Vehicle has reached the finish control location.

There are four ways to control this traffic:

1. Regular rally controls (checkpoints) at the start and finish of each special stage,
2. Course marshals who block the entrance to the special stages from side roads within the stage where civilian vehicles could enter per the Blockage Guidelines (see appendix).
3. Roads which are overgrown and/or unused are taped with yellow banner 12 to 24 hours ahead of the first car due time. A special warning sign indicating that a race is in progress will be stapled to the banner. 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.
4. A warning and information sign will be placed at the start, major intersections within, and finish of all special stages. This sign will be up 3 to 4 weeks before the event.

When possible, spectator vehicles will be routed in a one-way grid into and out of the spectator areas to reduce congestion and traffic.

If emergency vehicles must enter a stage during the time competitors are running, Control Marshals will immediately stop rally traffic at the Start Control to allow the emergency vehicle to proceed. **If an unauthorized vehicle attempts to enter a stage, it will be stopped, informed of the danger, and net control will be notified.** All stage start and finish locations and Course Marshal locations are marked on county maps. Other marshaling positions may be added if the possibility exists that civilian traffic may enter a special stage during competition.

Only the persons listed below are allowed to travel on the stage after it has been closed to traffic:

CHAIR  
CHIEF OF EMERGENCY SERVICES  
ARA STEWARDS  
CLERK OF THE COURSE  
COURSE OPENING CARS  
ARA SAFETY DELEGATE  
E-CREW  
MEDIC  
CHIEF OF CONTROLS  
BLUE & ORANGE VEST MEDIA

## STAGE PROCEDURES

### ***Pickup Points***

Stage crews meet at various locations in the area near to their stage assignments and are led into the stage by either the stage captain or a control layout person. These points are usually active 2-4 hours before the stage opening, thereby giving the officials a chance to reschedule people. All stages are scheduled to be closed a minimum of 1 hour before the first car is due. This gives all non-rally persons 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. It also gives the stage captain a chance to look the stage over before the lead cars arrive.

In most cases, local amateur radio operators will fill positions in the control locations. E-Crew teams with radios MAY be asked to fill in at these locations as the primary radio operator if the assigned operator is unavailable. Also, spectator radios MAY be filled by the E-Crew if possible. There are a growing number of competitors, volunteers, and service

crews who have amateur radio licenses. While these people have other jobs to do, their vehicle number, assignment, location, and call sign will be noted.

## START CONTROL PROCEDURES

### **Pre Stage Operation** FOR STAGE CAPTAIN

When you arrive at your stage, get the start and finish controls with chicanes set up as quickly as possible to create a traffic control. Following the first lead car, 000, the road is closed to all unauthorized traffic.

1. Check radio operation to Finish and Net Control
2. Notify Net Control and Finish when Primary E-Crew arrives
3. YOUR STAGE IS CLOSED TO ALL BUT AUTHORIZED RALLY OFFICIALS WHEN YOU ARE SET UP AND COMMUNICATIONS ARE ESTABLISHED.

**NO COMPETITORS CAN BE STARTED UNTIL CLEARED BY NET CONTROL.**

### **Stage Competition Emergency Procedures** FOR STAGE CAPTAIN

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

1. Notification of an incident comes from the radio operator.
2. IMMEDIATELY halt stage operation --- DO NOT START ANY MORE CARS.
3. Inform your E-Crew teams and Chief of Emergency Services of the incident and appropriate information you have.
  - a. Net Control and E-Crew will work together with Clerk of the Course to determine how to proceed
4. Net Control will indicate if the medical team (Primary E-Crew) should be sent.
  - a. Only Net Control can send emergency crews onto stage. Captain will follow direction of Net Control.
5. If the E-Crew team is sent, they will notify any stalled competitors of the emergency ahead. These vehicles WILL NOT race to the finish should they be able to continue.
6. Instruct the timekeeper to make a list of the numbers of the cars started into the stage, the total number of cars started, and the number of the LAST CAR started as soon as possible, but do not communicate this information unless requested.
7. Emergency vehicles will be started to the scene of the incident and have to travel through the stage. Please keep the road open for these vehicles.
8. Continue to clock cars in at the start, 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 in case they have to turn around and transit around to the next stage.
9. Net Control will notify the Stage Captain of the decision regarding the stage and what to do with the remaining competitors.

PLEASE SAY NOTHING TO ANYONE EXCEPT EVENT OFFICIALS (Chiefs of Controls, Emergency Services, Chair, etc.) and/or USAC/ARA REPRESENTATIVE REGARDING AN INCIDENT. REFER ALL QUESTIONS FROM PRESS AND CIVILIANS TO THE CHAIR OR ARA /USAC REPRESENTATIVE .

## **VOLUNTEER POSITIONS**

### **ATC: (Arrival Time Control)**

This volunteer position is where the cars check in from the previous stage (or service area). Each car has the same allotted time to get from the Start of the last stage to this control on the next stage. This time is depended on stage length and transit length and will be printed on the time card in the "ideal time" location. This control is important in keeping the rally on time and from cars "cheating" and taking extra time in service areas.

### **START:**

Just as the name implies this control is responsible for starting the cars in a timely manner. Cars should be started with

none of the car past the line made by this sign. If a car wants to start farther back (to allow for road conditions) they may. But the car cannot cross this line until started. Your stage captain will provide you with an official clock and control log.

**An accounting of all competition cars will be made through the entire event by the use of sequence numbers issued at the Start Control. The sequence numbers will be affixed to each competitor's scorecard and recorded on the Finish Control Log as well as used by radio operators through the course to track cars that have passed their position. Safety cars 000, 00, 0 are not counted in a sequence. If a vehicle is missing (not seen in sequence, or if a gap between cars is significantly longer than start windows), the Finish Control will ask the arriving competitors if they saw any disabled competitors or if they passed anyone. If the missing vehicle is not found within the first two cars, Net Control will be advised and someone will be dispatched to look for the missing vehicle.**

### ***Normal Stage Operations FOR STAGE CAPTAIN***

1. Please keep a running log of car arrival and car start times, car numbers, arrival sequence numbers, and the sequence number assigned to the car as it waits to be started. The sequence numbers will thus provide both the total number of cars that have arrived and the numbers of the cars started, including the last vehicle started. Query the teams about competitors that have not arrived to your control, in sequence. The radio operator has a checklist of information he needs to get to do his job and convey the information.
2. NOTIFY NET CONTROL WHEN THE FIRST CAR STARTS. Net Control will then contact the spectator points to ensure that the operator at that location has confirmed cars are on the stage.
3. 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 his or her own. If the weather is bad, be particularly careful that your account for everyone. 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.
4. When the Safety Sweep vehicle arrives, they may use the start radio to check in with Net Control. Please remain in position until they have cleared the finish.
5. If possible, try to account for all vehicles (i.e. equal car counts at start and finish) before Safety Sweep vehicle arrives. Notify them 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 E-Crew is to lead marshals to the Finish, they should be informed when they arrive.
6. Confirm that they will make contact with the Stage Captain via radio when they reach the Finish Control.

Net control should keep track of the number of cars expected to start a stage.

### ***Stage Cancellation FOR STAGE CAPTAIN***

Stages can be canceled for many reasons. Stage cancellation will probably fall into one of these categories:

1. Spectators out of control.
2. Accident: If the E-Crew has been sent to the scene of an accident, the stage may have to be canceled. Competitors should, at the earliest possible time, be sent through the stage or rerouted to avoid unnecessary delays to the event.
3. Adverse Weather: Stage Captains will be notified by Net Control of advancing adverse weather conditions. At that time the decision will be made as to keeping the stage open or rerouting the competitors. SEE CONTINGENCY PLAN

***Post Stage Operation*** For *STAGE CAPTAIN*

1. Notify Net Control of the last car out, total car count, and E-Crew leaving Start on course.
2. Listen to radio for Finish Control's final car count.
3. When Net Control states that everyone is accounted for, confirm with Net Control that you are finished and may leave.

# COURSE MARSHAL PROCEDURES

## ***Stage Competition For MARSHALS***

It is possible that an incident could occur on any part of the course. THIS MEANS YOUR LOCATION, TOO! A Course Marshal must be alert at all times. Your job is to ensure the safety of the competitors and spectators.

The primary responsibility of a Course Marshal is to deter civilian vehicles or civilians from entering an active rally stage, to include making sure spectators are viewing from safe locations. 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. If you invite the person to watch and give an approximate time when the road will be opened again, it may pacify them. If you know an alternative route to their destination, try to convince them to go that way and avoid conflict. You may also place your vehicle across the road to act as a physical barrier prior to anyone approaching. Make sure it is NOT in a run-off zone for a competitor that goes off-course.

Failure to stop someone from entering could result in a dangerous situation for the competitors. If the vehicle enters the stage, contact Net Control IMMEDIATELY. If you have no radio, try notifying other marshals close to your location by blowing your car horn repetitively, shouting or whatever possible. If the civilian vehicle is going course direction, attempt to notify on-coming competitors removing your vest and waving it FROM A SAFE POSITION ON THE SIDE OF THE ROAD. In all cases of a vehicle entering the road, attempt to get the license number and a description of the vehicle (make, type, etc.). This applies to any uncooperative persons as well.

Your own personal safety is paramount. If you are threatened, do what is necessary to protect yourself while heeding the person(s) request.

PLEASE SAY NOTHING TO ANYONE EXCEPT RALLY OFFICIALS REGARDING AN INCIDENT. REFER ALL QUESTIONS FROM PRESS AND CIVILIANS TO A RALLY OFFICIALS (Chiefs of Controls, Emergency Services, or the Chairman) AND/OR ARA/USAC OFFICIAL.

## **FINISH CONTROL PROCEDURES**

### ***Normal Stage Operation - FINISH***

Keep a running log of arrival times, car numbers, and sequence numbers of the cars finishing. Query the teams about competitors that have not arrived in sequence PRIOR TO HANDING BACK THEIR SCORECARD. If two (2) teams report that they have not seen the missing competitor, then notify Net Control immediately.

### **FLYING FINISH:**

This portion of the Finish control is responsible for logging times of the cars as they pass over the imaginary line made by the flying finish control sign (red sign with checkered flag). The stage captain will provide you with an official clock, control log, and FRS radio (please make sure that both you and Stop control are on the same channel and are in communication). You will use an Alfa clock as a primary timing device. You will log the finish time, then the car number (if not obscured by mud and darkness) on the control log. Then you will radio to Stop control the finish time, and car number if available. If you are not able to get the car number, please make sure to get the car number from the stop control as soon as possible to make sure no log errors are created. Please keep your ears open for cars as they may not show up in nice minute intervals and may sneak up on you.

### **STOP CONTROL:**

This control is responsible for marking the finish time on the time cards and the control log. You will be placed in position at a control sign with "stop" on it. You will also be given a control log and an FRS radio. You are the last control that the competitors will see on this stage. At this point they have already crossed the flying finish line, and should be slowed down from stage speed to be able to stop at your control. (Beware of brake fade, depending on stage conditions, some cars may come in with weak brakes). Competition vehicles may also have flaming brakes. Do not immediately use a fire extinguisher if confined to that area and advise the competitor. It is best to be quick at score cards so the competition car can move and the fire will go out. You will receive the finish time for each car from flying finish via FRS radio provided.

In some cases you may need to radio back the car number to the flying finish for their log (in case there is too much mud on the car... some creative body work has removed number, or it is dark out).

### **Other Duties**

Supplying information to Amateur Radio operator.

Example: the Amateur Radio operators have been keeping track, and note that a particular car has not finished the stage. You will check the sequential number log and find a missing car number. You may be asked to inquire of cars finishing if they have seen that car. Cars may also volunteer information about other cars or hazards that need to be relayed to Net Control and Start. This needs to happen in a timely manner, especially if you are notified of a SOS on the stage; this signifies an injury accident that requires medical to be dispatched from start of the stage.

### **Stage Competition Emergency Procedures - FINISH Communications**

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 Net Control.
2. Give the information to the radio operator for relay to Net Control. Request 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 and update it as cars continue to finish the stage.
4. Cars may continue to enter the finish. They can provide additional information on the incident if asked calmly and firmly.
5. 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 obtain the required information.
6. Depending on the nature of the incident, your stage may or may not resume. If there is a SOS situation, the stage will not be restarted, and competitors will either bypass the stage or transit through the stage. This decision rests with the rally officials. You may be asked to become a missing control (flying finish remains, but control signs will be removed).
7. If this occurs, continue to log the numbers of the cars as they pass through the former control zone.

### **Post Stage Operation - FINISH**

A normal closing of a stage will require the E-Crew vehicles and Green Light to reach the finish before dismissing the stage volunteers. If the stage is to be run again, Green Light will not run down the stage. Please make sure that volunteers are aware that they are NOT released until Green Light has passed their location, and that under normal conditions E-Crew is NOT Green Light. Prearrange with the Stage Captain how the Course Marshals are to be collected. Make sure everyone is aware of the procedure and is accounted for. E-Crew may use the Finish radio to 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.

PLEASE BE AWARE THAT INCIDENTS CAN, AND DO, HAPPEN WITHIN THE FINISH CONTROL ZONE (between the Timing Line and Control Vehicle). You must relay to Net Control if any competitor is seriously endangering the Finish Control volunteers. Ensure the Flying Finish sign is viewable. Question the competitors of their actions before giving back their scorebook.

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

### **ROAD MARSHAL:**

Your job is to protect the rally from the public by blocking side roads, and engaging with people as they show up at your location. Banner tape should be across all side roads that says CAUTION. Red banner tape denotes a "no-go" zone. Unfortunately, some people cannot see this bright banner tape or simply think it doesn't apply to them. This is where you come in. You have the authority and permission of those who manage the roads in that area to restrict access to the

stage roads. This permission you will have in written form in the packet of information given to you by your stage captain. Park your car a safe distance back from the banner tape...**RALLY CARS HAVE BEEN KNOWN TO MAKE MISTAKES OR LOOSE CONTROL AND END UP RUNNING THROUGH BANNER TAPE.** The rest of your job is easy... keep yourself in a safe place... keep anybody around you in a safe place and keep anyone from driving onto the stage road. Note that you may also encounter red banner tape, which designates a "no go" zone. No person may be behind red banner tape at any time. It is important to create a strong deterrence for non-rally cars to enter the stage by placing your vehicle in a way that prevents an outsider from gaining access. The goal should be to make it very difficult for an outsider to gain access to the stage road.

# 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.

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

**An incident causing injury** is the responsibility of law enforcement officers or officials (depends on local laws), and they must be notified. Please give these officers all available assistance in developing their report.

- Each incident 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 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 brief written report.
- An incident causing injury is a law enforcement function (depends on local laws). 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.

# Contingency Planning:

## **Hazardous Weather/Other Incidents:**

In the case of hazardous weather conditions that go beyond the capabilities of our event, we will halt the stage operations until it is safe to continue. In the event of stage roads becoming impassable, organizers will develop alternate routes for both transits and stages that fit into the parameters of the permit as issued by the landowner. Alternate routes will be communicated to the contact person for the Columbia County and any landowners immediately. Weather will be monitored via the internet.

This process will consist of the Rally Chair meeting with committee members and ARA Stewards, formulating Options A-B-C. These plans will relay through the Road Permit Liaison, who will contact Columbia County and any affected landowners to present our A-B-C plan. Road Permit Liaison will work with Columbia County and any affected landowners to arrive at an approved plan.

Once the plan is developed, the Rally Chair will hold a meeting for competitors, to inform them of the change and to issue any new route instructions at that time (if any). The organizers will then use the HAM radio network to contact the affected stage crews, as well as the Spectator points, to inform all parties of the change in schedule, route, etc.

## **Communication Issues:**

In the event of loss of communications on the event's HAM radio network, the stage start HAM radio operator will halt the stage operation until communications can be restored. A stage will NOT be operated without complete communication between the start and finish HAM radio operators.

## **Wildland Fire:**

In the event of a fire outbreak in a stage, pre-planned evacuation routes and rendezvous points will be developed by each stage captain and the Clerk of the Course and communicated to stage volunteers before the event.. The stage radio frequency will be used to monitor the evacuation to ensure all volunteers and competitors are safely evacuated from the stage area.

## **Attachments:**

- **Blocker Diagram**
- **Spectator Maps**
- **Start Diagrams**
- **Stage Location GPS Coordinates**



***2025 Mike Nagle RallySprint***

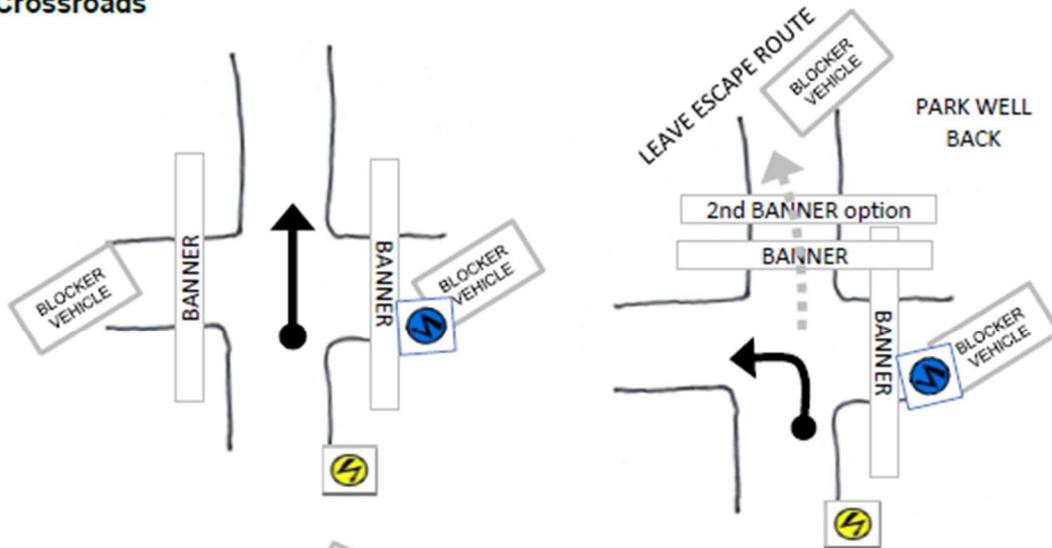
**November 15, 2025**

# **Blocker Diagram**

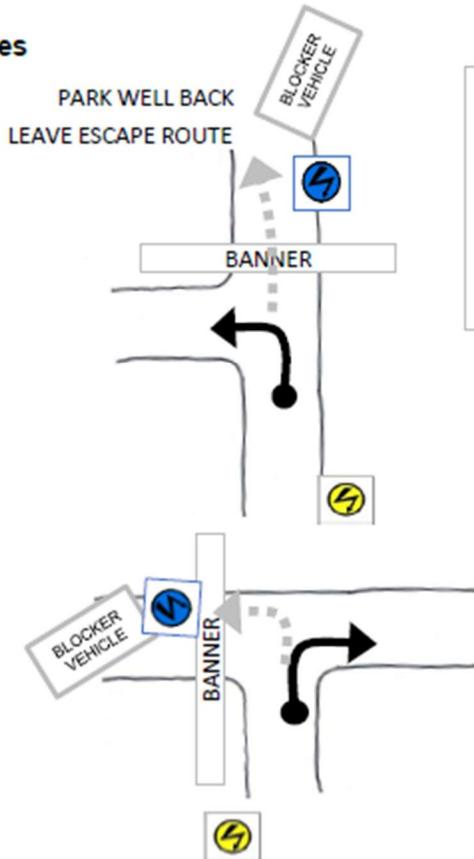
## Typical Blocker Positioning

Use these diagrams to position Blockers at various intersections

### Crossroads



### Tees



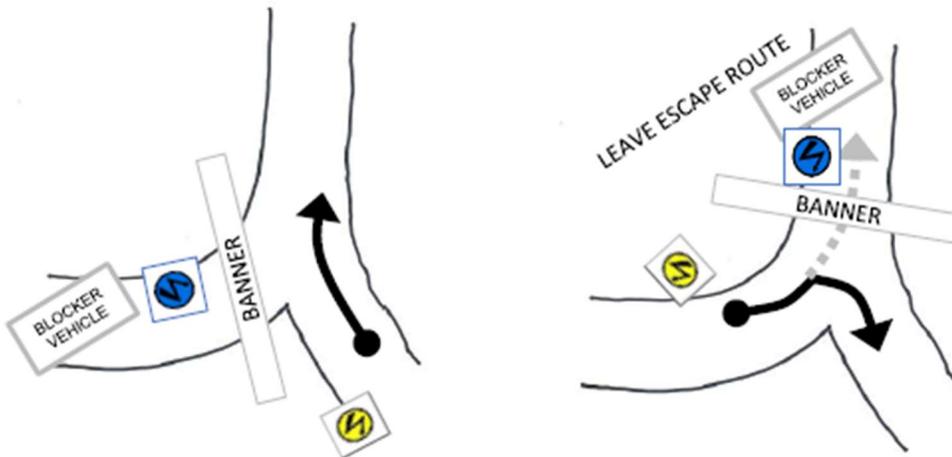
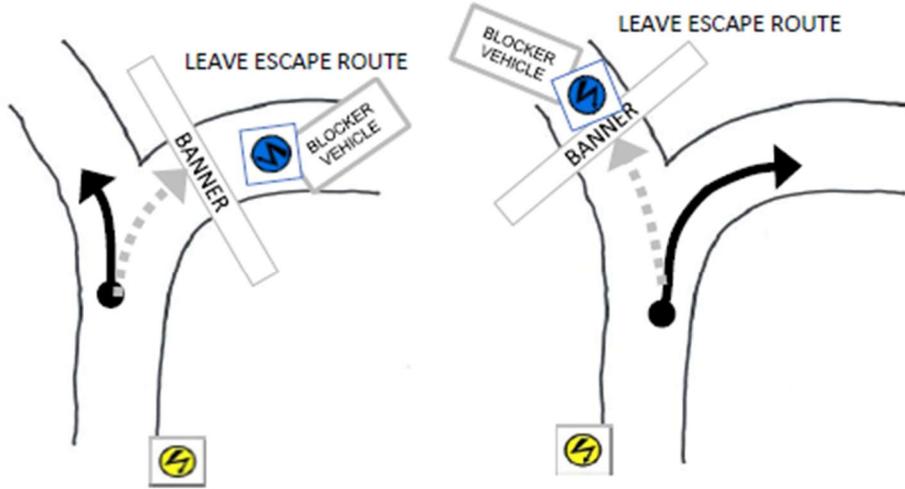
NOTE about "ESCAPE ROUTES" -- strange things happen in the rally car, and there can be missed calls on the notes, or mechanical issues like no brakes, coming into an intersection. PARK SAFELY, in a manner to block the road from outside incursion, but leave an escape route for an errant rally car.

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.

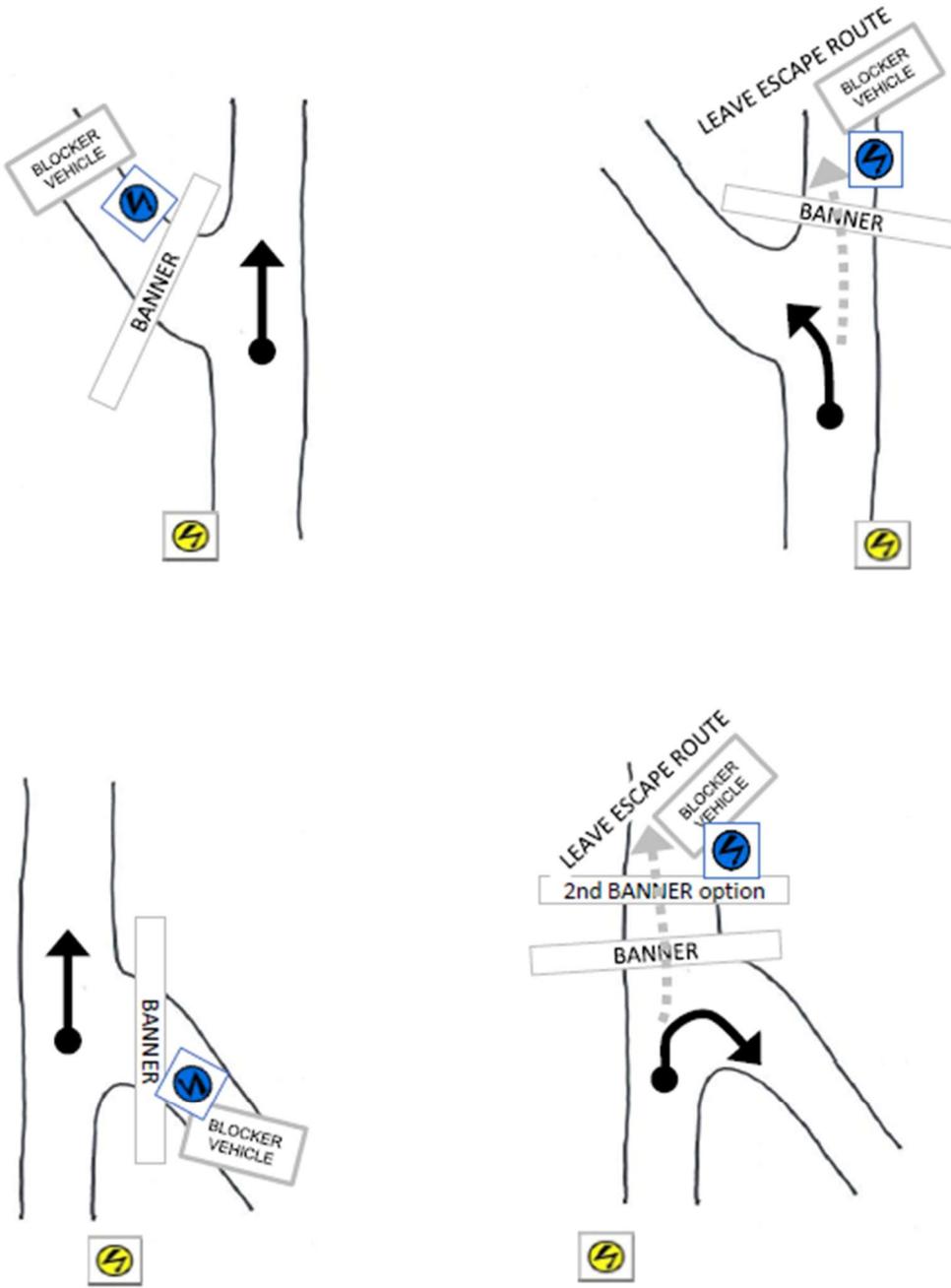
If you are blocking a square or 90 turn, the rally cars will be at a lower speed entering the junction and will not likely need a long escape route, however, park back far enough to be clear of thrown rocks... You will be surprised at how big, and how far, thrown rocks may be.

# Typical Blocker Positioning

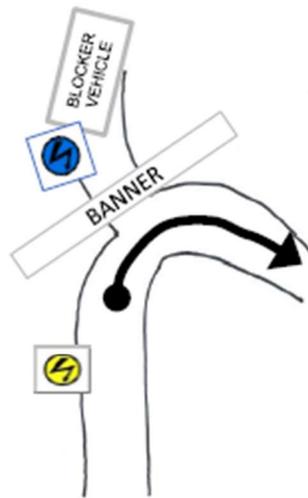
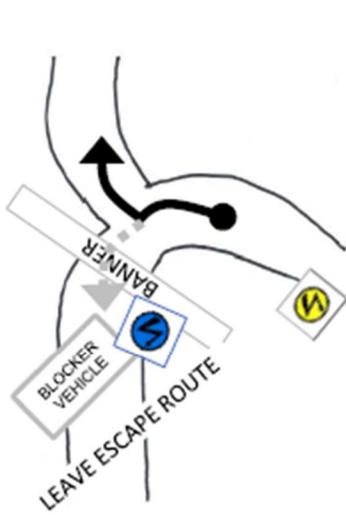
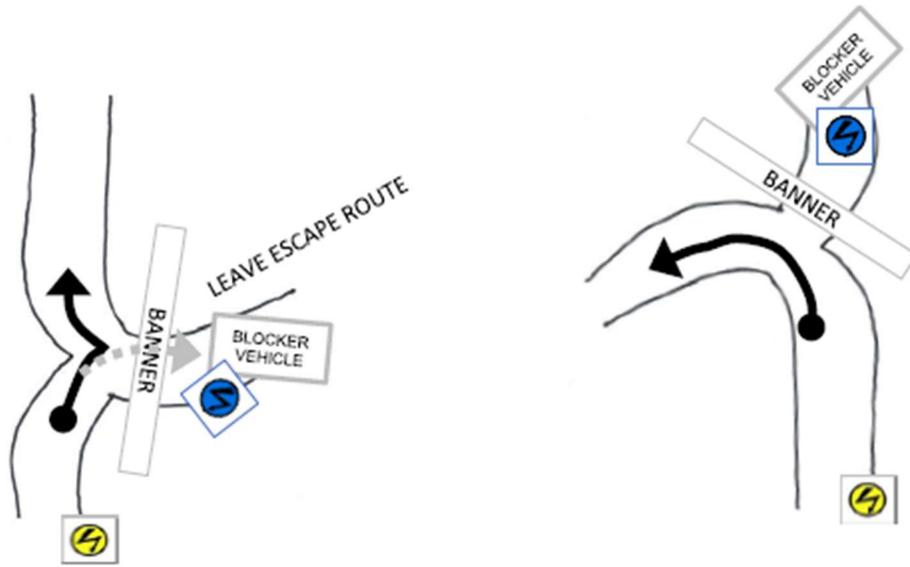
Wye



Kay



# Hairpins



# "END-STAGE SECURITY"

## Stage Start Entry

## Stage Finish Exit

