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# WELCOME

Cheltenham Motor Club would like to thank you for assisting us with the running of the 3 Shires Stages 2022. We would like to run a successful, safe and enjoyable event for the Competitors, Officials and Marshals so we would ask you to take time to carefully read through this plan and pass on the relevant information to the appropriate people, to enable this to happen.

Please find the small amount of time required to read this manual and pass on the relevant information to your assistants and marshals.

This manual has been issued to all Event Senior Officials, Stage, Service and Control Commanders, Rescue Crews, Recovery Crews, Doctors and Radio Controllers.
Radio Crews, Timekeepers and Marshals have been issued with a Marshals' Guide that includes a stage safety map and spectator area plans.

The manual is intended to provide the information necessary:

1. To enable you to carry out your duties effectively;
2. To provide a common standard of organisation, operation and safety;
3. To ensure that all officials know the event safety plan and emergency procedures.

If you have any queries after reading the manual, please contact the relevant senior official without delay.
**The organising team wish you an enjoyable and above all, a safe, day's motor sport.**

### Event Organisation

### Stage Set Up

The organisers will set up the stages on the day prior to the event.

Respecting other road user's access rights pre-event, adjacent roads will not be taped or blocked, but tape and/or barriers (where available) will be placed in a position for the stage team to move once marshals and radio crews are positioned.

**Stage Commanders are requested to make their first task a run through their stage to ensure all signage is in place, and to report immediately if any problem is encountered.**

Official's attention is drawn to the Motorsport UK regulation (R 24.4.12) which requires all non-competing vehicles to be parked in a place of safety at least 30m from a road used as a special stage between a point before the start control and 100m beyond the finish stop control.

### Signing On

Please ensure that you have signed-on at the stage start using the official form, as you are then covered by the events insurance scheme.

You will be given a safety plan of your stage, which will detail the stage, junction numbers and the location of the mandatory safety radios. Stage safety communications will be through a central controller using the Motorsport UK 81 MHz Safety Frequency and linking to rally HQ by radio and mobile phone. A safety frequency radio car is at every stage start and finish plus designated points within the stage. There may be additional radios to that shown on the plan, so you should ask where the nearest radio is to your location, so you know which way to head for one.

### Arriving At Your Post

Park in a safe position, preferably at least 30 metres from the stage route but more importantly where an out of control rally car will not reach you. Once everyone has parked please replace any tape and brushwood and ensure that the area is fully set up and correct and familiarise yourself with the area. Once in position be ready to deal with the early arrival of spectators and course opening vehicles.

Please ensure that you wear your event "Marshal" or "Official" ID badge to identify yourself. If you have a tabard then this should also be worn to enable you to be seen by competitors, spectators, officials and other marshals.



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## Duties

Always remember that your actions are as important as your appearance, and the way in which you carry out your duties will affect opinions and respect of both competitors and spectators. Please do not use cameras, drink alcohol or fool around whilst on duty.

As a marshal you are one of the public faces of motorsport and often the direct point of contact with rallying for spectators, the general public, press, landowners, the police and many more. Please always present a "professional" attitude to these people by being polite, helpful and friendly in everything you do, by staying calm, non-confrontational and in control.

When people are breaking rules, disregarding advice and safety is at stake, when you are tired and fed up, wet, cold or hot and bothered that's when you have to make that extra effort to be courteous so as to ensure that everyone is safe, smiling and happy.

## Spectator/Media Safety

The role of the rally marshal is expanding to take account of the safety of spectators, the media and the general public who are sharing the locations with rallying. The event is not publishing details of the stages, and have issued strong Social Media messaging advising it is a non-spectator event.

When dealing with spectators, media and the general public, please be polite and courteous and always explain why they cannot go into "no go" areas.

Always remember that your safety is your first concern, followed by that of your fellow marshals, spectators, media and competitors. Make sure that you are familiar with your area – where it is safe to stand, plus potential danger areas. Do not stand in any place of potential danger, especially if designated as a prohibited area. It gives a poor impression when marshals stand where the public are prohibited so there is a need to walk the talk. The Spectator Safety Officer will be endorsing this approach to promote safety and retain the reputation of the event

Do not let spectators/media settle in areas that are considered to be dangerous or areas marked as out of bounds – once there and settled they can be difficult to move on.

Do not permit spectators/media to stand within the confines of taped boxes at junctions. Where there is a taped boundary, spectators must remain behind the line.

In general, keep spectators/media behind the tree line and where possible up on banks, and away from the outside of bends and the apex of bends.

Spectators/media should be discouraged from walking down the stage route, especially when the stage has been declared live.

Please maintain the security of the stage furniture – arrows, tape, brushwood etc., and if it is damaged or deranged, please attempt to repair it.

Please do not marshal in groups, spread yourselves out around your area, and listen for whistles from surrounding marshalling posts and use your own whistles to warn those around you of approaching cars.

Please be alert to the possible movement of spectators/media in your area whilst the stage is live especially as the event progresses and there may be gaps between competitors.

Spectators/media will be a mix of experienced rally people down to some who have never seen a rally before, but as they arrive at any stage they will have seen the warning notices and the "Spectator Code". This spectator code is for their guidance and you can use it to explain your instructions.

It is important to engage and inform spectators/media of relevant information. This keeps them 'on side' and rapport is often a great tool to support compliance



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## Timing And Time Control Procedures

The event will use ECM clocks for timing all controls, they will transmit times back to Rally HQ via a communications box at each control. All controls are required to keep a check sheet of times recorded and shown to competitors to enter onto their timecard. Timekeepers will not be entering times onto a timecard presented by the competitor. Timekeepers will record the relevant time on their check sheet and enter it into the clock – see separate instructions -man inform the competitor of that time, competitors will then keep their own records

## Special Stage Arrival Control

The timekeeper will show the clock to the competitor and inform them of the time they have recorded, the check sheet will be the definitive record of the time

The area between the Special Stage Arrival Control and the Stage Start is Parc Ferme, the only work permitted in these arears is unassisted cleaning of lights, windscreens, windows, competitor numbers and vehicle registration numbers (as per R38.2). Any competitor trying to gain a two-minute gap between them and the previous competitor should be reported to Rally HQ. Timekeepers are requested to report any such occurrence on their report form.

## Special Stage Start Control

The start of each stage will be by electronic start lights connected to the control clock. Timekeepers should advise the competitors of 30, 15 and 10 seconds to go which will be followed by the automatic start light countdown.

There will be a jump start beam and timekeepers should report any jump-starts in the normal way.

The arrival time control will have nominated a start time 3 min after the booking in time. This must be confirmed as the actual start time or amended as circumstances require.

Dust is often a problem on stages at this time of year and it is important that competitors are not allowed to delay their start for this reason.

## Special Stage Finish Control

The stage is timed at the flying finish line. Please provide a means of communication between this line and the stop which will be a minimum of 200m.

The finish time control at the Stop Line will inform the competitor of the time taken as relayed to them from the Flying Finnish Line who will update their records. The previous car number will be checked against their check sheet to ascertain if the previous car entering the stage has gone missing. If a car is missing, the following five competitors, unless it is the missing number, will be asked if they know that cars whereabouts.

## Previous Car Checking System

The normal previous car checking system will be used. The Start Control will ask the crew to enter the number of the previous car that has entered the stage on the competitors' time card. This must be checked at the Stop Control and any missing cars reported. If possible appoint a person solely to carry out this important task and to liaise with Rally Control through the Motorsport UK 81 MHz radio safety frequency.

## Course Opening

It is event policy to keep the number of cars traversing the stages prior to the first car to a minimum.

It is intended to run the cars listed on the "Safety Car Time Schedule". The Chief Timekeeper will return to check the clocks prior to subsequent runs unless alternative arrangements have been made with the Stage Commander.

Identification of these vehicles will be by rally plate, door plates and front and back windscreen stickers bearing the name. Treat these cars as you would a competitor with full documentation. In other word's practice on them!

## Safety Cars

Once the stage has reached Ready status, 60 minutes prior to first car, only Safety Cars should be on the stage:

The Road Closing Car will enter each stage 60 minutes before first car to officially close the road

The Safety Officer may enter the stage up to 30 Minutes before first car and the Stewards may enter the stage up to 60 minutes before the first car,



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Spec Safety will enter the stage 40 minutes before first car they will confirm all control boards are in place and the stage is set up as per the Stage Set Up plans

000 will enter the stage 35 minutes before first car and check that all junctions are properly taped and arrowed and radio boards are in the correct place. Radio Crews on Red Flag stages will show the flag to this Safety Car on all runs. They will also identify early arrival spectators and advise them on safer areas to watch the event

The Motorsport UK Safety Delegate will enter the stage 30 minutes before first car and will give permission to start the stage

00 will enter the stage 20 minutes before first car and they will look at the location and behaviour of Spectators and that the stage is set up and ready to run. They will inform rally control the stage is ready for the first competitor. The Stage Commander will then release the first competitor, but not before the time listed in the event schedule

0 will enter the stage 10 minutes before first car conduct a check of the route at near rally speed, the Stage Commander does not need to wait for this vehicle to reach the finish before releasing the first car

Start & Finish Radios should report the passage of all Course Cars past their location.

**Note**

The Stage Commander will carry the responsibility of determining that the stage is properly marshalled and safe to run. The Course Cars will supply information, via the Radio Network, to allow the Stage Commander to make this decision. The Stage should not start until 00 has reached the finish but the stage can start if the Zero Car is still in stage.

**Course Closing**

A sweeper car will run as close as possible behind the last car covering the entire route. They will close each stage Time and Passage Control once the crew is satisfied that all expected competitors have been through. If any car is missing the controls must remain open until it has been positively accounted for, or it is clear it has exceeded its maximum time allowance. The sweeper car crew will only take this decision after consultation with Rally Control.

In addition to the normal check sheet each control will be provided with a 'bingo' sheet (a simple grid of each cars number). Cross the number out as each car departs the control. This can then be compared with the master carried by the closing crew and gives an immediate indication of any missing cars. There may be competitors still running or stationary but within their time allowance within the stage when the sweeper car enters, the stage will therefore remain live until the sweeper car reaches the stop line and reports the stage closed via the radio control.

The sweeper car must not pass any competitor stranded within the stage without ascertaining their status, and recording their exact position. Once a competitor has advised that he has retired or the sweeper crew are satisfied that his maximum time limit has expired, the sweeper crew must demand that the competitor's time cards are handed to them.

The sweeper car crew will collect the following:

Check sheets.
Signing on sheets. (Please return in the envelope provided).
Any report forms from the Stage Commander or Control Officials.
Time cards (Passage Controls only).

The road remains closed until the **ROADS OPEN CAR** passes**. If there are recoveries to do, they should follow behind the opener to the location so as not to be held up by people moving in stage**

Following the Road Opening Car will be an equipment van that will collect all stage equipment. Please assist this operation by dismantling the equipment and piling it in one place obvious to the van crew. It would be helpful if one arrow was left standing at each junction.

**Interim Safety Car**

If a stage is delayed for 20 minutes or more an Interim Safety Car will enter the stage, this could be one of the Safety Cars at the front of the field, a dedicated car or another Official Car – Radio control will advise the vehicle type. It is not necessary for this Car to complete the stage **but permission to send the first car in will come from Rally HQ**



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**Clearance To Start A Stage (NB: Mandatory Event Policy)**

Clearance to start each stage will be given as follows:

1. The Radio Controller will check with the Radio Crews that the stage is clear to run before the first car of each field starts.
2. SPEC SAFETY will enter the stage 40 minutes before first car they will confirm all control boards are in place and the stage is set up as per the Stage Set Up plans
3. 000 will enter the stage 35 minutes before first car and check that all junctions are properly taped and arrowed and radio boards are in the correct place.
   They will also identify early arrival spectators and advise them on safer areas to watch the event
4. The Motorsports UK Safety Delegate will enter the stage 30 minutes before first car and will give clearance to start the stage
5. 00 will enter the stage 20 minutes (25 on long stages) before first car and they will look at the location and behavior of Spectators and that the stage is set up and ready to run. They will inform rally control the stage is ready for the first competitor. The Stage Commander will then release the first competitor
6. 0 will enter the stage 10 minutes (15 on long stages) before first car conduct a check of the route at near rally speed, the Stage Commander does not need to wait for this vehicle to reach the finish before releasing the first car

**Radio Crews on RED Flag stages will show the flag to these to Spec Safety, Safety Delegate and 00 on both runs. DO NOT SHOW IT TO THE ZERO CAR**

**Route Notes**

1. All competitors in the event are permitted to use printed Route Note documents authorised by the event organisers, as defined by the regulations.
2. Competitors are permitted to make written notations on their route notes' copies in accordance with the Event Regulations and Motorsports UK Competitors Year Book.
3. To enable competitors using authorised route notes to comply with R 25.4.3 (reporting an SOS board to the next official radio point) radio sign boards will be positioned adjacent to the advance warning arrow and at the actual junction where mandatory radios are situated.
4. Competitors are allowed to conduct a recce of the stages on the Saturday and may not be using notes provided by a supplier

**Red Flag**

As per the 2022 Motorsport UK Yearbook and Stage Rally Safety Requirements v4 all mandatory radio points must have a red flag



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**Safety Plan**

**ALL SAFETY MATTERS MUST BE CO-ORDINATED VIA THE RADIO CONTROLLER.**

1. All of the special stages have been allocated cover by Motorsport UK licensed Rally Rescue Ambulance Units, Recovery Units, Doctors and/or Paramedics
2. Only the Rescue / Recovery vehicles described in the manual or safety bulletin will be allowed onto the stages as safety units. *No other units should be permitted to operate on the event.*
3. In the unlikely event of safety personnel failing to report at a stage by the specified time, (90 minutes prior to FCD) the Stage Commander should report the matter immediately. Contingency plans will be implemented by the Safety Officer and / or Chief Medical Officer.
4. The positions of safety unit crews are described in detail elsewhere in this manual.
5. RESCUE, MEDICAL AND RECOVERY VEHICLES MUST ONLY ENTER THE STAGE UNDER THE DIRECT AND EXPLICIT INSTRUCTIONS OF THE STAGE COMMANDER.
6. R V locations have been arranged with the West Midlands Ambulance Services NHS Trust and Hereford & Worcester Fire & Rescue Service and should be used when summoning the county emergency services.
7. Maps showing the relative positions of the above RV points and information on the nearest telephone to be used in emergency are contained elsewhere in this manual.
8. Fire Services will be called to the required RV point, where they will be met by an official (with 81Mhz radio) and convoyed via the most suitable route (for a large vehicle) to the accident with full co-ordination from the Radio Controller and Stage Commanders.
9. Ambulance Services will be called to the required RV point, where the rally rescue ambulance will meet them and the casualty transferred to the county services.
10. The stage start will be stopped and physically sealed by the Stage Commander, who should not leave the start area to attend the scene of an incident, unless it is confirmed as a major incident.
11. If a Rescue Unit is mobilised to an incident, a Recovery Unit should be dispatched behind the Rescue Unit, to provide any assistance that the Rescue Unit should require at the incident.
12. Immediately that a safety vehicle has been mobilised, the Radio Controller must be informed who should then update the Safety Officer and Chief Medical Officer regarding the mobilisation.
13. In the event that a rescue vehicle needs to remove casualties to an RV point the exit route will normally be via the stage finish. To be co-ordinated by the Radio Controller and Stage Commanders.
14. If a short cut is used, extreme caution must be taken as the junction at which the rescue vehicle rejoins the stage may still have live rally traffic passing! Any short cut must be used only be as a last resort and must always be authorised by the Stage Commander and co-ordinated via the Radio Controller with reference to adjacent radio crews for competitor logging and accounting. Any short cut must have a Mandatory Radio at the point it rejoins the stage
15. Following an incident involving personnel injury, ensure that an incident report form (contained in the pack) is fully completed and returned to Rally HQ (via Course Closing Car).
16. The stage will only be restarted by the Stage Commander when the incident is cleared and the Rescue personnel are back on station, or cover is being provided by a rescue unit that has moved from an adjacent stage to a suitable “fast response” centralised location.
17. A separate mandatory procedure covers the closure and clearance of stage at the end of the day.



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## Safety Cover

All stages will have Rescue, Medical Officer and Recovery cover, normally located at or near the start of the stage. Additional cover, if available, will be located in stage or at a suitable location to cover multiple stages by prior arrangement.

In the event of a safety vehicle not arriving or being despatched to the RV point following an incident, another safety vehicle may be relocated to provide centralised cover as follows:

1. If any safety vehicle is required to provide emergency centralised cover for multiple stages then it must move to a location that will allow a fast response into all stages covered.
2. If such a shared rescue unit is mobilised for any reason then ALL STAGES being covered by that safety unit must be immediately stopped, until the safety unit is again available and "on-line".

## Safety And Organisational Radio Systems

1. The primary radio system on the event will be the Motorsport UK 81MHz system which must be used for all safety related messages. This safety frequency will be managed by the Radio Controller.
2. The secondary system used for event administration is not a safety frequency and any decisions taken relating to safety or stage operation must be relayed onto the primary 81MHz frequency.
3. All Senior Officials are encouraged to keep in contact with Rally HQ by mobile phone during the running of the event.

## Missing Car System

1. THE NORMAL "PREVIOUS CAR" SYSTEM WILL OPERATE ON THIS EVENT.
2. However, it must be understood by all officials that there is an inherent problem with the standard "Previous Car" method of identifying cars that go missing in a rally stage, whereby if two consecutive cars go missing, the finish timekeepers will only know about the second car because his number appears on the following car's sheet. The fact that the first car is missing may go un-noticed as his car number is on the time card of the second missing car.
3. Notwithstanding the above problem, this system is not only the simplest to perform but it is also the system that all rally officials are used to.
4. Start Timekeepers will ask the crew to enter the Previous Car Number in the previous car box on each time card.
5. Finish Timekeepers will check the Previous Car Number on each time card and instigate the appropriate action when required. When a car is identified as missing, subsequent competitors will be requested for information and the missing car will be reported to the Stage Commander.
6. Additionally all cars will be carrying a tracker that will be monitored in Rally HQ

## Officials Responsibilities

1. The Stage Commander has responsibility for the safe operation of special stages.
2. On receiving reports of an incident within the stage, the Stage Commander will determine the reliability of the report and the seriousness of the incident.
3. The Stage Commander will take the appropriate actions to manage the situation and supervise the directed action of the safety personnel under his command.
4. These actions can involve the stopping of the stage (and prevention of vehicles entering the stage), the despatch of the Deputy Stage Commander and / or Safety crews to the incident.
5. The Stage Commander will keep the Radio Controller aware of all the actions that are to be taken.
6. If the Stage Commander considers that the incident is of a scale that is beyond the capabilities of the resources at his disposal, he may escalate the incident to the organisers via radio control.
7. The Event Organisers (including Safety Officer, Chief Medical Officer and Chief Marshal) shall take steps to provide additional support and resources when requested by the Stage Commander.
8. Radio Control will keep all parties informed of the incident status and actions being taken.



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**Spectators**

1. The organisers do not expect large numbers of spectators.
2. However, even small numbers of spectators in the wrong places obviously present a danger both to themselves and those involved in the event.
3. To help overcome this, three designated spectator areas have been established, and published in the motorsport press and on the events website.
4. The Spectator Safety Officer will set up the spectator areas in. The Spectator Safety Officer will be travelling in the Spec Safety Car checking on the location and safety of Spectators. He may also attend Spectator Areas off Rally Route to deal with any problems.
5. Whilst spectators are encouraged to use the prepared spectator areas, they are not compelled to use them providing they are not spectating in locations that are considered to be unsafe or shown as prohibited in the set up diagrams.

**Media**

1. The event positively encourages media coverage and wishes to give all the assistance it can to enable the media representatives to do their job however the current Motorsport UK guidance on the Media will be adopted on this event.
2. All media personnel covering the event will be accredited by the Media Officer and will be issued with personal event identification and a vehicle pass. All media who are accredited by Motorsport UK will wear their Motorsport UK issued Light Blue tabard, this is only valid if the holder of the pass also has a Three Shires Stages issued personal pass.
3. Any person not in possession of the event media identification should not be considered to be media, including those wearing a Motorsport UK issued Media Tabard. All media are to be treated as spectators and not be allowed to stand in prohibited areas or dangerous places.
4. ANY MOTORSPORT UK MEDIA TABARD HOLDER NOT ABIDING BY THIS SHOULD BE REPORTED TO THE CLERK OF THE COURSE, who will contact Motorsport UK.

**No other form of Media Tabard is acceptance of Media Accreditation**

***THE MEDIA CAN NOT STAND ANYWHERE THAT IS DEEMED PROHIBITED BY THE ERECTION OF SIGNS***

In the event of any incident occurring during the event – especially involving personal injury – DO NOT attempt to answer questions from, or to make comments to, the media or the public.

**REFER ALL MEDIA QUESTIONS TO THE MEDIA OFFICER**

**XXXX**



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## Major Incident Plan

This plan is intended as an aide memoire for Senior Officials in the event of a Major Incident.

It should assist in removing confusion and duplication of effort and tasks, but more importantly to assist in ensuring that key tasks are not overlooked or missed as being assumed to being covered by other officials. It will allow officials not directly involved in the incident to make any adjustments to the running of the event.

**Definition of a Major Incident**

For the 3 Shires Stages Rally the definition of a Major Incident is any incident that cannot be contained and dealt with by the Event Emergency Services and the intervention of the County Emergency Services is required. This does not include casualty transfer.

The prime consideration will be the number of casualties involved in the accident.

It is unlikely that casualties from within competing cars alone would be of sufficient numbers to threaten to overwhelm the emergency facilities present on each stage. It is therefore likely that a major incident would occur if a competing car were to injure spectators or officials.

The priority in dealing with any incident must be to protect those that are as yet uninjured.

**Declaration of a Major Incident**

The decision to declare an incident as "Major" should be taken by the Clerk of the Course under the advice of other senior officials and medical personnel, because of the far-reaching consequences for the event of setting the major incident plan in motion.

**Specific Duties**

It must be remembered that a major incident is a changing situation of new information coming to hand, other factors external but incidental to the original situation and changing the status of casualties during extended triage.

The tasks listed below should be viewed in that light and are not in any way an exhaustive list of officials' duties.

Senior Officials should, as far as possible, remain in a hands-off supervisory role, as this will permit them to maintain a better overall picture of the activities and the event as a whole, thus enabling them to function in their primary role of making and implementing management decision.

**Clerk of the Course**

- Declare the Major Incident and its current grade.
- Authorise the relevant stage closures.
- Direct the relevant personnel to the incident (with consideration of routes and who has relevant maps).
- Proceed to a suitable base with good communications, such as Rally HQ, to take control of the incident.
- Anticipate actions to be taken if the incident becomes more serious.
- Maintain Communication with the Motorsport UK Steward & Safety Delegate and update them of how the incident is progressing
- Arrange for the Interim Safety Car to head towards the Stage Start

**Radio Controller**

- Deal with Urgent and Priority traffic only.
- Maintain a date and tie log of the incident
- Arrange phone calls to relevant Accident & Emergency departments to warn of expected workloads.
- Inform Accident & Emergency departments of Expected Time of Arrival and conditions of casualties.
- Arrange attendance of County Ambulances plus County Fire & Rescue Services (if required).

**Safety Officer**

- Proceed to a position enabling good radio reception and preferably land line communications.
- Arrange for any additional safety requirements to be provided.
- Monitor, Advise and Co-ordinate the response required from event and county safety personnel.



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**Chief Medical Officer**

- Liaise with Safety Officer.
- Advise on the management of the medical and rescue teams involved with the incident.

**Chief Marshal**

- Liaise with Safety Officer and Clerk of the Course.
- Advise on the relocation of any additional manpower required to ensure the implementation of the plan.

**Stage Commander**

- Deploy the marshals to deal with the inevitable spectator influx to the scene of the incident.
- Consider and implement the general security of the stage and clearance of access and egress points and routes.

**Secretary of the Meeting**

- Liaise with the Clerk of the Course and the Media Officer.
- Assist in preparation and issue of statements to be issued by the Media Office.
- Ensure the continued availability of good communications between senior officials and Rally Office.

**Media Officer**

- Be the ONLY point of contact and official to speak to the press.
- Prepare statements in conjunction with the Secretary of the Meeting and Clerk of the Course.
- Issue an initial statement that a further statement will be issued at a specified time.
- Ensure that only verified facts are included in statements.
- Ensure that all statements are cleared with Clerk of the Course, Deputy C. Of C. or Secretary of the Meeting.

**All Event Personnel**

- Under no circumstances make “off the cuff” remarks to anybody.
- Respond to all press enquires with “You should talk to the Media Officer at Rally HQ on **xxxx**”**.**
- Resist requests from press and public to release any information and simply direct them to the Media Officer.

**ALL STATEMENTS MUST BE ISSUED BY THE EVENT MEDIA OFFICE AND WILL BE APPROVED BY THE CLERK OF THE COURSE, DEPUTY CLERK OF THE COURSE OR SECRETARY OFF THE MEETING.**






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**INCIDENT PROCEDURE**

You may be the first on the scene of a serious accident. Do you know the basics of what to do?

1. Remain calm and think about your actions.
2. Keep spectators back and take control of the situation.
3. Ensure that everyone is aware of "NO SMOKING" (If in doubt shout it).
4. Protect yourself, your team and the crew from further accident.
5. Send a marshal 100 metres down the track with the red triangle to warn and slow following competitors and to warn your team of approaching cars (with a whistle).
6. Assess the situation for possible fire, injuries, any track blockage and the general safety for passage of following competitors.
7. Send a runner to the nearest radio point with a clear and concise message of your location, the competitor number and your assessment of the situation.
8. Consider turning off the cars external electrical cut off switch, if potential fire risk.
9. Identify if a trained first-aider is present at your location.
10. Ask the crew if they are injured or have any pains. Confirm by looking.
11. **IF NO INJURIES:**
    a) Put the "OK" board on display to the following competitors.
    b) Allow the crew to get out at their own speed, offering assistance. However, encourage them to hurry if there is a possibility of danger or further incident.
12. **IF SERIOUS INJURIES:**
    a) **Show the "SOS" board** to the next five competitors and leave on display.
    b) **Do not move the casualty,** unless there is immediate danger to them (e.g. from fire or the casualty has stopped breathing).
    c) **Do not remove a crash helmet** unless it is absolutely essential to do so.
    d) **Re-assess the casualty's injuries:**
        i. Is the casualty conscious? (Shout)
        ii. Is the casualty breathing? (Look, Listen, Feel)
        iii. Has the casualty a pulse? (Feel to either side of the wind pipe)
        iv. Is the casualty bleeding? (Look for staining of clothing)
    **e) Speak calmly** to the casualty and constantly watch them closely.
    **f) Reassure them** that all is in hand and the rescue team will arrive soon.
    **g) Continually re-assess the situation and radio any major change in status.**
    **h) Keep control** of the situation and wait for the Rescue Team.
13. **EMERGENCY FIRST AID:**
    a) GENERAL: Keep the casualty warm and calm. Never give food or liquids.
    b) BURNS: Smother any flames with a blanket/jacket, cool burnt area with lots of clean water. Do not pull off clothing, touch burnt area or apply ointments.
    c) SERIOUS BLEEDING: cover (or fill) wound with a clean cloth and apply pressure to cloth with thumbs or hand.
    d) BREATHING BUT UNCONSCIOUS: leave alone but monitor closely.
    e) REMOVAL FROM CAR: (Only if essential !) Move gently, supporting head and neck, keeping the back as straight as possible, and lay on flat ground.
    f) CASUALTY NOT BREATHING: very carefully and gently remove full face helmet whilst supporting the head and neck, lay on back, ensure mouth and airway is clear, lift chin, pinch nose and blow into mouth.

**DO NOT REMOVE AN INJURED PERSON FROM THE CAR OR REMOVE A CRASH HELMET UNLESS THERE IS AN IMMINENT THREAT TO THEIR LIFE (EG: FROM FIRE).**
**LEAVE BOTH OF THESE VERY SPECIALIST ACTS TO THE TRAINED RESCUE TEAMS AS INEXPERIENCED PEOPLE COULD CAUSE FURTHER SERIOUS, EVEN FATAL, INJURIES.**


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**FATAL INCIDENT / SERIOUS INJURY CHECKLIST**

This list is intended as an aide memoire for senior officials in the event of dealing with a fatality or serious injury. The list is not intended as an exhaustive list of actions and duties and each official should employ their experience.

| ACTION | OFFICIAL RESPONSIBLE |
|---|---|
| Maintain an Incident Log | Radio Controller |
| Inform Police and Coroner's Office if and as required (ensure if & which police attending is acting as Coroner's Officer) | Radio Controller via Rally Headquarters |
| Preserve the Scene of the Incident (stakes, marker tape, signs etc.) | Stage Commander / Stage Safety Officer |
| Photographic / Video Record of the Incident (identify any photographer that caught the incident on film / use any available photographer to record the incident scene) | Stage Commander / Stage Safety Officer |
| Sketch Map of the Area (showing collisions, position of vehicles, stage equipment, etc.) | Stage Commander / Stage Safety Officer / Stewards |
| Signed Statements of Witnesses (include names, addresses and phone numbers) | Stage Commander / Stage Safety Officer / Stewards |
| Particulars of All people involved in the Incident (competitors, officials, spectators, public etc. include names, addresses, phone numbers) | Stewards with Secretary of the Meeting, Entries Secretary and Stage Commander |
| Scrutineers' Report (include names, addresses, phone numbers) | Chief Scrutineer |
| Medical Officers' Report (include names, addresses, phone numbers) | Chief Medical officer |
| Rescue Team(s) Report (include names, addresses, phone numbers and badge numbers) | Rescue Crew(s) |
| Motorsport UK Form – Accident Report | Stewards |
| Record of Competitors' Details (Entry Form, Signing-on Sheet, Competition Licence, etc.) | Entries Secretary |
| Impound Car and Record Details (include location and keeper of impounded vehicle(s)) | Stewards / Chief Scrutineer |
| Ambulance and Hospital Details (include dispersal of injured / deceased) | Rescue Crew |
| Inform the Landowner | Clerk / Safety Officer via Rally Headquarters |
| Inform Health & Safety Executive | Clerk / Safety Officer via Rally Headquarters |
| Information to the Press | Media officer assisted by Clerk of the Course, Deputy Clerk of the Course & Secretary of the Meeting. |

**NB THE Motorsport UK STEWARD HAS AN INCIDENT PACK THAT CONTAINS ALL THE RELEVANT FORMS AND CONTACT DETAILS WITH THE RELEVANT Motorsports UK OFFICIALS**

**Major Incident Communications**

A major incident can quickly create an overload of the communications systems of mobile and landline phones. Non – Priority messages and conversations could result in the systems being unavailable for High Priority calls. All personnel must ensure that all calls are really required and keep messages and conversations to a minimum.



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## County RV Points

Emergency Rendezvous Points have been arranged with West Midlands Ambulance Service and Hereford & Worcester Fire & Rescue Services.

RV locations are common to both the Ambulance and Fire Services and will be selected purely on the suitability to service the requirements of the incident and the safe logistics of access to or from the incident scene.

An official with safety frequency radio should always be dispatched to the RV Point to wait for the County Services and liaise via radio control with the incident scene. The official will convoy the County vehicle to a point closer to the scene on the direct explicit route instructions of the Stage Commander and Radio Controller.

## Selection Of Rendezvous Points

The selection of the most suitable RV Point to be used will depend on the circumstances of each situation and will therefore be made in consultation between the Rescue / Medical Team, Stage Commander and Radio Controller. The Stage Commander and Radio Controller should consider the best options whilst the Rescue Teams attend the incident.

## Hospital Addresses & Telephone Numbers

Primary Hospitals with Accident and Emergency Facilities:

Hereford County A&E Stonebow Rd, Hereford HR1 2ER 01432 355444
Map Ref: SO 51634 40231 W3W: patio.vows.upon

Gloucester Royal Hospital Great Western Rd Gloucester GL1 3NN 0300 422 2222
Map Ref: SO 84133 18468 W3W: debit.amuse.than

Worcester Royal Hospital Charles Hastings Way Worcester WR5 1DD 01905 763333
Map Ref: SO 87889 54780 W3W: cliff.known.upgrading

**County Safety Services**

West Midlands Ambulance Service Millennium Point Waterfront Business Park Waterfront Way Brierley Hill West Midlands DY5 1LX 01384 215555

South Western Ambulance Service NHS Foundation Trust Abbey Court Eagle Way Exeter EX2 7HY 0300 369 0130

Hereford & Worcester Fire and Rescue Service Headquarters Hindlip Park Worcester WR3 8SP 0345 122 4454

Gloucestershire Fire & Rescue Service Fire Service HQ, Waterwells Dr, Quedgeley, Gloucester GL2 2AX 01452 888777

For *Control Room for both Ambulance / Fire & Rescue Use 999 as primary emergency call & ask for direct number*



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**Motorsports UK Accident Procedure [R25.4]**

**ANY CREW which has a SOS board displayed to them, or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red "SOS" board, shall immediately and without exception stop to render assistance.**

**ALL FOLLOWING CARS SHALL ALSO STOP.**

**THE SECOND CAR at the scene shall then proceed to inform the next radio point.**

**SUBSEQUENT CARS shall leave a clear route for emergency vehicles.**

**R25.4** competitors must carry an A4 size white board with a red SOS one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for forthcoming Competitors. 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.

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. All following cars must also stop and the second car arriving at the scene must inform the next radio point. Subsequent cars must leave a clear route for emergency vehicles.

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

In the case of an accident where medical intervention is not required, the OK sign must be clearly shown in 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.

Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. Competitors who misuse SOS or OK signs will be penalised and may be reported to the Motorsports UK for further action.



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## Stage Clearance Procedure

**THIS CLEARANCE PROCEDURE IS MANDATORY EVENT SAFETY POLICY.**

**On Closure of Stages:**

Once the Sweeper Car has proclaimed each stage closed, this procedure will be implemented to ensure that the stage is clear and that no vehicle or person is left stranded in an unsafe position.

The Road Opening car may need to remain behind the recovery of a stricken vehicle to ensure the road remains closed while the recovery is taking place. This will be a discussion between the Recovery Unit and Road Opening Car. If the Road doesn't need to remain closed, the Opening Car can continue along Rally Route

**Rescue Units and Medical Officers:**

Rescue units and Doctors will remain on standby until:

- All recoveries have been actioned and are at the point where all winching etc. is complete and only a straight tow is required, requiring no further medical safety cover. The recovery units will determine when this point has been reached and advise the Stage Commander.
- Only the Stage Commander after consulting with the Recovery Units and any relevant officials may stand down Rescue Units and Doctors.

**Recovery Units:**

Recovery units will remain on standby until:

- All missing cars have been accounted for and it has been confirmed that no competitor cars or marshals / official cars are left stranded in stage (by sweeping the stage if necessary).
- Only the Stage Commander, after all vehicles are removed, may stand down the Recovery Units.
- It would be greatly appreciated if Recovery Units would stay on standby until the equipment vans have cleared the stage in case they have difficulties.

**Stage Commanders:**

Stage Commanders are responsible for:

- Ensuring all competitors are accounted for and have been recovered to the public road.
- Ensuring all marshals and officials are accounted for and non are left stranded in the stage. A vehicle should sweep the stage at the end to confirm that this is the case.
- Ensuring all Recovery Units have reached the point where medical safety cover is no longer required and after consulting any relevant officials, stand down the Rescue Units and Doctors.

**Radio Controllers:**

Radio Controllers are responsible for:

- Assisting in the co-ordination of this clearance procedure.
- Providing communications cover in the Stage and to the outside world until it is complete.
- Informing the Safety Officer and Area Co-ordinator when each stage is declared fully cleared.



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**Senior Officials – On Event Contact Numbers**

| | | |
|---|---|---|
| Motorsport UK STEWARD | | Via Rally HQ |
| Motorsport UK SAFETY DELEGATE | | Via Rally HQ |
| CLUB STEWARD | | Via Rally HQ |
| CLUB STEWARD | | Via Rally HQ |
| EVENT DIRECTOR | Kevin Smith | 07831 419 985 |
| CLERK OF THE COURSE | Neil Cross | 07767 773 862 |
| DEP CLERK OF THE COURSE, HQ | Bryan Hull | 07770 237 686 |
| DEP CLERK OF THE COURSE, ROUTE | Pete Henness | 07778 385 128 |
| SAFETY OFFICER | Pete Cross | 07940 446 733 |
| SPECTATOR SAFETY OFFICER | Keith Richings | |
| SECRETARY OF THE EVENT (HQ) | Elaine Ward | |
| ENTRIES SECRETARY | Tom Atkinson | 07528 206 061 |
| CHIEF MARSHAL | | |
| CHIEF MEDICAL OFFICER | Dr Haj Chaggar | Via Pete Cross |
| SAFEGUARDING OFFICER | Suze Endean | 07895 489 295 |
| MEDIA OFFICER | Josh Wheeler | 07483 273 826 |
| COMPETITOR LIAISON | | |
| CHIEF TIMEKEEPER | Richard Blackshaw | 07984 769 318 |
| CHIEF SCRUTINEER | Martin Ford | 07909 994 657 |
| ENVIROMENTAL SCRUTINEER | Mike Hall | 07774 951 937 |
| RALLY HQ – RESULTS CO-ORDINATION | Matthew Atkinson | 07528 206 061 |
| RESIDENT LIAISON OFFICER | | |
| RESIDENT LIAISON MONITOR | Bob Blackstock | |
| RADIO CONTROLLER | Clive Chinnick | 07976 626309 |

| | |
|---|---|
| COMMANDER – SS 1/6/11 Petty France | |
| COMMANDER – SS 2/7/12 Bromesberrow | |
| COMMANDER – SS 3/8/13 Eldersfield | |
| COMMANDER – SS 4/9/14 Okle Green | |
| COMMANDER – SS 5/10/15 Shaw Common | |
| COMMANDER – SV | Phil Harvey 07866 932 448 |

| | | | | |
|---|---|---|---|---|
| PILOT 7 | OFFICIAL | Chief Marshal | | |
| PILOT 6 | SAFETY | Interim Safety Car | Martin Davis/Michael Jenkins | 07909 994 657 |
| PILOT 5 | SAFETY | Safety Officer | Pete Cross/Dr Harj CHagger | 07940 446 733 |
| PILOT 4 | SAFETY | Road Closing Car | | |
| PILOT 3 | SAFETY | 000 | Richard Webster/Neil Fuller | 07798 868 865 |
| PILOT 2 | SAFETY | Spectator Safety Officer | Simon Marks/Keith Richings | 07828 509 942 |
| PILOT Delegate | SAFETY | Safety Delegate | Pete Heness/Phil Jones | 07778 385 128 |
| PILOT 1 | SAFETY | 00 | Phil Wallbank/Martin Douglas | 07815 371 276 |
| PILOT 0 | SAFETY | Zero Car | Jeremy Wells/Martin Saunders | 07798 584 713 |
| SWEEPER 1 | SAFETY | Sweeper Car | Dave Boden/Allan Strachan | 07934 731 323 |
| PILOT 4 | SAFETY | Road Opening Car | | |

**An up-to-date list will be issued on the day**



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**Call Sign List**

| Function | Name | Call Sign (81mhz) | Call Sign (Management) |
|---|---|---|---|
| Radio Control | Clive CHINNICK | Forest Control | |
| Radio Control | Steve NOBLE | | Rally Control |
| Rally HQ | Neil Cross/Bryan Hull | Rally HQ | Rally HQ |
| Chief Marshal | | Pilot 7 | Pilot |
| Interim Safety Car | Martin Davis | Pilot 6 | Pilot Michael |
| Safety Officer | Pete Cross | Pilot 5 | Pilot Pete |
| Road Closing Car | | Pilot 4 | Pilot |
| 000 | Richard Webster | Pilot 3 | Pilot Richard |
| Spectator Safety | Keith Richings | Pilot 2 | Pilot Keith |
| 00 | Martin Douglas | Pilot 1 | Pilot Martin |
| 0 Safety Car | Martin Saunders | Pilot 0 | Pilot Zero |
| Sweeper Car | Allan Strachan | Sweeper 1 | Pilot Closer |
| Road Opening Car | | Pilot 4 | Pilot Simon |
| Motorsports UK Safety Delegate | | Pilot Delegate | Pilot |
| Timekeeper | Richard Blackshaw | Kronos | Timekeeper |
| Timekeeper | Mike Griffiths | Clocks 2 | Timer Mike |
| 81 Repeater | | Repeater 1 | Repeater 1 |
| A System Repeater | | Repeater 2 | Repeater 2 |
| Event Equipment Officer | | | |
| Club Steward | | | |
| Club Steward | | | |



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## Time Schedule

| TC SS | Location | SS Dist. | Liaison Dist. | Target Time | First Car Due | |
|---|---|---|---|---|---|---|
| MC 0 | H J Pugh Auction Centre - Start | | | | 08:01 | |
| TC 1 | | | 5.28 | 00:18 | 08:19 | |
| **SS 1** | ***Petty France 1*** | | | | ***08:22*** | |
| **SSF 1** | | **6.03** | | 00:09 | | |
| TC 2 | | | 1.69 | 00:06 | 08:37 | |
| **SS 2** | ***Bromesberrow 1*** | | | | ***08:40*** | |
| **SSF 2** | | **4.06** | | 00:06 | | |
| TC 3 | | | 4.22 | 00:12 | 08:58 | |
| **SS 3** | ***Eldersfield 1*** | | | | ***09:01*** | |
| **SSF 3** | | **3.18** | | 00:05 | | |
| TC 4 | | | 4.49 | 00:18 | 09:24 | |
| **SS 4** | ***Okle Green 1*** | | | | ***09:27*** | |
| **SSF 4** | | **5.21** | | 00:08 | | |
| **TC 5** | | | 2.42 | 00:06 | 09:41 | |
| **SS 5** | ***Shaw Common 1*** | | | | ***09:44*** | |
| **SSF 5** | | **5.3** | | 00:09 | | |
| TC 5A | Regroup In | | 5.65 | 00:15 | 10:08 | **Section 1** |
| TC 5B | Regroup Out/Service In | | | | 10:25 | |
| | **Service A -** H J Pugh Auction Centre | | | | | |
| MC 1 | Service Out - H J Pugh Auction Centre | | | 00:30 | 10:55 | |
| RZ 1 | Refuel Zone - H J Pugh Auction Centre | | | | | |
| TC 6 | | | 5.28 | 00:18 | 11:13 | |
| **SS 6** | ***Petty France 2*** | | | | ***11:16*** | |
| **SSF 6** | | **5.3** | | 00:09 | | |
| TC 7 | | | 1.69 | 00:06 | 11:31 | |
| **SS 7** | ***Bromesberroe 2*** | | | | ***11:34*** | |
| **SSF 7** | | **5.21** | | 00:06 | | |
| TC 8 | | | 4.22 | 00:12 | 11:52 | |
| **SS 8** | ***Eldersfield 2*** | | | | ***11:55*** | |
| **SSF 8** | | **3.18** | | 00:05 | | |
| TC 9 | | | 4.49 | 00:18 | 12:18 | |
| **SS 9** | ***Okle Green 2*** | | | | ***12:21*** | |
| **SSF 9** | | **4.06** | | 00:08 | | |
| TC 10 | | | 2.42 | 00:06 | 12:35 | |
| **SS 10** | ***Shaw Common 2*** | | | | ***12:38*** | |
| **SSF 10** | | **6.03** | | 00:09 | | |
| TC 10A | Regroup In | | 5.65 | 00:15 | 13:02 | **Section 2** |
| TC 10B | Regroup Out/Service In | | | | 13:20 | |
| | **Service B -** H J Pugh Auction Centre | | | | | |
| MC 2 | Service Out - H J Pugh Auction Centre | | | 00:30 | 13:50 | |
| RZ 2 | Refuel Zone - H J Pugh Auction Centre | | | | | |
| TC 11 | | | 5.28 | 00:18 | 14:08 | |
| **SS 11** | ***Petty France 3*** | | | | ***14:11*** | |
| **SSF 11** | | **5.3** | | 00:09 | | |
| TC 12 | | | 1.69 | 00:06 | 14:26 | |
| **SS 12** | ***Bromesberroew 3*** | | | | ***14:29*** | |
| **SSF 12** | | **5.21** | | 00:06 | | |
| TC 13 | | | 4.22 | 00:12 | 14:47 | |
| **SS 13** | ***Eldersfield 3*** | | | | ***14:50*** | |
| **SSF 13** | | **3.18** | | 00:05 | | |
| TC 14 | | | 4.49 | 00:18 | 15:13 | |
| **SS 14** | ***Okle Green 3*** | | | | ***15:16*** | |
| **SSF 14** | | **4.06** | | 00:08 | | |
| TC 15 | | | 2.42 | 00:06 | 15:30 | |
| **SS 15** | ***Shaw Common 3*** | | | | ***15:33*** | |
| **SSF 15** | | **6.03** | | 00:09 | | |
| MC 3 | Finish - H J Pugh Auction Centre | | 5.65 | 00:15 | 15:57 | **Section 3** |
| | **Sunday Totals** | **71.34** | **71.25** | | | |



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**Safety Car Schedule**

TBC



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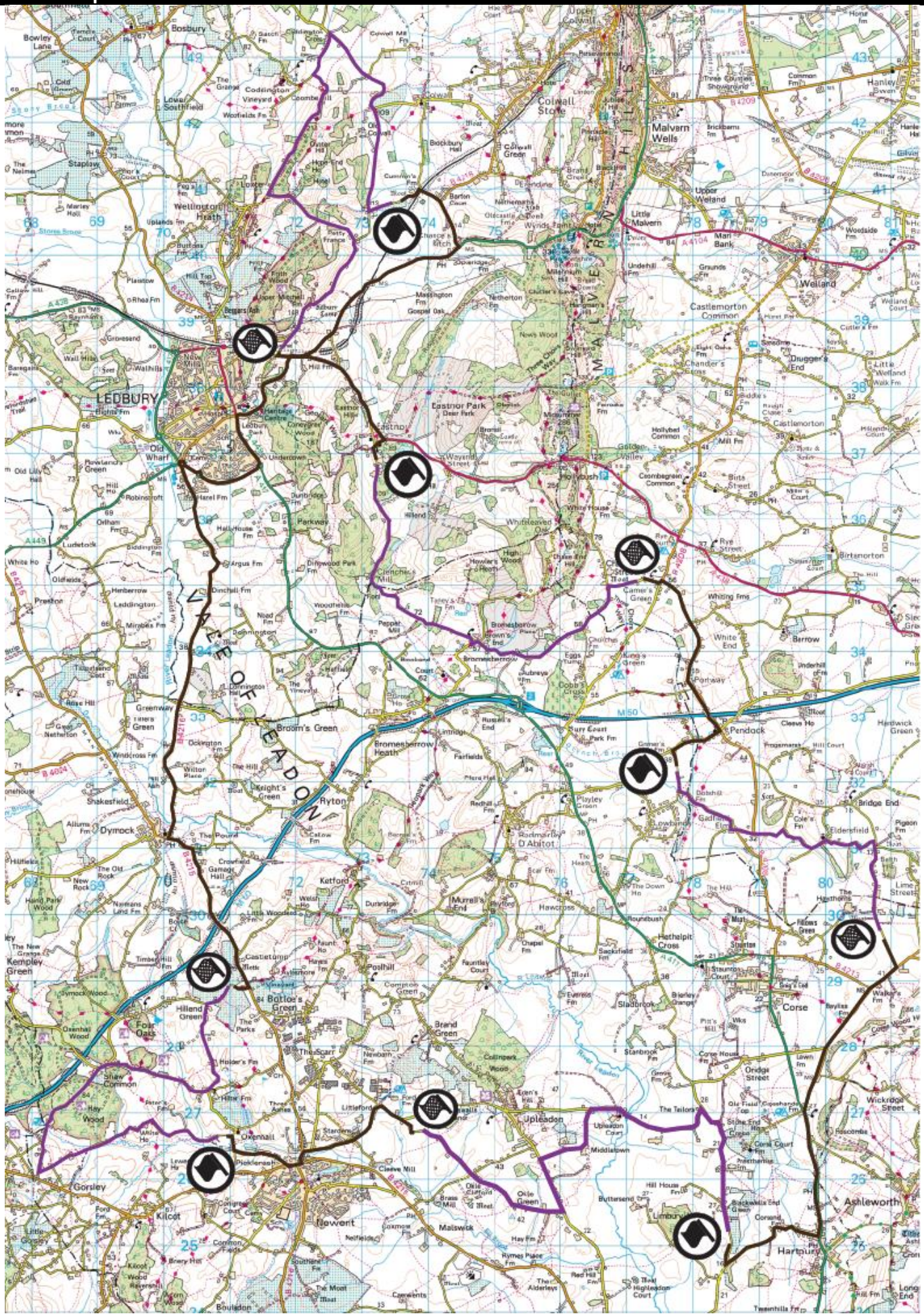
## Overview map



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| SS 1/6/11 | Petty France |
|---|---|

Location

| Entrance | SP 73870 40993 | Exit | SO 71938 38472 |
|---|---|---|---|
| | wove.bronzes.tins | | miles.acrobats.gone |

| Officials & Safety Teams | Channel 1 |
|---|---|
| Stage Commander | Commander 1 |
| Deputy Stage Commander | Deputy 1 |
| Stage Safety Officer | Petty France 1 |
| Stage Resident Liaison Officer | |
| Rescue | |
| Medical | With Rescue Unit |
| Recovery | |
| Radio Control | Clive Chinnick |
| Forest Control | |

| | **Road Closed** | **Chief Marshal** | **Spec Safety** | **000 Safety** | **Safety Delegate** | **00 Safety** | **0 Safety** | **FCD** | **Sweeper** |
|---|---|---|---|---|---|---|---|---|---|
| **SS 1** | | | | | | | | | |
| **SS 6** | | | | | | | | | |
| **SS 11** | | | | | | | | | |

| Mandatory Radio location and predicted Marshal numbers | | | | | |
|---|---|---|---|---|---|
| Junction | Radio | Marshal | Junction | Radio | Marshal |
| 1 (Start) | | | | | |

| Emergency RVP | First Aid | Hospital |
|---|---|---|
| | | Hereford County Hospital<br>01432 355444<br>Map Ref: SO 51634 40231<br>W3W: patio.vows.upon |



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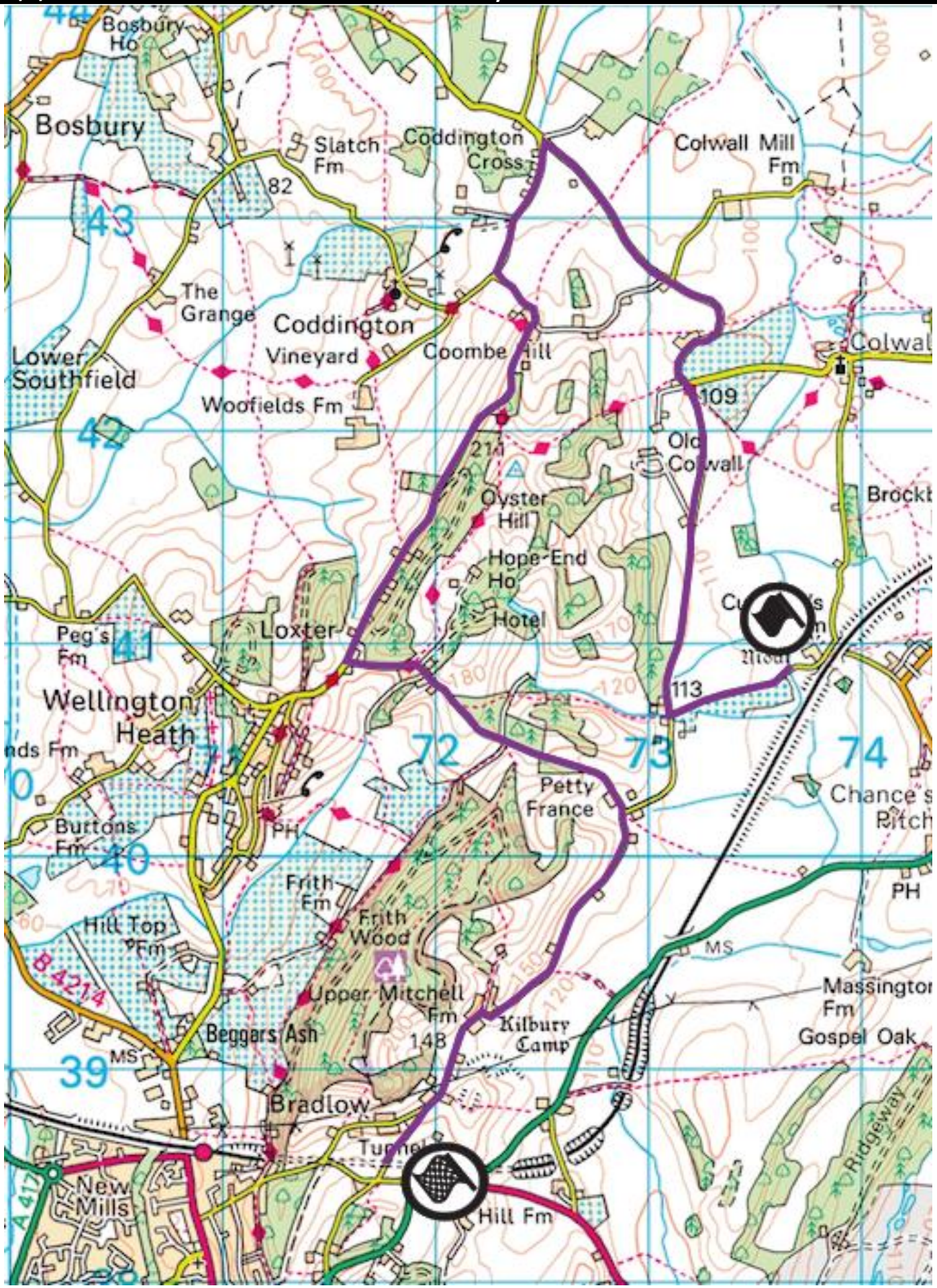




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| SS 2/7/12 | Bromesberrow |
|---|---|
| Location | |
| Entrance | SO 73224 36749<br>guitar.consoled.duke |
| Exit | SO 77507 35059<br>innocence.adverbs.husbands |

| Officials & Safety Teams | Channel 2 |
|---|---|
| Stage Commander | Commander 2 |
| Deputy Stage Commander | Deputy 2 |
| Stage Safety Officer | Bromesberrow 2 |
| Stage Resident Liaison Officer | |
| Rescue | |
| Medical | |
| Recovery | |
| Radio Control | |

| Control | Road Closed | Chief Marshal | Spec Safety | 000 Safety | MSUK Safety | 00 Safety | 0 Safety | FCD | Sweeper |
|---|---|---|---|---|---|---|---|---|---|
| **SS 2** | | | | | | | | | |
| **SS 7** | | | | | | | | | |
| **SS 11** | | | | | | | | | |

**Mandatory Radio location and predicted Marshal numbers**

| Junction | Radio | Marshal | Junction | Radio | Marshal |
|---|---|---|---|---|---|
| Emergency RVP | | First Aid | | Hospital | |
| | | Junction 4<br>3 x emergency first responders & treatment post | | Hereford County Hospital<br>01432 355444<br>Map Ref: SO 51634 40231<br>W3W: patio.vows.upon | |



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| SS 3/8/13 | | | Eldersfield | | |
|---|---|---|---|---|---|
| Location | | | | | |
| Entrance | SO 77719 32522 | Exit | SO 81079 29226 | | |
| | contour.breakaway.widget | | cure.myths.scar | | - |

| Officials & Safety Teams | Channel 2 |
|---|---|
| Stage Commander | Commander 3 |
| Deputy Stage Commander | Deputy 3 |
| Stage Safety Officer | Elderfield 3 |
| Stage Resident Liaison | |
| Rescue | |
| Medical | |
| Recovery | |
| Radio Control | Clive Chinnick |
| Forest Control | |

| Control | Road Closed | Chief Marshal | Spec Safety | 000 Safety | MSUK Safety | 00 Safety | 0 Safety | FCD | Sweeper |
|---|---|---|---|---|---|---|---|---|---|
| **SS 3** | | | | | | | | | |
| **SS 8** | | | | | | | | | |
| **SS 13** | | | | | | | | | |

| Mandatory Radio location and predicted Marshal numbers | | | | | |
|---|---|---|---|---|---|
| Junction | Radio | Marshal | Junction | Radio | Marshal |
| 1 (Start) | M2 | 4 | 4c | | 1 |

| Emergency RVP | First Aid | Hospital |
|---|---|---|
| | | Gloucestershire Royal Hospital<br>0300 422 2222<br>Map Ref: SO 84133 18468<br>W3W: debit.amuse.than |



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**SS 3/8/13** **Eldersfield**






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| SS 4/9/14 | | Okle Green | |
|---|---|---|---|
| Location | | | |
| Entrance | SO 78515 24727<br>racing.dialect.burden | Exit | SO 73598 26905<br>racing.dialect.burden |

| Officials & Safety Teams | Channel 1 |
|---|---|
| Stage Commander | Commander 4 |
| Deputy Stage Commander | Deputy 4 |
| Stage Safety Officer | Okle Green 4 |
| Stage Resident Liaison Officer | |
| Rescue Start | |
| Medical Start | |
| Recovery | |
| Radio Control | Clive Chinnick |
| | Forest Control |

| Control | Road Closed | Chief Marshal | Spec Safety | 000 Safety | MSUK Safety | 00 Safety | 0 Safety | FCD | Sweeper |
|---|---|---|---|---|---|---|---|---|---|
| SS 4 | | | | | | | | | |
| SS 9 | | | | | | | | | |
| SS 14 | | | | | | | | | |

| Mandatory Radio location and predicted Marshal numbers | | | | | |
|---|---|---|---|---|---|
| Junction | Radio | Marshal | Junction | Radio | Marshal |

| Emergency RVP | First Aid | Hospital |
|---|---|---|
| | | Gloucestershire Royal Hospital<br>0300 422 2222<br>Map Ref: SO 84133 18468<br>W3W: debit.amuse.than |



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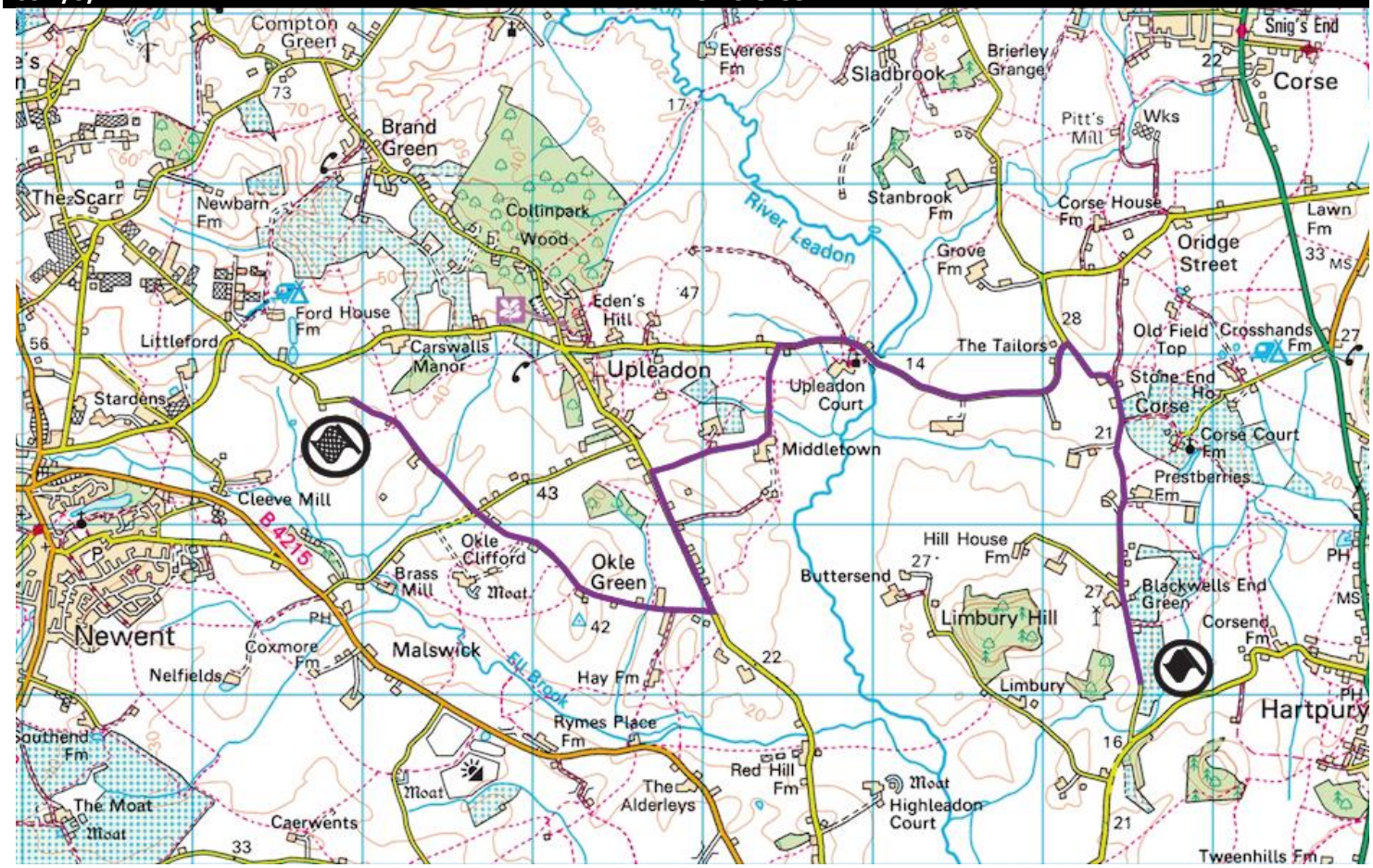
**SS 4/9/14** **Okle Green**



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| SS 5/10/15 | | Shaw Common | |
|---|---|---|---|
| Location | | | |
| Entrance | SO 71027 26689<br>camp.laces.tour | Exit | SO 71295 28909<br>lung.epidemics.vote |

| Officials & Safety Teams | Channel 1 |
|---|---|
| Stage Commander | Commander 5 |
| Deputy Stage Commander | Deputy 5 |
| Stage Safety Officer | Shaw Common 5 |
| RLO | |
| Rescue | |
| Medical | |
| Recovery | |
| Radio Control | Forest Control |

| Control | Road Closed | Chief Marshal | Spec Safety | 000 Safety | MSUK Safety | 00 Safety | 0 Safety | FCD | Sweeper |
|---|---|---|---|---|---|---|---|---|---|
| SS 5 | | | | | | | | | |
| SS 10 | | | | | | | | | |
| SS 15 | | | | | | | | | |

| Mandatory Radio location and predicted Marshal numbers | | | | | |
|---|---|---|---|---|---|
| Junction | Radio | Marshal | Junction | Radio | Marshal |

| Emergency RVP | First Aid | Hospital |
|---|---|---|
| | | Gloucestershire Royal Hospital<br>0300 422 2222<br>Map Ref: SO 84133 18468<br>W3W: debit.amuse.than |



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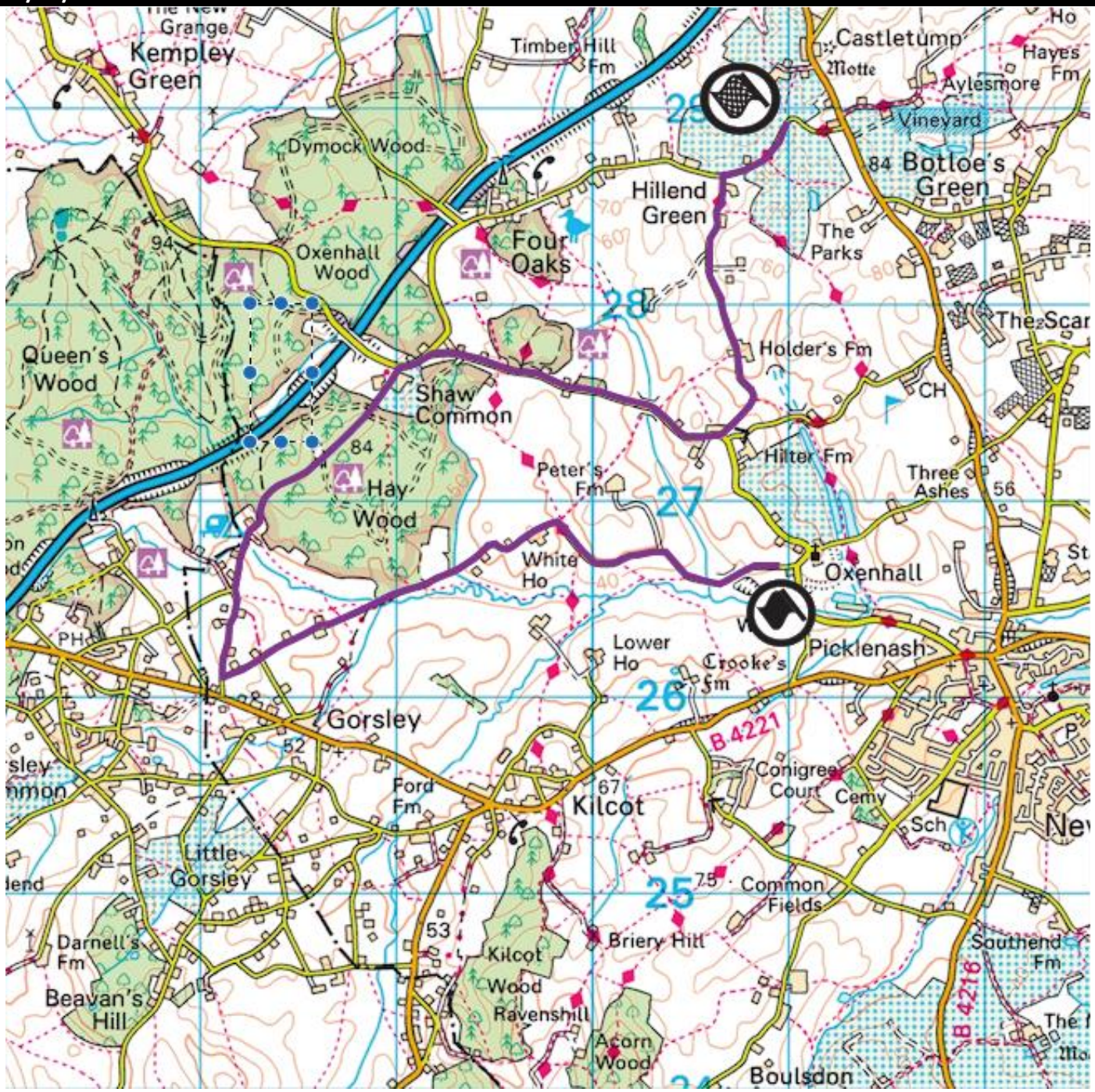




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| Service | | | P J Hughes Auction Centre | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Service Commander | | | Phil Harvey | | | | Commander Service | | |
| Deputy Service Commander | | | Ray Rayner | | | | Deputy Service | | |
| Medical | | | | | | | Service Medic | | |
| Radio Control | | | Clive Chinnick | | | | Forest Control | | |
| **Control** | **Road Closed** | **Chief Marshal** | **Spec Safety** | **000 Safety** | **MSUK Safety** | **00 Safety** | **0 Safety** | **FCD** | **Sweeper** |
| **MTC0** | | | | | | | | | |
| **MTC1** | | | | | | | | | |
| **TC4A** | | | | | | | | | |
| **TC4B** | | | | | | | | | |
| **MTC2** | | | | | | | | | |
| **TC9A** | | | | | | | | | |
| **TC9B** | | | | | | | | | |
| **MTC3** | | | | | | | | | |

| Emergency RVP | First Aid | |
|---|---|---|
| | By Rally HQ –<br>Ambulance with Paramedic & Technician | Hereford County Hospital<br>01432 355444<br>Map Ref: SO 51634 40231 |

| **Floating Rescue Unit** | |
|---|---|
| Rescue Unit | Bromesberrow & Eldersfield |
| Medic | Bromesberrow & Eldersfield |
| Recovery Unit | Bromesberrow & Eldersfield |
| | |
| Rescue Unit | Okle Green & Shaw Common |
| Medic | Okle Green & Shaw Common |
| Recovery Unit | Okle Green & Shaw Common |



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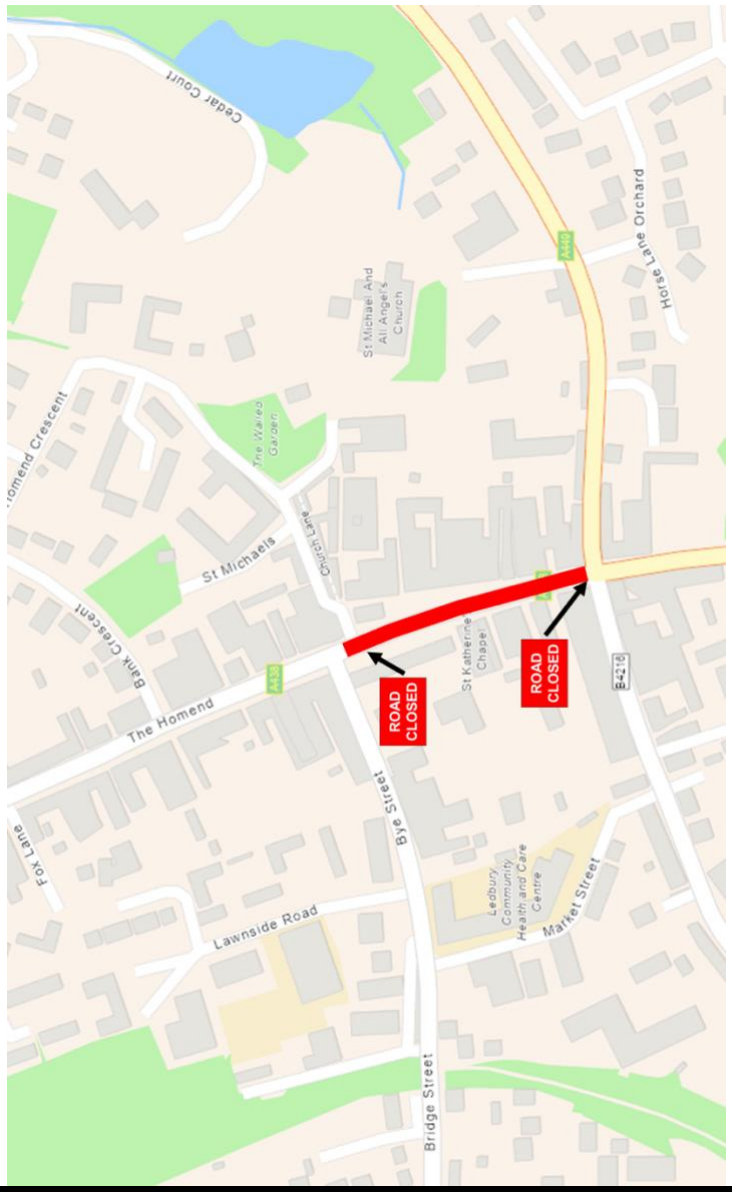
| Ceremonial Start | Ledbury |
|---|---|

Start Official

| Time | Road Closed | FCD | FC Over Ramp | Road Open |
|---|---|---|---|---|
| **Saturday** | | | | |




| Emergency RVP | First Aid |
|---|---|

Map Ref: SO 71080 37727
Lat, Long: 52.037188, -2.4230084
What3Words: pink.straws.tightrope

Hereford County Hospital
01432 355444
Map Ref: SO 51634 40231



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