



# **61<sup>st</sup> Dukeries Rally**

## **Sunday 6<sup>th</sup> December 2020**

**A round of:**



**Wemix Concrete Ltd EMAMC Stage Rally Championship**

**Marsh Commercial Stage Rally Championship**

**Dukeries Motor Club Rally Championship**

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# **MARSHAL & RADIO CREW INFORMATION**

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[www.dukeries-rally.co.uk](http://www.dukeries-rally.co.uk)

*Please note that with the exception of safety and emergency vehicles in the course of their duties, there is a 10mph speed limit in force at all times for all non-competing traffic.*

## **Foreword**

Welcome to the **2020 Rainworth SKODA Dukeries Rally**. On behalf of Dukeries Motor Club we would like to thank you for your assistance with the running the event.

Please read the enclosed information carefully and especially take note of all the safety information, particularly that referring to **incidents involving gravel traps** and the **Covid-19 Code of Practice**.

The main reason you are here is to ensure the safe running of the event and that starts by taking care of your own safety.

This is normally a spectator venue, based on a race circuit and is therefore set-up to accommodate spectators. **However, on this event NO SPECTATORS will be permitted.**

Only tabarded Media will be allowed nearer to the stage but they are NOT allowed to go beyond the concrete wall onto the circuit/stage. All accredited Media will have signed-on with Donington Park's Media Team and been given instructions as to where they can and can't work from. Please be courteous with to them, but firm in your instruction.

The event will run just 6 stages. An outline timetable and information on the stage changes are in these notes. The stage plans will also be e-mailed out along with this document. The entry list is available on the event website. There will be NO marshals on-event signing on Sunday morning (This element has been covered by the Motorsport UK pre event signing on declarations that you have all been asked to complete and return)

There are designated stage set-up teams to make the stage changes so on this occasion please do not attempt to make any stage changes yourself.

If you require any further information or explanation about the safe running of the event, please do not hesitate to ask us or any appropriate event Official.

Have a safe and enjoyable day's motor sport.

**Steve Gascoigne - Chief Marshal** Tel: 07754 761202  
**David Baugh - Event Co-ordinator** Tel: 07946 511035

## **Covid-19 Code of Practice**

### **ALL PERSONS ATTENDING THE EVENT PLEASE READ**

#### **1. Code of Practice**

These are exceptional circumstances and Dukeries Motor Club Ltd must comply with the latest Government and Motorsport UK guidance on Covid-19 at all times.

All motorsport events operating during the Covid-19 pandemic need to ensure they are protecting all officials, marshals, competitors and support crew and minimising the risk of spread of infection as far as possible.

This Code of Practice is intended to introduce consistent measures on motorsport events organised by Dukeries Motor Club Ltd (and granted an Event Permit by Motorsport UK), that are in line with the Government's current recommendations on social distancing, face masks etc and with Motorsport UK's latest guidance.

**By signing on for this event you (the competitor, official, marshal or media) have agreed that you will comply with this Code of Practice while at the event, and you agree with the following statement:**

*I am not currently experiencing any symptoms of COVID-19 and have not knowingly been in contact with anyone showing symptoms within the last 14 days, except as a healthcare professional. If after submitting my entry form I do knowingly come into contact (except as a healthcare professional) with someone with COVID-19 or if I start to exhibit any of the signs indicating that I may be infected I will immediately withdraw from the event, notify Motorsport UK and ensure that my close contacts also do not attend. Should I become ill at or start to exhibit COVID-19 symptoms at the event I shall withdraw safely and notify the Secretary of the Meeting by telephone / SMS accordingly including identification of those others who I have come into contact with at the event. I agree to abide by all Government and Motorsport UK requirements imposed in respect of COVID-19. I understand that Motorsport UK Guidance on COVID-19 in relation to Events has Regulatory status and to the extent applicable shall supersede the General Regulations by virtue of GR A.2.4. Breach of this obligation may lead to disciplinary action being taken (C.1.1).*

**Any official, marshal, competitor or member of their support crew observed by the event Covid-19 Officer to be NOT COMPLYING with this Code of Practice may be excluded from the event and asked to leave the venue immediately.**

The health and safety requirements of any motorsport event must not be compromised. If an activity associated with the running of the event cannot be undertaken safely due to a lack of suitably qualified personnel being available or social distancing being implemented, it should not take place.

## **2. Pre-event and travelling to the Rally**

The number of persons attending the event will be reduced to the minimum necessary to conduct the event safely. Competitors (driver and co-driver) may only bring a maximum of 3 support crew.

All Competitors, Officials and Marshals will have completed a pre-event declaration to confirm that they are not currently experiencing any symptoms of Covid-19. Access to the venue will be regulated by MSV e-ticket and access to the Service Areas will be controlled by event wristbands which will only be supplied to those persons who have completed the pre-event declaration.

Any officials, marshals, competitor or members of their support team who demonstrates any of the following symptoms / meets the following criteria prior to the event must not attend the event and must notify the event organisers by telephone only:

- Has lost their sense of smell or taste
- Has a high temperature or a new persistent cough - follow the guidance on self-isolation.
- Is living with someone in self-isolation or a vulnerable person.

Where possible officials, marshals, competitors and members of their support team should travel to the rally alone using their own transport. Where there is no option but to share transport:

- Journeys should be shared with the same individuals and with the minimum number of people at any one time
- Good ventilation (i.e. keeping the windows open), facing away from each other and wearing face masks may help to reduce the risk of transmission.
- The vehicle should be cleaned regularly, using gloves and standard cleaning products, with emphasis on handles and other areas where passengers may have touched.
- A record of personnel sharing the vehicles used to travel to the rally must be kept for future reference.
- Every vehicle used to travel to the rally must carry hand sanitiser, 60% alcohol content for use by the occupants, noting the flammable nature of the sanitiser and that hands must be fully dried before coming into contact with sources of ignition, such as smoking. Wipes with a minimum 60% alcohol content are acceptable in lieu of sanitiser.

## **3. During the Rally**

Any official, marshal, competitor or member of their support team who demonstrates any of the symptoms listed in 1.1.1 during the event, must: -

- Inform the event organisers **by telephone only** and return home immediately.
- Avoid touching anything.
- Cough or sneeze into tissues that you take home with you and put in your own bin. If you do not have any tissues cough or sneeze into the crook of your elbow.
- Inform the organisers with a list of people and their contact numbers of who they came into close contact with while at the event.

They must then follow the guidance on self-isolation and not return to their place of work or visit other locations outside of their home until their period of self-isolation has been completed.

All officials, marshals, competitors and their support crew must always remain 'socially distanced'. Everyone attending the event is expected to comply with social distance parameters (2 metres) with persons not part of their own household and wear appropriate PPE when in contact with any other persons who are not from the same household.

A limited number of Spectators may be allowed at the venue, but they will only be permitted access to designated spectator areas. They will NOT have access to the Service Areas and the Pit Lane Garages. **To control access to the Service Areas all Competitors and Support Crew will be provided with wristbands in the document pack which must be worn at all times whilst at the venue.**

#### 4. Facilities at the Venue

Everyone on site will be required to wear a face covering when inside any of the venue buildings. Signage will be in place to support this. Hand sanitiser will be widely available in public areas, especially at the toilets which will be regularly sanitised.

The Garage 39 restaurant will be open and will be offering a limited hot food menu and a takeaway service with a number of additional safety measures in place. You must observe 2 metre social distancing rules and there will be a queuing system in place to support this. Marshals are welcome to bring their own food and drink to the circuit

Access to Race Control will be strictly limited to a maximum of 6 event officials.

The **Pit Lane Garages** will be in use, but the front and rear doors must remain open at all times. NB: **There must be NO vehicle or pedestrian access from the Garages into the Pit Lane.**

#### 5. On the Stages

To minimise the risk of spread of infection to / from marshals at controls on the rally, the requirement for marshals to lean into the competing car and handle the time cards has been eliminated. Competitors will follow the specific timing procedures contained in the 'Limited Contact Rally Timekeeping - Competitor Guidance' document. The Control Check sheets will each include a QR code so that the information they contain can be transferred electronically.

All licenced Medical, Rescue and Recovery personnel will have undergone specialised Covid-19 Training, delivered by both the NHS and Motorsport UK. They will all park in a specially defined areas and will wear level 3 PPE when interacting with competitors or officials.

Any competitor involved in an incident must indicate to marshals attending the scene that they are OK by signalling with a "thumbs up" at the front windscreen at the earliest opportunity. Failure to do so will result in the stage being stopped and mobilisation of Medical, Rescue and Recovery personnel.

In accordance with Motorsport UK guidance, marshals are not to enter vehicles or assist in extracting crew members from cars involved in incidents. They will only provide assistance to secure the area while the Medical, Rescue and Recovery personnel undertake their necessary actions to extract crew members who are unable to extract themselves.

Marshals and competitors must always remember to be 'socially distanced' whilst dealing with any accident of incident, including recovery unit crews.

#### 6. At the end of the Rally

Event results will be updated throughout the event and be available on-line via the event website at [www.dukeries-rally.co.uk](http://www.dukeries-rally.co.uk) Any results queries will be dealt with via text message / e-mail / Whatsapp message direct to the Results team.

There will be no prizegiving at the event. Awards will be delivered electronically or by post after the event.

### **Health and Safety Policy Statement**

The 2020 Rainworth SKODA Dukeries Rally is promoted and organised by Dukeries Motor Club Ltd and is run under the General Regulations of Motorsport UK. It is a Special Stage Rally with competitive sections on closed roads within the confines of Donington Park, from whom permission has been obtained.

Dukeries Motor Club Ltd is fully committed to achieving high standards in the organisation of the Dukeries Rally and to safeguarding the Health and Safety of the volunteer officials, marshals, competitors and members of the public.

The objectives of the event safety policy are:

- To prevent accidents occurring
- To ensure all risks are assessed, are mitigated where practicable or have practical and realistic actions in place to minimise their effects.
- To ensure clear lines of communication are achieved in the event of an accident
- To consult with experienced personnel when preparing plans
- To ensure all event management personnel are aware of their responsibilities and have sufficient experience to carry them out

In turn the Club expects that **every person participating in the rally**, whether competitor, official, marshal or spectator, shall take all reasonable care for the Health and Safety of themselves and other persons who may be affected by his/her actions or omissions during the operation of the event, in order to achieve the highest standards of safety performance.

The Club has produced written instructions (Safety Manual, Set Up Manual and Marshals & Radio Crew Information) which contain information on Communications and Incident Procedures, Rescue and Recovery, Spectator and Marshals Safety and Stage set up etc, and will distribute these documents to those persons requiring such information.

Safety and stage officials will be linked via a radio network under the supervision of a licensed radio controller using Donington Park Race Circuit radios.

### **Risk Assessment Statement**

The 2020 Rainworth SKODA Dukeries Rally is organised and promoted by Dukeries Motor Club Ltd. The organising team have focused on safety throughout the planning of the event which is organised in accordance with the Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the F.I.A.), the Supplementary Regulations (SR's) and any written instructions the promoting club may issue. In addition, the event will comply with all current and relevant legislation and the relevant guidelines in the Health and Safety at Motor Sports Events Guide HSG112.

**Every person participating in the rally, whether employed or voluntary, shall take reasonable care of the safety of themselves and other persons who may be affected by their actions or omissions.**

### **Information & Guidance**

#### **Signing-on, location and parking**

Follow the Brown Signs for Donington Park and then Pits and Paddock entrance off the Melbourne Road. (Not the Museum Entrance) Nearest Post Code is DE74 2RN. Enter via the Paddock Gate 21. There will be no traditional signing on at the event; that will have been completed in advance using the Motorsport UK signing-on declarations. However, we still need the marshals to check in as they arrive at the venue between **7.00am and 8.00am** on Sunday morning.

On arrival at Donington, enter the paddock area via Gate 21 where the Security personnel will scan your e-ticket. Follow the Marshal Signing-on Arrows to the Marshals Check location (see area marked "No Access to This Area" on Paddock Plan) **Stay in your car**, the Chief Marshal will supply you with your ID badge (bring your own lanyard) Food Voucher and issue Radios to the designated Radio Crews (**Only Donington Radios allowed**)

At each marshalling location, there must be at least one Motorsport UK Accredited Marshal present. All non-accredited Marshals will 'Buddy Up' with the Accredited Marshal. **Make certain that you wear your tabard and marshals badge for identification.**

#### **Vehicles of Radio Crews and Marshals**

The majority of the vehicles of Radio Crews and Marshals will be located behind, and protected by, the walls and barriers of this Motorsport UK licensed Race Circuit. Where this is not the case, any vehicle must be located at a minimum distance of 30 metres away from the stage route. **DO NOT park any vehicle in the gaps between Armco barriers or concrete walls.** All other marshal vehicles must be parked as instructed in a safe location on the perimeter access track or in the paddock area.

#### **Schedule of Stages and Times**

The event will consist of 6 stages totaling 48 stage miles. There are up to 100 competing cars and the first car is due to start Stage 1 at 09.20. Cars will start at 30 second intervals on all stages.

Location	First car	Last Car	Comments
M.T.C.1	09.17	10.07	
Start SS1	<b>09.20</b>	10.10	Start at 30 second intervals
T.C.2	10.27	11.17	
Start SS2	<b>10.30</b>	11.20	Start at 30 second intervals
			Stage Route Change Target 30 minutes
T.C.3	12.02	12.52	
Start SS3	<b>12.05</b>	12.55	Start at 30 second intervals
T.C.4	13.12	14.02	

Start SS4	<b>13.15</b>	14.05	Start at 30 second intervals
			Stage Route Change Target 30 minutes
T.C.5	14.47	15.37	
Start SS5	<b>14.50</b>	15.40	Start at 30 second intervals
T.C.6	15.55	16.45	
Start SS6	<b>15.58</b>	16.48	Start at 30 second intervals

The total number of competing cars is likely to reduce as the day goes on, which will reduce the stage running time. This means that the time for the first car on every stage other than stage 1 cannot be accurately predicted, so the table below is for guidance only.

### Officials, Contact Numbers and Radio Call Signs

Official	Name (s)	Mobile Tel No	Radio Call Sign	Location
Radio Control	Ken Paterson	07831 321307	Rally Control	Rally Control
Clerk of Course	Bob Draper	07983 245168	Trent 1	Rally Control
Event Co-ordinator & Deputy Clerk of the Course	David Baugh	07946 511035	Trent 2	Rally Control
Clerk of Works & Deputy Clerk of the Course	Andy Smith	07803 590446	Trent 5	Service Area/On Stage
Secretary of the Meeting	Howard Wilcock	07769 676533	Trent 7	Rally HQ
Event Safety & Covid-19 Officer	Simon Hall	07788 922414	Trent 3	Service Area/On Stage
Chief Marshal	Steve Gascoigne	07754 761202	Trent 8	Service Area/On Stage
Competitor Liaison Officer	Andy Fraser	07944 311271		Rally HQ/Service Area
Event Safeguarding Officer	Karen Gough	07900 906009		Rally HQ/Service Area
Chief Medical Officer (Paramedic 1)	Tim Slater (Paramedic)		Trent 6	Stage Start
Paramedic (2)	Nathan Hone		via Cam Rescue	TBA
Rescue Unit (1)	Cam Rescue (Zoe Webber)	07836 746349	Cam Rescue	Mid Point Safety
Rescue Unit (2)	Lace Rescue (Chris Middleton)		Lace Rescue	Stage Start
Recovery (1)	Cam Recovery (Paul Hull)		Cam Recovery	Mid Point Safety
Recovery (2)	Crossrigg 2 (Jonathan Arminshaw)		Crossrigg 2	Stage Start
Recovery (3)	Crossrigg 4 (Mitch Randle)		Crossrigg 4	Stage Start
Stage Setup Team (1)	Stuart Proctor	07730 671783	TBA	Service Area/On Stage
Stage Setup Team (2)	Bob Morley	07836 680323	TBA	Service Area/On Stage
Start Control Officer	Mick Smith		Via Start Radio	Stage Start Control
Finish Control Officer	Don Cameron		Via Stop Radio	Stage Stop Control

The planned running order of Safety Cars and other official vehicles is shown in the table below

	Motorsport UK Steward	Event Safety Officer	Sweeper Car	Stage Route Change Crew
Before Stage 1	Yes	Yes		
After Stage 1	None			
Before Stage 2	None			
After Stage 2			Possible	Yes
Before Stage 3	Yes	Yes		
After Stage 3	None			
Before Stage 4	None			
After Stage 4			Possible	Yes
Before Stage 5	Yes	Yes		
After Stage 5	None			
Before Stage 6	None			
After Stage 6			Yes	Yes

The Event Safety Officer will check the stage just prior to the first car starting stages 1, 3 and 5. This will be the only Safety Car prior to the running of each pair of stages; however the Stewards will also check the stage changes prior to the Safety Car.

**Do NOT expect any official vehicle between stages 1 & 2, 3 & 4 and 5 & 6.**

Cont...

Stages 2, 4 and 6 will be closed by instruction from Radio Control. Please do not move from your position until this instruction has been given. Recovery vehicles and stage alteration vehicles will enter the stage following closure.

**RADIO CREW INFORMATION**

*For your record, please enter location and call sign of other stage radios when doing the radio check.*

Stage 1 & 2		Stage 3 & 4		Stage 5 & 6	
Post	Call Sign	Post	Call Sign	Post	Call Sign
Start		Start		Start	
Finish		Finish		Finish	

**Radio Protocol**

On this event we will be using Donington Park's own hand-held radios. **DO NOT use your Motorsport UK 81 set as this has not been authorised by the CAA.**

Rally Control will be run by Ken Paterson.

Whilst it is acknowledged that the radio crews are generally very experienced, Operators are reminded that:-

- Radios should not be left unattended.
- A control is being used, please wait for control to go to standby.
- Some queries will be dealt with by other means if appropriate.
- Strict Discipline must be observed regarding message prefixes: -

**"NO PREFIX" For most messages no prefix is necessary.**

**"SAFETY" Where attention is required over routine messages, but delay can be tolerated, such as a car overdue, spectator problem, equipment missing. If the radio net is not busy even these calls do not need a prefix.**

**"URGENT" Immediate attention / action required. EG: suspected injury following accident, stage completely blocked.**

**"PRIORITY" ONLY FOR CONFIRMED LIFE OR DEATH SITUATIONS.**

**"RELEVANT" Where you have a message which is relevant to another radio call.**

***DO NOT OVERSTATE THE SITUATION, AND BEAR IN MIND THAT MANY EARS ARE LISTENING TO YOUR MESSAGE. PLEASE THINK BEFORE YOU SPEAK..!***

When the radio check is carried out by Radio Control, please respond with you call sign and post number / location, thereby allowing everybody to build up their stage list.

Stage Start and Finish radios should supply the following, Doctor / Rescue in position, 1st competitor in and out, Safety Cars in and out, times for any stage stoppages, last three competitors in and out and time of the last car.

All radios should maintain a log of competitors passing their location to help locate 'lost' crews.

*Radio communication is an essential element in the safe and efficient running of the event*

**Radio Crew Incident Handling Procedure**

( Please also read "Incidents involving a Gravel Trap" and the Red Flag Procedure later in this document )

In the event of a reliable and confirmed report of an incident, usually from an in-stage radio point or the circuit CCTV, but also from competitors direct. Radio Control will initiate the following procedure: -

- 1 Verify the exact location of the incident (Post no).
- 2 Obtain, as fully as possible, details of the incident e.g.
  - Number of casualties (crew, spectators or marshals) if any
  - Type of injury if any
  - Is there a fire or risk of fire?
  - Is the stage completely or partially blocked?
  - Is the OK board displayed?
- 3 Advise the Clerk of the Course and/or Safety Officer who will assess the position, consult with the Doctor/Paramedic and Rescue Crew and decide whether the stage should be stopped.  
The following procedure will apply ONLY after the Clerk of the Course or Deputy Clerk of the Course has given the order to stop the stage and it is safe for the Rescue, Medical and Recovery crews to enter the stage.
- 4 The Event Safety Officer, who will act as the eyes and ears of the Clerk of the Course, together with the Rescue, Medical and Recovery crews will enter the stage. The Clerk of the Course will remain in Rally Control to co-ordinate action via Radio Control and draw on other resources if necessary.
- 5 Radio Control will obtain from Start Radio the numbers of the last 3 cars entering the stage, and the time taken by the last car.
- 6 Radio Control will be kept up dated of the situation via the Event Safety Officer, and Radio Control will keep the Clerk of the Course up dated of the situation.

- 7 Start and Finish Radio must log all vehicles entering and leaving the stage respectively.
- 8 After the incident has been dealt with and all vehicles and personnel involved have returned to their locations, the stage can be re-started. A radio check should be made to confirm this.
- 9 Radio Control will confirm the due time for the re-start.

**Mandatory Radio Locations**

All Mandatory Radio locations will have a Radio Crew consisting of a minimum of two persons; one member of each crew must be a Motorsport UK Accredited Marshal. Supplementary Radio Crews will be located at other designated marshalling posts. There will be no Red Flag at these locations.

All Radio Crews will be in contact with Radio Control with operators using their Motorsport UK call signs where available.

Stages 1 & 2	Stages 3 & 4	Stages 5 & 6
Start	Start	Start
Post 7	Post 7	Post 7
Post 15	Post 15	Post 15
Post 16	Post 16	Post 16
Post 22	Post 22	Post 22
Stop Line	Stop Line	Stop Line

**MARSHALLING INFORMATION**

**General Spectator Control Information**

The key to accurate and efficient planning is to ensure that spectators can watch the Rally in a safe environment. With the exception of a 150m section after the Stage Start, a 100m section between the Tarmac Lake and Redgate, (both in Paddock 3), and a section of the infield road, spectators are all controlled by the fences, walls and barriers of the Motorsport UK Licensed race circuit and are therefore prevented from accessing the special stages. The organisers will ensure that adequate warning signs are displayed at public entrance points and as appropriate throughout the venue. These signs will include Motorsport UK notices A, B, C and D and the Safety Code notice.

All Marshals must wear a tabard. Marshal identification badges will be supplied by the organisers and must be worn at all times. Marshals must also carry and use a whistle as a means of warning spectators of an approaching car.

Marshals will be positioned before and after potentially hazardous and prohibited areas (**Not in Prohibited Areas**) ensuring that they themselves are located safely. They should also be in positions at or within sight of arrows and signs to prevent them from being obscured or removed by spectators. Spectators sometimes try to position themselves in potentially dangerous locations after the safety car has passed. If you believe they are standing in a dangerous location, then please politely request them to move to a safer position.

If spectators become a problem while the event is running Rally Control should be informed immediately. Spectators should be informed that if they do not comply with instructions given by the marshals then **the stage can and will be stopped**. Officials and marshals should be firm but polite when dealing with a situation. They should not be officious and must not stand where they would not want spectators to stand. They should get the spectators on “their side”, establish a spectator line and stick to it.

The Event and Spectator Safety Officer will be travelling through the stages before SS1, SS2, SS4 and SS6 prior to the competitors. If you are experiencing problems relating to spectators and cannot resolve them, notify Radio Control who will inform the Event Safety Officer car. Be aware that the Event Safety Officer car is less than 15 minutes in front of the competitors.

The important thing is not to over react when dealing with a problem. Most spectators’ problems can be dealt with by the stage team. Assess the situation calmly and formulate a plan as to how to resolve the problem and then implement it.

**Incident Handling Procedure (Please read in conjunction with “Incidents involving a Gravel Trap”)**

If a competing car has an accident or is blocking the stage

**\* PROTECT THE SCENE \***

Send one marshal at least 100 meters back up the stage to warn approaching competitors, a waved tabard

or warning triangle held by a marshal is the best. **DO NOT TRY TO STOP A COMPETITOR** - no marshal has the power to do this unless a person's life is in danger.

Competitors carry an OK / SOS board for use at incidents. If urgent medical attention is required display the SOS board to the next three competitors, only counting those who acknowledge. You should also send a marshal to the nearest radio point to pass a message relating to the car number and the status of the crew. If no injuries have occurred display the OK board.

Take care when waving an OK / SOS board - remember it has the opposite message on the reverse side and could be misunderstood, cover up the wrong message before displaying it.

### **Serious Incidents**

If a car is on fire - immediately try to help the crew from the car, seat belts have a quick release mechanism, or cut the belts with a knife. All cars have a remotely operated under bonnet fire extinguisher (Marked E and located in front of the windscreen). Also pull the electrical cut off switch (Lightening symbol). Cars also have a hand-held fire extinguisher in the cockpit.

#### **5 KEY POINTS FOR SERIOUS INCIDENTS**

1. Keep Spectators Away, Protect Yourself and the Scene. The most senior marshal present should take command of the situation. Send a message to the nearest radio and / or by use of the "SOS" board.
2. Turn the Ignition / Electrical Master Switch Off (Lightening Symbol)
3. If no fire has occurred and there is no other immediate danger, do not move any injured crew, ensure the person can breathe properly - MAINTAIN A CLEAR AIRWAY, and loosen the clothing around the neck. **DO NOT REMOVE HELMET unless it is absolutely necessary.** Apply pressure to any obvious bleeding points, keep the person warm and try to keep everyone calm.
4. Constantly update the nearest radio crew with accurate information if possible. This will help the organisers get you the help you need. **All 999 calls must only be made by Radio Control.**
5. Try to keep the track clear for other competitors, however your first priority is to help any people who are injured. If a car goes off the track, make sure those other cars are not delayed or potential further danger is created by trying to get a car back on the road.  
If the track is completely blocked and you are dealing with casualties, then make certain that any competitors who are held up pull off the track to allow the Rescue Unit and Doctor to access the incident.

If there has been an incident involving injury, or if the stage has been unavoidably blocked, please ensure that you supply a written report to the Clerk of the Course. Get statements from any witnesses, but do not pass comment on the incident to anybody.

Any injury, even a cut finger requires the relevant form to be completed and passed to the Event Safety Officer or an Official of the event.

### **Incidents involving a Gravel Trap**

Gravel traps are located at various points around the race circuit and are there to stop a car which leaves the track. If a car has gone off into a gravel trap near your location, then so might another. Should this happen to a competing car, the crew have been told to switch off the engine, put out their OK board (if both crew members do not require medical assistance) and a warning triangle (only if safe to do so) and immediately go and stand in a safe place behind the concrete wall or Armco barrier.

YOU should only attend a stranded car if there is a possible injury to a crew member or fire. **DO NOT** try and move the car whilst the stage is live (still running) but make sure that the crew vacate their car and stand in a safe place.

### **RED FLAG Procedure** (R24.4.5 and R24.4.6)

#### **On this event the following will apply at MANDATORY on-stage radio points only**

R24.4.5. On any special stage where extreme circumstances make it necessary to neutralise the competition e.g. where spectator safety is compromised, or to authorise the movement of noncompeting or rescue vehicles, the system of Red Flags must be in place. These should be located at mid stage rescue points, all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut and at each mandatory Radio Point. Red Flags will be displayed at all mandatory Radio Points preceding the incident, only on the specific instruction of the Clerk of the Course. Red Flags must be prominently displayed (held out steady not waved) by a designated marshal who **MUST** wear a marshals' tabard.

- (i) Competitors who have been shown a Red Flag will be given a notional time for the stage.
- (ii) The time of the deployment of the Red Flags will be recorded and notified to the Clerk of the Course.
- (iii) No flag other than a Red Flag may be deployed at any point along the route of the special stage.

R24.4.6. On passing a Red Flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage. Failure to comply will incur a penalty at the discretion of the Clerk of the Course.

### **Equipment Collection**

Please leave all the signage and equipment in place. The designated set-up / clearance teams will clear the stages.

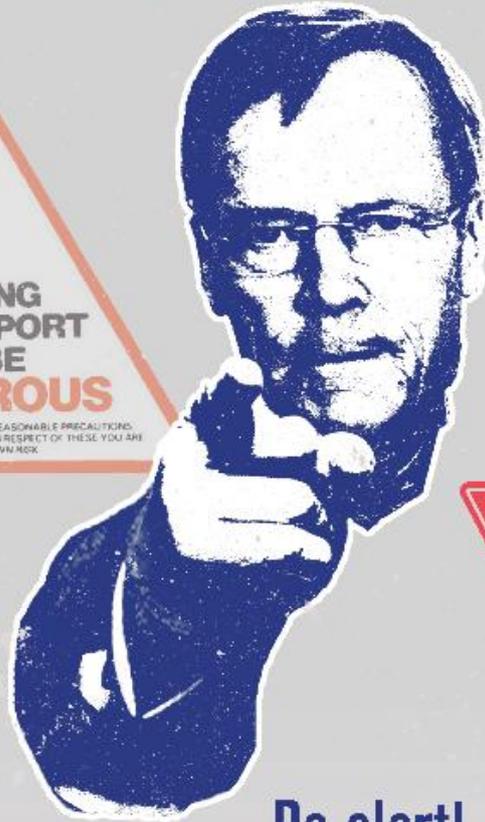
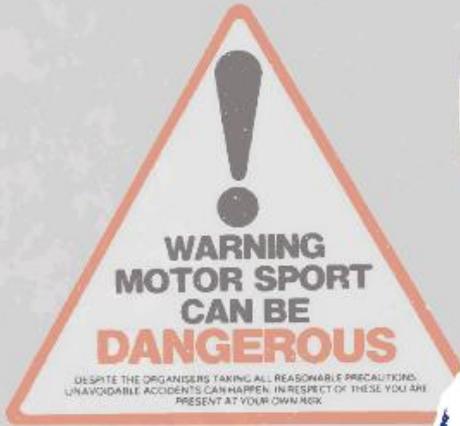
### **ACKNOWLEDGEMENTS**

Our event sponsor Rainworth SKODA and SAIC MAXUS UK  
Donington Park, MSV and all their staff.

All Doctors, Paramedics, Rescue Units, Recovery Units & Radio Control  
We express our grateful thanks to all the officials and marshals for their assistance.

**Without your contribution this event would not be possible. Thank You.**

# SPECTATE SAFELY!



ARI  
NEEDS  
**YOU**  
TO

**Be alert!**

**Always expect the unexpected**

**Stay at the designated spectator areas**

**Remember that in an accident anything can happen**

**Always follow the instructions of the marshals**

**Your safety - Your life**

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

**#AriNeedsYou**



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

# Incident Report Form

For the Rainworth SKODA Dukeries Rally – 6<sup>th</sup> December 2020

Your Name:	
Your Address:	
Post Code:	
Home Tel No:	Mobile Tel No:
Stage Number/Venue:	
Your Location:	

Brief Details of Incident:

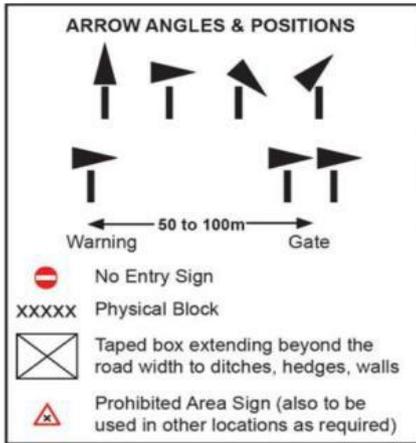
Action Taken:

Signed:	Date:
	Time:

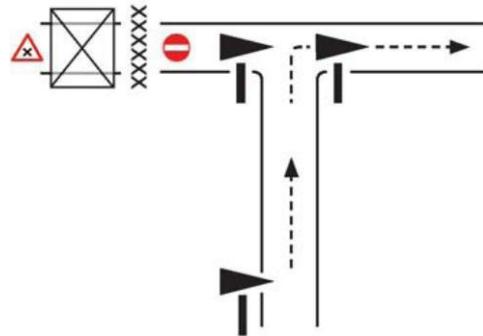
**Stage Set up**

The diagrams below give general guidance on how the Stage should be 'arrowed' and how specific types of junctions (posts) should be set up.

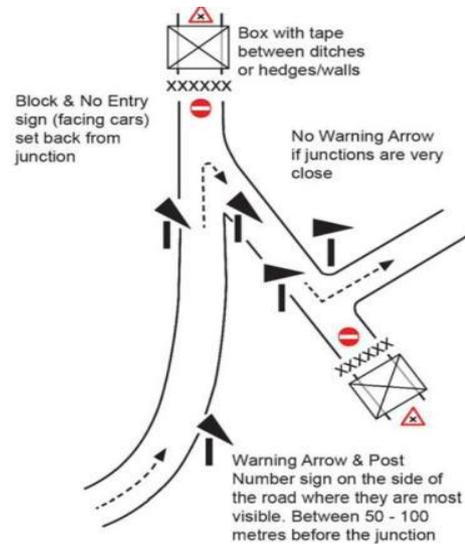
**General guide to Stage Arrow positions**



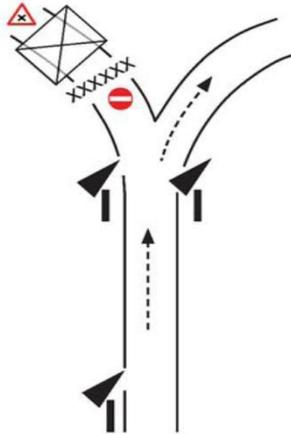
**Setup of a 90 degree Junction**



**Setup of a Junction greater than 90 degrees**



**Setup of a Junction of less than 90 degrees**



**Setup of a Chicane**



Examples of a typical chicane layout:

