# NHMC Cadwell Stages Rally

## Sunday 22nd November 2026




- The 2026/27 Protyre Circuit Rally Championship
- The 2026 Alpha Concrete & 3D Plant and Contruction ANEMMC Stage Rally Championship
- The 2026 Clubman Motorsport EMAMC Stage Rally Championship
- The ANWCC Stage Rally Championship 2026

SPECTRUM

THE one POINT

Fewlass Fertilisers Ltd

GREENS
'the signmakers'

MAPLE GARAGE LTD

THOMPSONS

Andrew Jackson
Solicitors LLP

Smailes Goldie

CadwellPark

# SAFETY MANUAL



# SPECTATE SAFELY!

- **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

RALLY FUTURE

motorsportuk.org

#rallysafety



# NHMC Cadwell Stages Rally 2026

**22nd November 2026**

**Safety Manual**

**Revision 3d**

RALLY FUTURE



# LEAVE THE DRONE AT HOME






## Spectate Safely

### Your safety - your life

#rallysafety

motorsportuk.org/rallysafety

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# 1. Introduction

Welcome to the 12th annual NHMC Cadwell Stages Rally, held at Cadwell Park.

As you are no doubt aware, the safety of everyone involved in a motorsport event is of paramount importance. To aid organisers in running safe, enjoyable rallies and to safeguard the future of our sport, Motorsport UK has published additional Stage Rally Safety Requirements which have been incorporated into the running of this event.

This Safety Manual has been compiled to be the guide to all matters of safety for the duration of the event. It is designed to assist you in the running of your sector/control and aid you in performing your job effectively. It covers the Safety and Operational aspects of the Rally and is designed to cover all aspects of safe running of the Event. It aims to fulfil the requirements of the Motorsport UK 2026 National Competition Rules, the Motorsport UK Stage Rally Safety Requirements and all other legislation, rules and regulations as they affect the safe running of the Rally.

We ask that you read the relevant sections of this manual and familiarise yourself with any new requirements whilst paying particular attention to those relating to spectators. As members of the event team, we also ask that you help anyone who is unaware of the Motorsport UK safety requirements gain an appreciation of their intention and benefits.

North Humberside Motor Club Ltd recognises and fully supports the requirements of the Health & Safety Executive. Please advise and assist everyone (competitors, service crews, spectators, etc.) in the compliance with both the spirit and intentions of this information.

Finally, thank you again for your assistance, we hope you have any enjoyable day's motorsport. If you would like to find out about joining the organising team or have any feedback or questions, we would be very interested to hear from you.

# 2. Before the event

If (and we hope this is unlikely) there are COVID restrictions in force, the rally will comply with whatever government restrictions and Motorsport UK guidelines are in place at the time of the event.

Competitors, marshals, and officials should make themselves familiar with the latest Motorsport UK "Return to Motorsport: Competitor Guidance" on the Motorsport UK website (at https://www.motorsportuk.org/covid-19/ at the time of writing this Safety Manual).

Please read the Supplementary Regulations and all other documents issued by the event organisers to avoid any problems before or during the event.

Please bring your own food and drink as there may not be time for you to access the site's food and drink facilities. If required (or if you think your level of risk requires it) please bring your own PPE, face masks, gloves, and sanitiser.

Marshals and Officials must pre-register their details with the organisers prior to the event.

Competitors must supply digital copies of Competition Licences, Club Membership Cards, Entrants Licences, and Championship Registration Documents (if applicable), along with a completed signing-on declaration, to the Entries Secretary prior to the event.

**There will be no printed paperwork (except for time cards, control check sheets, and radio check sheets) – all paperwork will be made available on the Internet prior to the event and competitors, marshals, and officials will need to print for themselves the paperwork they need.**

Competitors' time cards will be filled in by marshals and will be collected by event officials. Results will be compiled using automatic data transmission from the RAB Timing (ECM) clocks and time cards, backed up by the ability to upload photographs of check sheets, report forms, etc. from mobile phones to the results service.

There will be a "virtual" notice board on the Internet.

## 3. Health and Safety Policy

North Humberside Motor Club Ltd applies high standards to its entire organisation including health and safety matters. To achieve this aim, the Club will work in the spirit of the Health & Safety legislation rather than simply comply with it.

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

Accordingly, as a minimum, the event will be managed in compliance with:

- The Motorsport UK 2026 National Competition Rules (referred to as NCRs),
- The Motorsport UK Stage Rally Safety Requirements (edition 8, effective 1 March 2026, referred to as SRSRs).

The Clerk of the Course is the person responsible for health & safety matters in connection with the event. Support staff have been allocated to monitor all health & safety regulations and aspects of the event.

Areas of special concern are where competitors service and refuel their vehicles.

All work to vehicles MUST be undertaken with the safety of the persons performing the work being of paramount importance. Refuelling of vehicles and the transport and storage of fuel must be in accordance with the latest HSE guidelines.

# 4. Medical and Rescue Policy Overview

The Clerk of the Course has appointed an Event Safety Officer (ESO) who is experienced in the current operation of rally stages and appreciates the potential of rally cars in differing weather conditions. The Event Safety Officer is responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by the Stage Commander as follows:

(a) There are predetermined arrangements available to the Stage Commander for summoning appropriate emergency services via rendezvous points if necessary to the scene of an accident.
(b) At the stage start there is provision of an effective radio communications network, operated through a nominated controller linking officials at the start, finish and intermediate points with the on-stage Medical and Rescue Services. This frequency is secure from misuse and is the Motorsport UK Safety & Medical frequency licensed to the current DTI regulations. The controller is experienced in the use of radios and in controlling a network and the controller will ensure the disciplined use of the radio network.
(c) There is a system in place of ensuring that competitors are positively monitored and checked through each stage and there is in force a method for locating missing or overdue competitors.

A Chief Medical Officer (CMO) has been appointed who, in consultation with the Clerk of the Course and the Event Safety Officer is responsible for ensuring that the required level of Medical and Rescue cover is provided and for the detailed organisation of medical staff, the planning and deployment within the stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the venue.

The CMO, ESO, Stage Commander, Doctors, Paramedics and Rescue personnel are aware of the Ambulance Meeting Point and the available stage short cuts.

# 5. Officials, Call Signs and Contact Information

| Role | Name | 81MHz Call Sign (*allocated sets*) | Management Radio | Mobile Phone |
|---|---|---|---|---|
| Motorsport UK Steward | Derek Lee | | | [redacted] |
| Event Stewards | Rod Parkin<br>David Evans | | | [redacted]<br>[redacted] |
| Clerk of the Course | Ian James | [redacted] | [redacted] | [redacted] |
| Deputy Clerk of the Course | Tim Jameson | [redacted] | [redacted] | [redacted] |
| Safety Car | Andrew Apperley<br>Lucy Apperley | [redacted] | [redacted] | [redacted]<br>[redacted] |
| Event Secretary/<br>Assistant Clerk of the Course | David James | [redacted] | [redacted] | [redacted] |
| Assistant Event Secretary | Ian Sadofsky | [redacted] | [redacted] | [redacted] |
| Entries Secretary<br>Spectator Safety Officer | Kirsty Short | [redacted] | [redacted] | [redacted] |
| Event Safety Officer/Club<br>Safeguarding Officer | Carl Thompson | [redacted] | [redacted] | [redacted] |
| Chief Marshal | Ian Shepherd | [redacted] | [redacted] | [redacted] |
| Competitor Liaison Officer | Dave Shepherd | | | [redacted] |
| Equipment Officer | Dave Cogan | [redacted] | | [redacted] |
| Stage Commander | Blair Bushby | [redacted] | [redacted] | [redacted] |
| Deputy Stage Commander | Dennis Sanford | [redacted] | [redacted] | [redacted] |
| CMO | Steve Pratten | [redacted] | | [redacted] |
| Paramedic | Kristian Barraclough | [redacted] | | [redacted] |
| Rescue Units | Calder Rescue<br>Omega Rescue | [redacted] | | [redacted]<br>[redacted] |
| Recovery Units | Mitch Randle<br>William Knox | [redacted]<br>Cro[redacted] | | [redacted]<br>[redacted] |
| Chief Scrutineer | Ian Barber | | | [redacted] |
| Scrutineers | Duncan Longmate<br>Les Hurst | | | [redacted]<br>[redacted] |
| Environmental Scrutineer | Richard Moyses | | | [redacted] |
| Chief Timekeeper | David James | [redacted] | [redacted] | [redacted] |
| Timekeeper | Matthew Atkinson | [redacted] | | [redacted] |
| 81MHz Radio Controller | Chris Woodcock | [redacted] | | [redacted] |
| Management Radio Controller | Dennis Robinson | | [redacted] | [redacted] |
| Arrival Control | Tony Ryalls | | [redacted] | [redacted] |
| Passage Control / MTC2 | David Thompson | | [redacted] | [redacted] |

* Shared radios

## County Emergency Services

| Fire, Police, Ambulance | 999 | via Radio Control only |
|---|---|---|
| The Diana, Princess of Wales Hospital<br>**Accident & Emergency Department**<br>Scartho Road, Grimsby, DN33 2BA | 01472 874111 | |
| Louth District Hospital<br>**Urgent treatment Centre**<br>High Holme Road, Louth, LN11 0EU | 01507 600100 ext 1223 | |

# 6. Roles and Responsibilities

## Clerk of the Course
Duties listed in NCR 5.51, 13.2.1, 13.2.2, 13.2.4.

## Deputy Clerk of the Course
The Deputy Clerk of the Course will assist the Clerk of the Course and may act on behalf of the Clerk of the Course in the Clerk's temporary or permanent absence or unavailability (NCR 5.5.9.1).

## Assistant Clerk(s) of the Course
The Assistant Clerk(s) assist the Clerk of the Course and his deputy in the smooth running of the event. The Assistant Clerks of Course cannot deputise for the Clerk of the Course that is the responsibility of the Deputy Clerk.

## Event Safety Officer
Duties listed in NCR 13.2.4.10, 13.2.4.11, 13.2.4.12, 13.2.4.24, 13.2.4.29, 13.20.2.3.

## Spectator Safety Officer
Duties listed in NCR 13.2.4.12.

## Event Secretary
Duties listed in NCR 5B.1.1.

## Stage Commander
Duties listed in NCR 13.2.4.7, 13.2.4.16, 13.2.4.17, 13.2.4.29, 13.20.2.4, 13.20.7.4.

## Deputy Stage Commander
The Deputy Stage Commander will assist the Stage Commander and may act on behalf of the Stage Commander in the Stage Commander's temporary or permanent absence or unavailability.

## Chief Scrutineer
Duties listed in NCR 5A.6.

## Chief Marshal
The Chief Marshal is responsible for ensuring there are enough marshals for the event and that they are all in position in sufficient numbers for the safe running of the event.

## Marshals
Marshals are responsible for ensuring the stage is one way from road closing time and ensuring spectators and media do not stand in prohibited areas and box Junctions. Media personnel are subject to the same safety rules as spectators and are required to cooperate with marshals and obey their instructions in matters of safety.

Marshals **MUST NOT** stand in prohibited areas or box junctions. Marshals **MUST NOT** take photographs or videos.

If a competitor is retiring at a marshal's location, the marshal must take the competitor's time cards, ensuring the competitor completes the damage declaration and give to the nearest radio marshal who will organise to return the time cards to the Sweeper car that runs at the end of the field.

Marshals are also responsible for the initial management of an accident scene:

- Warning following competitors.
- Keeping the scene clear so emergency services can access it without difficulty.

- Firefighting and first aid if necessary (but only if safe to do so).

## Competitors

Competitors have responsibility to:

- Ensure their car complies the current Motorsport UK National Competition Rules and is not damaged or compromised in any way,
- Ensure their safety equipment and clothing comply with the current Motorsport UK National Competition Rules and are not damaged or compromised in any way,
- Comply with the Motorsport UK National Competition Rules and then follow the marshals' instructions when they see a red signal,
- Be aware of their driving capabilities and to drive within them,
- Clear their own car from the road if they are involved in an accident, are uninjured and able to do so,
- Display their OK board if they are involved in an incident, uninjured and unable to continue,
- Stop and investigate any accident where no OK board is displayed and the crew are still in the car or where the SOS board is displayed,
- Report an accident where emergency services are required to the nearest radio point,
- Report any incident where a car is off the road (but the OK board is displayed) to the Stop radio point,
- Drive safely and within the speed limits on all road sections,
- Always adhere to the road book,
- Notify the event organisers if they are retiring from the event.

# 7. Time Schedule and Safety Car Arrangements

Approximate Time Schedule.

**Based on 95 competitors**

This is for guidance only; times **will** change during the day.

| | | ATC | START | FINISH |
|---|---|---|---|---|
| STAGE 1 | Safety Car | 08:42 | 08:45 | |
| | First competitor | 08:57 | 09:00 | |
| | Last competitor | | | 09:54 |
| STAGE 2 | First competitor | 09:53 | 09:56 | |
| | Last competitor | | | 10:49 |
| | *Small number of stage changes* | | | |
| STAGE 3 | Safety Car | 11:11 | 11:14 | |
| | First competitor | 11:16 | 11:19 | |
| | Last competitor | | | 12:09 |
| STAGE 4 | First competitor | 12:08 | 12:11 | |
| | Last competitor | | | 13:00 |
| | *Stage changes, lunch break* | | | |
| STAGE 5 | Safety car | 14:02 | 14:05 | |
| | First competitor | 14:07 | 14:10 | |
| | Last competitor | | | 14:59 |
| STAGE 6 | First competitor | 14:58 | 15:01 | |
| | Last competitor | | | 15:49 |
| | *Small number of stage changes* | | | |
| STAGE 7 | Safety car | 16:11 | 16:14 | |
| | First competitor | 16:16 | 16:19 | |
| | Last competitor | | | 17:07 |
| STAGE 8 | First competitor | 17:06 | 17:09 | |
| | Last competitor | | | 17:56 |
| | Sweeper car (1 lap only) | | 17:56 | |

A Safety Car will drive each odd-numbered stage before the first competitor starts the stage. Should a delay of greater than (approximately) 20 minutes occur within any stage, a Safety Car (probably the Zero Car) will drive the stage to indicate that the stage is about to restart.

After the last stage has finished, a Sweeper Car will drive round one lap of the stage to indicate that the event has finished. After the Sweeper Car, marshals will be informed by radio that they can leave the venue.

Below data from https://www.thetimeandplace.info/uk for LN11 9SE for 22nd November 2026
Astronomical twilight begins (“full darkness ends”) 05:33
Nautical twilight begins (“first light”) 06:15
Civil twilight begins (“dawn”) 06:58
Sunrise 07:38
Sunset: 15:54
Civil Twilight ends (“dusk”): 16:34
Nautical twilight ends (“nightfall”): 17:17
Astronomical twilight ends (“full darkness”): 17:59

# 8. Risk Assessment

| Area | Risk | Control |
|---|---|---|
| Stage Set-Up and take-down | Injury caused through slips and trips | Stage build team to work in twos or in close contact with a colleague.<br>Report to Clerk of the Course via radio or mobile phone.<br>Get treatment on site from personal first aid kit.<br>Auxiliary lighting used after dark.<br>Do not ride on trailers. |
| Stage Set-Up and take-down | Cuts, grazes, splinters or bruising due to injury caused by hammer, staple gun, or similar | Use appropriate Personal Protective Equipment (PPE), which shall include appropriate gloves.<br>Do not rush.<br>Stage build team to work in twos or in close contact with a colleague.<br>Report to Clerk of the Course via radio or mobile phone.<br>Get treatment on site from personal first aid kit.<br>Auxiliary lighting used after dark. |
| Stage Set-Up and take-down | Incident with moving vehicle | Stage build marshals to work in twos or in close contact with a colleague.<br>Use appropriate Personal Protective Equipment (PPE), including the wearing of Hi-Vis.<br>Do not ride on trailers.<br>Contact Clerk of the Course via radio or mobile phone who will advise emergency services if necessary. |
| Stage Set-Up and take-down | Damage caused to property or persons by mechanical handler | Mechanical handlers only operated by personnel who are trained and licensed operators |
| Service Area | Struck by a moving vehicle. | Speed restriction, Traffic route, Signage. |
| Service Area | Fire | Fire Points, all service vehicles and competitors carry fire extinguishers; Rescue and Recovery vehicles carry fire equipment as standard kit. |
| Service Area | Personal Injury | Paramedics on site with medical equipment.<br>Fully equipped Motorsport UK licensed Rescue Unit and Crew on site.<br>Emergency evacuation plan including ambulance meeting point and liaison with County Emergency Services. |
| Service Area | Standard vehicle workshop risks (fire, fuel, electrical, lifting/hoists, etc.) | Enforce safe working practices in Service Area. |
| Competition Stages | Struck by moving vehicles. | All Marshals and Officials to stand in a place of safety as trained and instructed, and wearing appropriate Hi-Viz clothing.<br>Spectators in designated, marshalled areas.<br>Safety Car system to check stages.<br>Taping.<br>Warning signs. |
| Competition Stages | Competing car colliding with non-competing vehicle | Marshal/Official cars parked in accordance with Motorsport UK guidelines |
| Competition Stages | Events causing stampede/panic of spectators | Normal motor sport safety arrangements |
| Competition Stages | Competing car colliding with trees, logs, or other immovable objects | Recognised hazard of the sport.<br>Straw bales and large tyres used to reduce possible impact. |

| | | |
|---|---|---|
| | | Fully equipped Motorsport UK licensed Rescue Unit and Crew on site. |
| Competition Stages | Secondary accident by competing car following collision with wreckage | Recognised risk of the sport.<br>Marshals **may** be able to give warnings. |
| Competition Stages | Fire to vehicles or stage furniture | All Competitors wear fireproof clothing.<br>All competition cars are scrutinized to meet current Motorsport UK standards including: fireproof bulkheads, battery isolators, fire extinguishers and engine compartment extinguishers.<br>Rescue and Recovery Units carry fire extinguishers.<br>Fire point located at all stage starts and finish locations. |
| Competition Stages | Personal Injury | All competition cars are scrutinized to meet the Motorsport UK standards including: crash helmets and roll cages.<br>On site Paramedics with equipment, fully equipped Motorsport UK licensed Rescue units with a fully trained crew. |
| Competition Stages | Competitor trapped inside car. | Emergency extraction equipment carried by Rescue Unit.<br>Rescue crew fully trained in the equipment's safe use. |
| Competition Stages | Impossibility of confining spectators | If necessary, halt or cancel stages. |

## 9. Red Signal Policy

This event is using the red signal procedure; it is to be used only when instructed by the Clerk of the Course, the Deputy Clerk of the Course, the Stage Commander, or the Deputy Stage Commander via Rally Radio Control and it has been introduced for the safety and well-being of everyone involved in this event.

The National Competition Rules use the wording “red signal” – the red signals will be red flags. The remainder of this section uses the wording “red flag”.
During the stages running in circuit direction in darkness, the circuit red lights will be used in addition to red flags.

The red flag is to be used to neutralise the competition (for example, where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles prior to the stage being cleared of all competing vehicles).

Under normal circumstances there must be no movement of any non-competing vehicles (other than Official Safety Cars) on or adjacent to the stages once they have opened, without the specific approval of the Stage Commander and then only after suspending the stage and being satisfied that the stage is cleared of competing cars.

However, on any special stage where, in emergency circumstances, it may be necessary to authorise the movement on to the stage of a non-competing safety vehicle BEFORE the stage is cleared of competing cars, a system of red flags will be used. These red flags must only be used when there is a possibility of non-competing safety vehicles moving on to a stage AHEAD of competing cars and only with the specific approval of the Clerk of the Course, the Deputy Clerk of the Course, the Stage Commander, or the Deputy Stage Commander.

## 10. Red Signal Procedure

The National Competition Rules use the wording “red signal” – the red signals will be red flags. The remainder of this section uses the wording “red flag”.

The red flags will only be displayed to competitors on stage if the Clerk of the Course, the Deputy Clerk of the Course, or the Stage Commander makes the decision that the competition must be neutralised (for example, where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles prior to the stage being cleared of all competing vehicles). A rescue unit will only be put into a live stage in response to an incident that requires the immediate attendance of the rescue and medical personnel.

Red flags are located at the radio locations marked on the safety plan diagram and the stage diagrams, please make sure you are familiar with these locations.

To demonstrate red flags are in position, they should be shown to the Motorsport UK Steward’s car as it passes.

If it is necessary to stop the safety car, the crossed arms FIA-specified gesture should be given.

| | |
|---|---|
|  |  |
| **Stop I need support** | **All OK** |

## Red Flag Marshals / Radio operators

Radio crews must always have the red flag on standby but under no circumstances have it displayed anywhere unless instructed to do so. Folded up inside the vehicle is preferable.

The instruction to deploy the red flag will come from the Clerk of the Course, the Deputy Clerk of the Course, or the Stage Commander via the Radio Control via your radio. **NO ONE ELSE IS QUALIFIED TO GIVE THIS INSTRUCTION.** Display the flag as close to the track as possible, without putting yourself in danger. The red flag must be prominently displayed (held out steady, not waved) by a marshal who MUST wear a marshals’ tabard. All competitors 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 until leaving the special stage route.

**Any competitor reported as not complying with the Red Flag Procedure may be disqualified from the event and reported to Motorsport UK.**

# 11. Service Area Safety (Service Area Guidelines, Annex P of the SRSRs, December 2025 version)

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

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

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

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

[1] Recognising that some competitors will need to warm gearboxes/transmissions, and that the compact nature of Cadwell Park does not allow a dedicated track for this and has only a short distance from service to the stage arrival control, engines may be run with the car off the ground **on stands**. Any such running of engines will be subject to the provisions in the Rallycross section of the NCRs (16B.10.12.12), as follows: "If the engine/motor(s) is run with the drive engaged whilst the Vehicle does not have any of the driven wheels in direct contact with the ground the Vehicle must be securely supported on stands (not jacks) and:
a. A competent person must be in the driver's seat while the engine/motor(s) is running and
b. There must be a safe zone around the Vehicle with only essential personnel admitted while the engine/motor(s) is running and
c. Each Driver / Entrant is responsible for controlling and managing the above obligations within their own paddock space and for briefing their own personnel on all matters of safe work practices.

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

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

1. The organiser must establish suitable arrangements for refuelling with a preference for a designated refuelling zone. (See 'Guidance for the Operation of a Refuel Zone')
2. If re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and must have no occupants, e.g., driver, navigator, service crew, when re-fuelling commences. All sources of ignition must be removed from the area, the engine switched off, and an appropriate fire response should be prepared.
3. Ideally re-fuelling should be by hand pumping, rather than from hand held containers. If fuel is dispensed from hand held containers a suitable spout for pouring must be used. Open pouring from hand held containers with or without the use of a funnel is not permitted.
4. **Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept away from any source of ignition.**
5. All empty containers should be removed from the venue after the event.
6. Petrol is to be used as fuel only, not for any other purpose.
7. All vehicle re-fuelling is to take place in the open air. Smoking and any other sources of ignition, including live electrical items, must be prohibited and a safe area should be enforced with an operative on standby with a fire extinguisher.
8. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

**C. Hazardous Substances**

1. Some parts on historic vehicles, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.
2. Where asbestos is used, every effort should be made to prevent dust being released.
3. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
4. Other substances may cause ill health. Competitors should obtain MSDS (**material safety data sheets**) from suppliers in advance so that they hold important safety information about the products.

**D. Electrical Safety**

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

**E. Fire Precautions**

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

**F. Compressed Air Equipment**

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

**G. Noise**

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

**H. Manual Handling**

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

**I. Waste**

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

**J. Vehicle Safety**

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

**K. First Aid**

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

**L. Reporting of Accidents & Incidents**

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

**M. Further Regulations and Information**

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

## 12. Spectator Safety

The NHMC Cadwell Stages Rally is a designated spectator event.

In accordance with the Motorsport UK Stage Rally Safety Requirements the event organisers have reviewed spectator arrangements and have provided designated areas for spectators. Should any spectator (defined as someone not wearing a marshal's tabard or appropriate identification) be observed outside of these areas, they must be approached and politely asked to return to a designated area. If they do not comply, the Stage Commander must be informed and, if required, the stage stopped until the situation is resolved.

Appropriate signage will direct spectators to the designated venue entrances, notices prohibiting access will be erected at all other entrances.

## 13. Media Safety

Individuals who have been accredited under the Motorsport UK Rally Media Accreditation system are required to contact the rally organisers in advance of the event and sign on in accordance with Motorsport UK requirements. The Motorsport UK Rally Media Accreditation system is underpinned by a Code of Conduct, plus strict conditions. It features two levels to cater for the different needs of journalists and photographers/broadcasters:

- Level One offers a Motorsport UK Media Pass only. Media personnel with Level One accreditation are permitted access to spectator areas.
- Media personnel with Level Two accreditation are issued a Motorsport UK numbered Tabard and are granted additional privileges as set out in the media accreditation conditions. With the exception of prohibited areas, and those deemed unsuitable by any event marshal or official, Level Two media personnel are permitted access to all areas of the rally venue.

Any concerns relating to the behaviour of media personnel should be reported to the Clerk of the Course.

# 14. Marshalling Arrangements

The following table details the predicted number of marshals required to safely run the event together with their anticipated location. Marshals may be reallocated to alternative duties or parts of the venue as deemed appropriate by the rally organisers, however, the event must not commence or continue should there be fewer than the overall number of marshals in attendance.

| Location | Description | Predicted no. of marshals | Mandatory Radio | Radio call sign | Radio operator |
|---|---|---|---|---|---|
| | Arrival | 1 | | | |
| Post 1 | Stop | 2 | Yes | [redacted] | [redacted] |
| Post 2 | Flying Finish | 2 | | | |
| Post 3 | | 0 | | | |
| Post 4 | Split | 1 | Yes | [redacted] | [redacted] |
| Post 5 | Chicane (SS1-4) | 1 | | [redacted] | [redacted] |
| Post 6 | | 1 | | | |
| Post 7 | Merge | 1 | Yes | [redacted] | [redacted] |
| Post 8 | | 1 | | | |
| Post 9 | Merge | 1 | | [redacted] | [redacted] |
| Post 10 | Not used in 2026 | 0 | | | |
| Post 11 | | 1 | Yes | [redacted] | [redacted] |
| Post 12 | | 1 | | | |
| | Assembly Area | 1 | | [redacted] | [redacted] |
| Post 13 | | 1 | | [redacted] | [redacted] |
| Post 14 | | 1 | | [redacted] | [redacted] |
| Post 15 | | 1 | | | |
| Post 16 | | 1 | | | |
| Post 17 | Chicane/Split | 1 | Yes | [redacted] | [redacted] |
| Post 18 | Split | 1 | Yes | [redacted] | [redacted] |
| Post 19 | Start | 3 | Yes | [redacted] | [redacted] |
| Post 20 | | 1 | | | |
| Post 21 | | 1 | | [redacted] | [redacted] |
| | Passage Check | 2 | | | |

# 15. Safety, Rescue, Recovery, and Medical Arrangements

All medical and safety personnel are accountable to the Stage Commander.

In the event of an incident all personnel who need to be mobilised will be instructed when to act by the Stage Commander.

**Radio Communications**

The organisers will use Gemini Control for the operation of the Motorsport UK Safety and Medical Frequency (81MHz). The prime function of this control is to provide clear air space for the stage radios. Stage radio operators must comply with instructions from Control. (See Section 16 - Radio Network).

**Doctors/Paramedics**

Doctors/Paramedics operate under the instruction of the Stage Commander.

The purpose of Doctors/Paramedics on a stage is to provide expert medical knowledge in the event of personal injury during the event. The doctor or paramedic's resources are obviously limited but in the event of injury early attention to injuries can be critical.

**Rescue Vehicles**

Rescue Vehicles operate under the instruction of the Stage Commander.

The prime purpose of Rescue Vehicles is to extract and move any casualty (at the Doctor/Paramedic's discretion) from a Special Stage to the agreed County Ambulance Meeting Point. Rescue vehicles will have the capability of moving a casualty on a stretcher.

**Recovery Vehicles**

Recovery Vehicles operate under the instruction of the Stage Commander.

The function of Recovery Vehicles is the removal of broken cars from the Special Stage at the Stage Commander's discretion.

**Nearest Hospital**

Diana, Princess of Wales Hospital, Scartho Road, Grimsby, DN33 2BA.

OS Map 122 National grid Reference TF 263071. Telephone: 01472 874111. What3words ///happy.harp.knee.

**Directions to Diana Princess of Wales Hospital:** Turn right out of entrance gate onto A153, turn left onto A16, continue straight-on towards Grimsby, after Vision on left and Esso on right, at Toll Bar (next) roundabout take 2nd exit continuing on A16, at Louth Road (next) roundabout take 1st exit onto A1243, at next roundabout take 2nd exit (Scartho Road) continuing on A1243, turn left onto Forsythia Drive and into Hospital.

# 16. Radio Network

The radio team on the stage, including Doctors, Rescue and Recovery, are considered as one unit. Each station should know the call signs and locations of other operators on the stage.

Control will be responsible for conducting communications with the stage when, for instance a car is missing or an incident is being dealt with. Additionally, it is the responsibility of control to ensure start to finish communications are established.

The stage net needs to be established in good time before the stage is operational in order to iron out any communication problems - since no movement is possible once the stage is operational. Ideally the final radio check should take place 30 minutes before the first stage is due to be operational.

The start/finish radios should pass the following information to control when available:

**Opening**

1. Stage operational,
2. Time of each safety car (ideally in and out of stage),
3. Time (in and out) and number of 1st competitor.

**Closing**

1. Time (in and out) of sweeper car,
2. Car numbers of last 3 competitors in chronological order and finish time of last competitor,
3. Total number of competitors in and out,
4. Number of cars stopped in stage, i.e. Total no. of cars into stage = total out + total number of cars retired on stage.

**Stoppages**

1. Car numbers of the last three competitors prior to the stoppage,
2. Start time of the last car in,
3. Car number and start time of 1st competitor after stoppage.

**Manning**

Radio operators must not have any other job. Ideally two people should man each Radio car (subject to current Motorsport UK guidance). Mandatory radio locations **must** be staffed by two or more people. Operators should be chosen for clear speech and common sense. The essence of good communications is brevity and order.

Operators should not be monitoring any other sets if they are acting on the Motorsport UK Safety Frequency.

All operators should keep an accurate record of the car numbers of the cars that pass in chronological order. They will find an entry list useful for doing this. If a car is reported missing, you will be required to know if it has passed your location.

**Location**

The “Radio Transmission Hazard” warning notice must be displayed prominently on the vehicle carrying the radio. Operators should be placed as close as possible to Start and Finish controls whilst remembering:

1. Rally cars are often unsuppressed and can disrupt reception,
2. Rally cars often kick up stones,
3. Radio aerials should be kept away from steep banks, power lines, high buildings etc. VHF radio waves travel in straight lines and hence stations often need to be on high ground,
4. Intermediate or midpoint radios are normally located at points which the Stage Commander or Safety Officer considers merits special attention.

**Control Procedure**

Stations wishing to pass messages must first call Control for clearance. Control should the respond "Go ahead" or "Wait".

When a station hears the "Go ahead" in response to a call, they must then call direct to the station they are calling unless they are using a relay.

In cases where direct communication with control is impossible, make a short call to the station you require. That station should then request clearance from Control.

IT IS IMPORTANT THAT YOU LISTEN CAREFULLY AT ALL TIMES AND DO NOT TRANSMIT WHEN ANOTHER STATION IS ALREADY USING THE FREQUENCY.

Control will often use the phrase "Control is clear” or “Control to standby" to invite callers when Control is ready to receive.

If several stations call simultaneously Control will acknowledge call signs identified and ask for any more to repeat their call sign. Control will continue this until Control has enough calls to deal with or no more callers identify themselves.

Control will then ask individual stations to "Go Ahead" in order of severity e.g. Safety calls first.

Make your message brief and indicate when it is finished. Use "Out" instead of "Over" at the end of your final transmission.

Priority word systems are used so that stations can describe the urgency of their message. The words are in order of urgency.

1. **Relevant** - to interrupt, at a break between calls, in order to provide significant information which may assist the problem/situation in hand.
2. **Safety** - for messages concerning stage safety e.g. arrowing, spectator problems.
3. **Urgent** - for situations requiring immediate action e.g. car known to be in difficulty, suspected injuries, blockage of the stage.
4. **Priority** - for CONFIRMED situations of personal injury where immediate medical/rescue services are required.

Use common sense and do not overrate the urgency of your message.

**Emergencies**

The decision to stop the stage **MUST** be made by the Clerk of the Course, the Deputy Clerk of the Course, or the Stage Commander, and so the Stage Commander is best located at the start. If the Stage Commander is otherwise engaged or not near a radio the Deputy Stage Commander or Safety Officer must make the decision.

Upon signing on, radio operators manning a mandatory radio point will be provided a Red flag. Instruction to display all red flags will be given either by the Clerk of the Course or Stage Commander via the radio controller.

When instructed, red flags must be prominently displayed (not waved) at each mandatory radio point by a marshal who must be wearing a marshal's tabard.

If it becomes necessary to call 999 (via Control) for the county Ambulance etc. it is essential that arrangements are made to send a radio to the meeting point.

**General**

Please do not use your radio for casual conversation.

# 17. Incident and Delay Policy

**Untoward incidents**
An untoward Incident is defined as a minor, low-risk incident which can be dealt with and resolved at the scene through the control of the Stage Commander and the intervention of the marshals. The marshals will usually deal with minor incidents on the stage, and every effort must be put into avoiding suspending the stage.

If during an active stage an untoward incident occurs on your sector, please attempt to repair the damage or remove the offending car but only if it is safe to do so.

Only in the case of personal injury, fire, danger to life and/or a stage blockage should the running of the stage be suspended and then only with the sanction of the Clerk of the Course.

Follow the Emergency Procedure outlined below:

The marshal at the scene of the incident should:

- KEEP CALM
- Establish the location of the incident.
- Establish the extent of the problem e.g. Is anyone hurt? Is the stage blocked? Is there a risk of fire?
- Contact the Stage Commander via Control using the nearest radio operator. Clearly describe the situation so that, if necessary, the Stage Commander can stop the Stage and mobilise the appropriate support unit e.g. Rescue, Doctor or Recovery.
- If the incident requires immediate attention by the marshals at the scene (e.g. if there is a risk of fire) attempt to warn oncoming competitors of the problem.
- PLEASE KEEP NOTES ON ALL SERIOUS INCIDENTS (using the (Incident Report Form).
- If competitors have been stopped or delayed due to a stage blockage, please note the numbers of the affected cars and report these to the organisers as soon as possible.

At the scene of the incident the first priority is safety of life.

Marshals at the scene should keep spectators and other personnel away and, if there is any danger to other competitors still on stage ensure they are warned. Incident personnel should make on-site arrangements to keep the Radio Controller advised of the ongoing situation in order for that information to be relayed to the Stage Commander and the Event Organisers.

If injured parties must be taken away for treatment the Rescue and Medical personnel will use the quickest route to the County Ambulance Meeting Point (A.M.P.). The Ambulance Meeting Point is the circuit main gate (map 122 NGR TF 285810, What3Words: ///easily.gracing.fantastic, Latitude/Longitude (WGS84) 53.310801, -0.071460, Open Loc/Plus code 9C5X8W6H+8CF). If an Air Ambulance is required, the first choice is for it to use the Helipad near to the Cadwell Park Medical Centre.

Once the problem has been resolved the Clerk of the Course, the Deputy Clerk of the Course, or the Stage Commander will authorise the restart of the stage. If the Stage Commander is not at the stage start the Deputy Stage Commander may then act on the Stage Commander's instructions and restart the stage.

## Major Incident plan

North Humberside MC Ltd considers that a major incident is one where the available resources at Cadwell Park are insufficient to cope. In that circumstance assistance will be sought from national Emergency Services. This Plan has been created to ensure that all parties present on the day are aware of their own, and others' responsibilities, and that Emergency Services who are asked to attend have prior knowledge of the event, and the resources which will initially be available on site, plus all other relevant information.

It is the Clerk of the Course's responsibility to initiate this plan.

The Stage Commander will be responsible for taking direct charge of the site of the incident, with the Deputy Stage Commander as deputy.

The Clerk of the Course, with guidance and assistance from the Motorsport UK Steward, will take overall command.

In the case of fatalities, or where life threatening injuries have occurred, the Motorsport UK Steward will take specific control of matters associated with these and will act as the senior representative of the event (and Motorsport UK) to the Coroners Officer and Emergency Services Senior Officers who arrive on site.

This manual contains a list of telephone numbers of all senior officials of the event.

All calls/requests for Services will be made through Control (by Control calling '999').

All Emergency Vehicles should rendezvous at the Circuit Main Gate (Ordnance Survey Landranger map 122 National Grid Reference TF 285810, What3Words ///easily.gracing.fantastic, Latitude/Longitude (WGS84) 53.310801, -0.071460, Open Loc/Plus code 9C5X8W6H+8CF) where they will be met by the Event Safety Officer who will ensure that all such vehicles are conducted to the scene of the incident by the most direct route.

Should the Air Ambulance be required this will be instigated either by the event Doctor or Paramedic, or subsequently by the most senior County Ambulance representative on site. There is a specific Air Ambulance landing site – under normal circumstances this will be the site used, but there are 2 other helicopter landing sites available if more appropriate.

The Stage Commander will have a camera available for taking pictures of any incident scene.

Distressed relatives or team members will initially be accommodated in one of the Cadwell Park office buildings.

Witness statements may also be taken in the Cadwell Park office buildings.

It is the policy of this event that NO information will be made available to the press without prior consultation with the Motorsport UK Steward, the Coroner's Officer (when applicable) and the Clerk of the Course.

Such information will be communicated by either the Clerk of the Course, or a representative of Motorsport UK.

The Event Secretary is responsible for keeping a minute-by-minute log of the incident.

A separate radio log will be kept by the radio controllers of all radio traffic before, during and after the incident.

The event will have the following Safety Services available on site all day.

1. Two Rescue Vehicles, equipped, crewed and licensed to Motorsport UK standards.
2. Two paramedics
3. Two Recovery Vehicles equipped, crewed and licensed to Motorsport UK standards.
4. A CQC-registered ambulance

# 18. Marshals' Instructions

Firstly, on behalf of myself, the Clerk of the Course and the Organising team, thank you for the help you are giving us on this event. Without it, NHMC and other Clubs would be unable to run events of this type or indeed any form of motor sport.

**These instructions serve as the Stage Commander's briefing.**

**PLEASE READ THE FOLLOWING NOTES CAREFULLY, THEY MAY BE OF HELP TO YOU**.
**The event Safety Manual is held by all Mandatory radio operators and senior officials.**
**REMEMBER IF IN DOUBT, ASK!**

**1. Pre-event actions and signing-on**

Signing-on will be carried out using an on-line system in advance of the event (for competitors, marshals, and officials). Allocation to posts will be done either prior to the event or remotely. Written briefings and instructions will be sent electronically in advance of the event. Briefings will be carried out by electronic means.

Your role is to keep yourself and others safe on the stage. Safety at the event, and especially on the live stages, is our main concern. Please ensure you have signed the official signing-on form and submitted it before the event.

When parked at your location, please ensure vehicles are at least 30m away from the stage.

Most marshals will be Motorsport UK registered. Other marshals will be buddied up with suitably experienced marshals. If you have not completed the Motorsport UK on-line marshals training programme, we encourage you to complete it – it should take no more than 45 minutes.

Please bring your own food and drink as there may not be time for you to access the site's food and drink facilities. If required (or if you think your level of risk requires it) please bring your own PPE, face masks, gloves, and sanitiser.

Please check you have all the necessary equipment. We will provide:

- All stage equipment (arrows, tape, solid barriers etc.)
- Clocks (For Control marshals only)
- Paperwork – this will be sent out electronically or by post prior to the event. We ask that you print your own paperwork if possible. Control and radio check sheets will be issued at marshals' signing-on. A limited amount of other paperwork will be available at marshals' signing-on for those unable to print their own, but if you will need this please let us know beforehand so that we can ensure enough is available.

You will need to bring:

- Tabards
- Your Motorsport UK Marshal registration number or (if possible) evidence that you have completed on-line training (see below)
- Appropriate footwear (ideally with toe protection)
- Appropriate clothing, food and drink, etc. as you may well be on duty for several hours in extreme conditions.
- As the last stages may be in the dark a torch would also be useful

We shall be providing marshals' goodies or refreshments this year.

**2. Arrival at the venue**

Please arrive at the venue between 06:30 and 07:15. On arrival, please follow the reporting instructions issued prior to the event.

**3. Programme**

**This year's rally is a single venue sealed surface Rally on Sunday.**

Competitors will take service after every stage.

We are running 8 stages; the last two may be in the dark. All the stages will be lapped. Stages 1, 3, 5 and 7 will be opened by a safety car and stage 8 will be closed by either a safety car or another official vehicle.

Stages 2, 4, 6 and 8 will start immediately after the previous stage has been completed. The recovery of stranded cars will NOT be done after stages 1, 3, 5 and 7 unless they are in a dangerous place, however the Recovery Units may recover cars after stages 2, 4, 6 and 8.

**Stages 1 & 2**
Stage changes (about 20 minutes)
**Stages 3 & 4**
Stage turn round & lunch break (about 45 minutes)
**Stages 5 & 6**
Stage turn around with Night arrows etc. provided (about 20 minutes)
**Stages 7 & 8**

**4. Identification**

Please wear a Hi-Vis tabard that helps identify you as a marshal whilst you are on the stages. (Preferably an official type with the Motorsport UK "Motorsport is dangerous" triangle) This may help give you authority over spectators.

**PLEASE WEAR YOUR MARSHAL TABARD AT ALL TIMES WHILST OUT ON STAGE AND UNTIL THE STAGE IS CLOSED.**

**5. Timing of the event - <u>Approximate</u> times shown, these <u>will</u> alter during the day.**

| Stage | Safety Car Stage Start | Car 1 Stage Start |
|---|---|---|
| 1 | 08:45 | 09:00 |
| 3 | 11:14 | 11:19 |
| 5 | 14:05 | 14:10 |
| 7 | 16:14 | 16:19 |

The sweeper car will follow behind the last car on stage 8.

**6. Arrows / Signs**

If you are positioned near a stage arrow or board, please keep a watchful eye on them to prevent loss or changing the angles. This also applies to all other signs on the stage. Please ensure that barriers that are erected to block roads where competitors are not supposed to be, are in position throughout the event especially if demolished by a competitor.

**7. Chicanes**

Chicanes are built to slow the average speed of competitors, if they get damaged or demolished, they should be re-built if safe to do so. Notify radio control if you are rebuilding any stage furniture. If you do not have enough manpower or equipment at your location, radio control who will dispatch extra rally personnel to your location with assistance and equipment.

**Please note that penalties will be applied for cars striking stage boards, bales, cones & tyres etc which will define splits, merges & chicanes. Please report these incidents clearly on the Incident Report Form provided. Please notify the organisers (via Radio control) of the existence of these reports as early as possible and upload them to the TCS/NERS document upload system at the earliest opportunity.**

After all the competitors have completed the stage (twice) the stage will close to allow the appropriate sectors to be altered or repaired (vehicles may only move on the stage under the instruction of the Stage Commander).

You will see how we set up the first stage when you arrive at the venue. The route shown on your stage plans must be strictly adhered to.

You may repair damage which has been inflicted on your sector of the stage during the running of each stage so long as you think it safe.

Arrowing must be to the Motorsport UK 2026 National Competition Rules, 13.23.Drawing 5 (see below).

Chicanes should be set up and signed in accordance with the 2023 Motorsport UK Yearbook (the "Blue Book") see Section R Drawing 29.1.1 (see below). There are **no** requirements on chicanes on single-venue rallies in the 2026 Motorsport UK National Competition Rules.

If the chicane is damaged beyond just a small knock and it needs repairing, then:
Post a lookout for on-coming cars to use their whistle to warn their colleagues when a car is approaching,
Implement the agreed plan as quickly as possible, moving well away from the track if competitors are approaching
If it is not safe to undertake this task – advise the Stage Commander who will determine whether the stage should be held while the chicane is re-built, or if the stage will continue with the current damage.

**8. Radios**

There will be radio contact between the start and finish and at locations around the circuit (see stage plans). Each key location around the circuit is marked with a location number. If you need to contact Control to report an incident, please make sure you quote the location number to the Radio Operator.

The Organisers will be using handheld radios on a separate frequency; be mindful they may be having discussions on the separate frequency to resolve any issues you may have reported.

**9. Incident procedure**

In the event of an accident of any kind:

- Stay calm and assess the situation – your own safety is the first priority, Do **NOT** put yourself in danger. As this is a race track, cars may be travelling at very high speed, please take care.
- Warn following competitors of the incident but **Do Not Stop** them unless the stage is completely blocked. If the stage is blocked, note and report to the organisers the numbers of any cars that are stopped because of the blockage.
- Ensure any on-lookers are kept back – where there are several marshals, ensure that some remain to control on-lookers,
- When an incident happens, a marshal's primary responsibility is to act as a lookout in order to allow another person to assess the needs of the competitor, marshals can still approach a stationary vehicle in the same way as before, now looking for the thumbs up signal from the driver. You may be specifically asked to do this by the Clerk of the Course.

- Should a competitor signal that they are ok (thumbs up), move back and give space for the competitor to exit the vehicle, always maintaining social distancing and request that that the driver moves to a safe location.
- Report to event control as usual.
- If medical attention is required:
  - Relay this information to the Clerk of the Course as soon as possible. The Clerk of the Course will then take immediate action to neutralise the session and deploy the appropriate response.
- Should the vehicle be capable of being moved by pushing, request that the driver assists with steering and pushing where applicable.
- If the vehicle is in a position where pushing with limited marshalling numbers is not possible (e.g. gravel trap, uphill), request a recovery to move the vehicle

- If the incident has created a blockage or partial blockage and there are sufficient marshals on the stage, an additional marshal should go further up the stage to warn approaching cars,
- If the incident involves assisting competitors firstly ensure that you have a lookout in place and that you are in a safe position. Ensure that the SOS/OK board carried by all competitors is being shown and that someone takes and displays the warning triangle approximately 100 metres down the stage. The SOS board should be shown at the vehicle itself if a competitor needs medical assistance, Report circumstances as quickly as possible to radio crew if nearby or stop the next competing car and ask them to report:
  - Car number,
  - whether blocking stage,
  - Any medical assistance required,
  - Any other relevant information,
- Replace any damaged stage furniture and ensure stage is kept clear of spectators

**10. Red Signal Procedure**

The NCRs use the wording “red signal” – the red signals will be red flags. The remainder of these marshals’ instructions uses the wording “red flag”.

This event may use the red flag procedure. The red flag is to be used to neutralise the competition (for example, where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles prior to the stage being cleared of all competing vehicles).

- Red flags will only be displayed if instructed by the Clerk of the Course or the Stage Commander, the instruction will be communicated by the Safety Radio network.
- Red Flags will be displayed at Mandatory Radio points; they must be displayed by a marshal wearing a tabard. Flags should be stored inside the radio vehicle unless deployed.

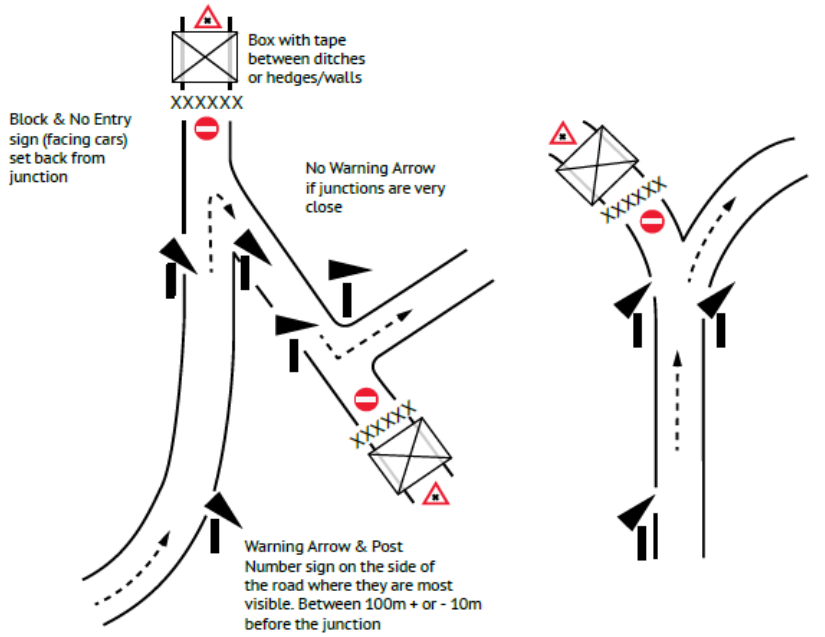
Upon seeing a red flag, competitors will immediately and significantly reduce speed, and be prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must follow the instructions of any marshals and/or stage safety personnel until leaving the special stage route. Crews affected by a red flag must report to the stage stop line, unless communicated via the radio control network.

To demonstrate red flags are in location, they should be shown, but not waved, to all safety cars as they pass. If it is necessary to stop a safety car, the crossed arms FIA-specified gesture should be given.

**11. Stage changes after Stages 2, 4 and 6**

This must be done to satisfy current Motorsport UK National Competition Rules. Control will inform all radios when to carry out the turn around. The equipment vehicles will do the bulk of the work, but we should like you to help in any way you can at your location. Some arrows and signs may be erected prior to the start of the event and be covered with a bin liner. These will be uncovered / covered by the equipment crews at the appropriate times.

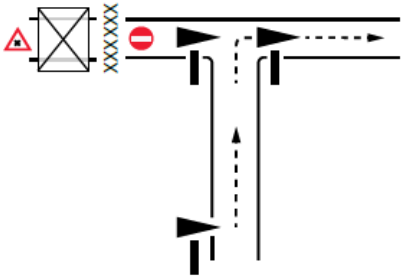
| | |
|---|---|
|  |  |
| **Stop I need support** | **All OK** |

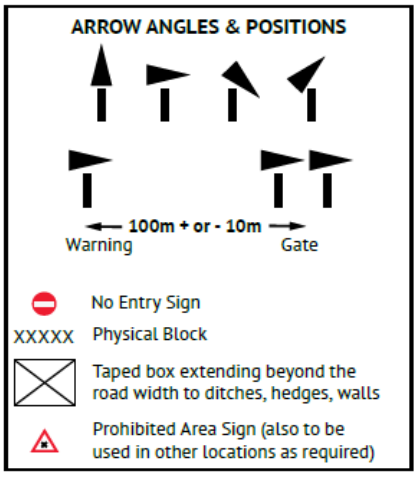


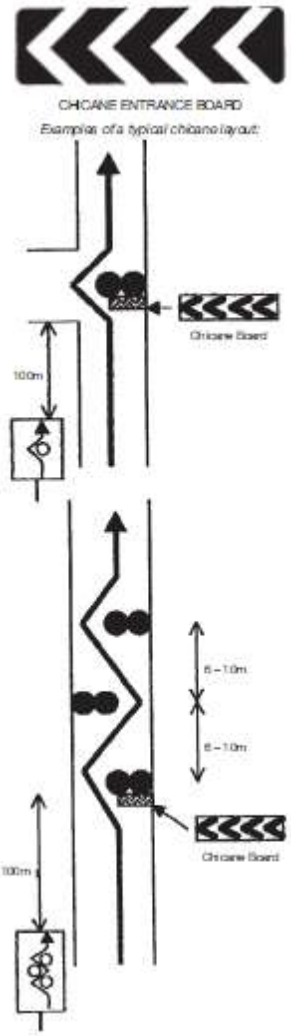




Note the chicane diagram is from the 2023 Motorsport UK Yearbook.



**12. Safety Cars**

A safety car (car '0') will open the first of each pair of stages. Also, if there is a delay of more than 20 minutes of a competitor entering the stage a safety car will drive the stage warning personal that the stage is about to restart.

**13. Spectators and Media**

Spectators are permitted in the circuit's normal spectator areas (unless signed otherwise). Parts of the stage not on the race circuit are barriered and spectators must be kept at an appropriate distance away from the stage route.

Ensure spectators are kept well back from the stage route and away from the outsides of bends. It is easier to stop spectators entering these areas than to move them once they have become established.

If there are more spectators that you can adequately manage, inform Radio Control.

Representatives of the media will be present on the event. They should be encouraged to stand in safe areas and at no time place themselves or anyone else in danger.

Service Crews are not permitted into the "Out of Bounds" areas of the venue.

**14. Marshals' Draw**

There will be a marshals' draw, prize winners will be broadcast via radio during the day. Prizes can be collected from documentation at lunch time or after the event.

**15. Marshal Training requirements**

In accordance with the Motorsport UK Stage Rally Safety Requirements, all new marshals are required to register with Motorsport UK and complete the three on-line learning modules which relate to:

1. The Roles and Responsibilities of a marshal
2. Spectator Management
3. Incident Management.

Once these modules are complete, they will be classed as an accredited marshal. They can then go on to progress through the marshals grading scheme.

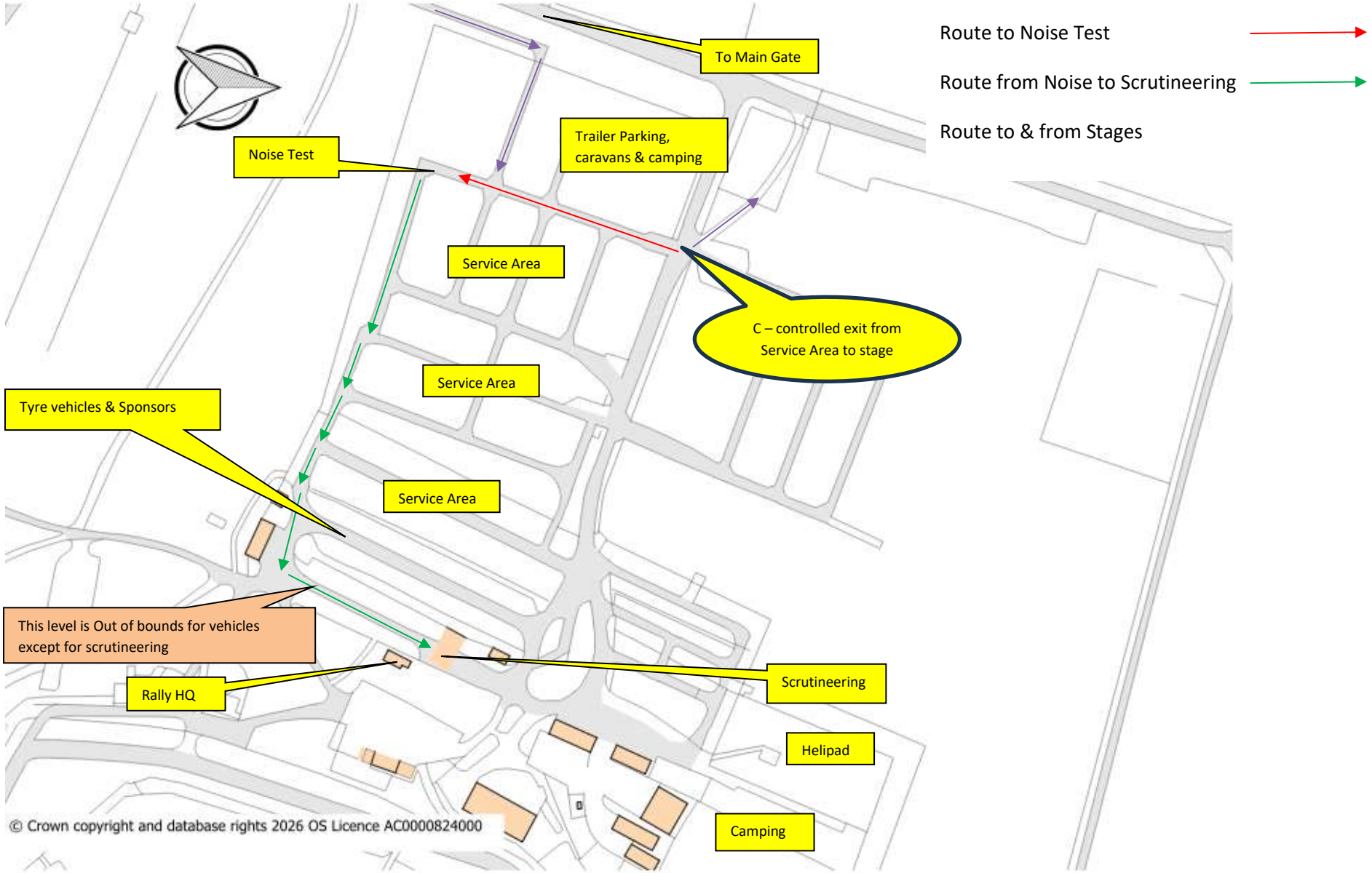
**16. On-event paperwork**

We shall be collecting control check sheets, Judge of Fact report forms, incident reports, etc. and also using the TCS/NERS document upload system to send information to the results service and event officials. The document upload system works on smart phones by using the phone's web browser and camera to take a photograph of the document and upload it to the results service. You can either type a URL into the phone's web browser or scan a QR code. If your phone does not have the ability to scan QR codes natively, then there are lots of apps in both the Apple and the Google stores which will scan QR codes. If you expect to be handling documents which need to go back to the organisers, please check whether your phone can read QR codes before the event.

**Thank you very much for Marshalling and enjoy the event!**

*Ian Shepherd*
Chief Marshal

# 19 Map of venue



# 20 Re-fuel zone

The re-fuelling zone will be the Service Area.

Competitors **must** use a hand pump or direct filling – open pouring from hand-held containers with or without the use of a funnel is not allowed.

All fuel cans should be kept in the service vehicle when not in use, all service vehicles should carry an environmental spill kit and handheld fire extinguisher.

The last part of servicing should be refuelling, and an armed fire extinguisher should be on standby.

No other work on the vehicle should be undertaken when refuelling is taking place.

The vehicle should be down on all four wheels, switched off, with no crew or service personnel inside the vehicle during refuelling.

Fire resistant overalls/balaclavas/gloves and safety glasses are advised by personnel refuelling. No shorts or short sleeve tops.

Strictly NO Smoking, Naked Flames or using Mobile Phones whilst refuelling is taking place.

See also section 11 (B).

Refuelling anywhere other than these designated areas carries a penalty of up to disqualification from the event.

# 21 Stage Plans

Larger size stage plans are printed separately.

# 22 Stage Set-up Diagrams

The stage set-up diagrams are contained in the separate document “Stage Build and Tyre Plan”.

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