

NHMC Warcop Stages Rally

Sunday 20th April 2025



A round of the:



**AS Performance North of England
Tarmacadam Rally Championship**



Proflex ANCC Stage Rally Championship



**ANEMMC Alpha Concrete Stage Rally
Championship**



ANWCC Stage Rally Championship



**Clubman Motorsport EMAMC
Stage Rally Championship**



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**



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NHMC Warcop Stages Rally

20th April 2025

Safety Manual

Revision 8

**RALLY
FUTURE**



LEAVE THE
DRONE
AT HOME



Spectate Safely

Your safety - your life

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1. Introduction

Welcome to the 4th running of North Humberside Motor Club Ltd's NHMC Warcop Stages Rally, to be held on the Warcop Military Training Area in Westmorland and Furness (formerly Cumbria).

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 definitive 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 2025 National Competition Rules, the current 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 new 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; everyone is invited to the Prize Giving Ceremony. 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. Health and Safety Policy

North Humberside Motor Club Ltd applies high standards to its entire organisation including health and safety matters. In order 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 [National Competition Rules 2025](#) (referred to later as NCRs),
- The Motorsport UK [Stage Rally Safety Requirements](#) (edition 7, effective 1 February 2025, referred to later 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.

3. 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.

A Chief Paramedic 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 Chief Paramedic, ESO, Stage Commander, Doctor, Paramedic and Rescue personnel are aware of the Ambulance Meeting Point and the available stage short cuts.

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5. Roles and Responsibilities

Rally HQ is located at the Haybergill Centre, Hayber Lane, Warcop, Appleby, Westmorland and Furness, CA16 6NP (OS 1:50,000 map 91, national grid reference NY 750166, what3words: splashes.keener.chain).

The Motorsport UK Steward, Clerk of the Course, 81 MHz Radio Controller, and Management Radio Controller will all be located at Rally HQ.

The following key roles and responsibilities are set out to clearly define who is responsible for specific aspects of the event. These are split into two categories: Motorsport UK licensed officials and non-licensed officials.

Licensed Officials

Motorsport UK Steward

The Motorsport UK Steward is the senior Motorsport UK individual attending the event (other than the Safety Delegate) and needs to be available in Rally Control with the Clerk of the Course. The Motorsport UK Steward must remain in Rally Control during the running of live stages (but can move around outside those times). The Motorsport UK Steward can liaise with the Safety Delegate as required including in the event of an incident.

Motorsport UK Safety Delegate

The Safety Delegate role is to assess the effectiveness of safety measures aimed at keeping the public, volunteers and competing crews safe.

The Safety Delegate is an experienced person provided as a check and balance on safety; they will support us and provide advice to help in ensuring the safe planning and management of this event.

The Safety Delegate role has four specific parts:

- a) Input into the event at planning stage – we make contact with the event safety delegate in the early stages of the planning process to agree input;
- b) Visiting each stage usually on the day prior to the event (with the Spectator Safety Officer, Event Safety Officer or other Senior Official) to confirm set-up plans and overview safety planning proposals;
- c) Travelling around the special stages during the event - in a safety car to a schedule agreed with the event (potentially travelling with the Spectator Safety Officer);
- d) Taking part in post-event debrief – including a written report to Motorsport UK that will be made available to the event.

The Safety Delegate is an experienced person provided as a check and balance on safety and they will support the event in ensuring the safe planning and management of the event. The Safety Delegate has also been given specific regulatory powers. These are:

NCR 5A.4.2.17b Subject to Art.2.18 of this Appendix in the case of Force Majeure or for safety reasons instruct the Clerk of the Course to postpone abandon or stop an Event or part of an Event (except as provided for in (Chapter 12). Any such instruction must be formally recorded. Provided that an Event is run in more than one heat or part these powers may if thought fit be exercised in respect of one heat or part.

NCR 5A.4.2.18 The Stewards of the Event have another major function to prevent unnecessary danger and the ASN Steward has overriding authority in matters of safety save where the ASN has appointed a Safety Delegate in which case the Safety Delegate shall have overriding authority in matters of safety.

The Safety Delegate will exercise these powers if absolutely required on the event.

If an event performs well, the safety delegate need not exercise the same level of scrutiny the following year. A flexible approach can be taken depending on how the event is managed and any issues that arose. A consistently poor report from the safety delegate would be expected to result in changes to the event or, potentially, to a permit not being approved for that event the following year.

Clerk of the Course

The Clerk of the Course leads the team of organisers and is the senior licensed club official responsible for the competition and the safe running of the event. He must, without question, control the event from within Rally Control during live stages to enable effective decision making.

He has overall responsibility for the general conduct and control of the event and many other safety related duties under the regulations (NCR 13.2.1, 13.2.2, 13.2.4).

He takes all decisions relevant to the effective and safe running and control of the rally. He is ultimately responsible for ensuring compliance with the Safety Plan.

Deputy Clerks of the Course

The Deputy Clerks 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).

Radio Controller

The Radio Controller with the Chief Marshal has overall responsibility for the recruitment and deployment of radio marshals within each stage in compliance with NCR 13.2.4.13b.

A radio plan will be produced and will be available as required for the information of marshals and officials.

Due to the topography of the area where the event will take place mobile telephone communications can be intermittent. There are no hard wire telephone facilities.

Chief Scrutineer and Scrutineers

The Chief Scrutineer (who will be licenced by Motorsport UK) is responsible for the appointment and conditions of appointment of other licenced scrutineers. The Chief Scrutineer's duties are listed in NCR 5A.6. The scrutineers are responsible for checking the mechanical state of Vehicles both in regard to compliance with all Regulations and in the interests of safety.

Scrutineers shall make inspections at any time at the request of the Organisers.

The Chief Scrutineer (and any Deputy) shall remain on duty throughout an Event.

Non-Licensed Senior Officials

Assistant Clerks of the Course

The Assistant Clerks of the Course assist the Clerk of the Course and his deputies in the smooth running of the event. In particular they are responsible for allocated changes to the stage layouts and for ensuring that should any spectator issues arise at or near their locations during the day they notify the Stage Commander, Deputy Clerks of Course, Event Safety Officer, Spectator Safety Officer and Clerk of the Course as appropriate. Should the spectator incident be sufficiently serious they should advise the Stage Commander to stop the stage. The Assistant Clerks of Course cannot deputise for the Clerk of the Course that is the responsibility of the appointed Deputy Clerks. During stage changes they are authorised to drive in both directions on and off stage routes to enable stage changes in an effective and timely manner.

Event Safety Officer

The Event Safety Officer will travel with the Safety Delegate.

The Event Safety Officer has overall responsibility for coordinating all safety matters on the event and will work with several others on the organising team. This is a key role that is essential to the safe running of an event and must be carried out by someone with considerable experience of safety at rallies.

They are responsible for ensuring that the safety manual is produced in a realistic way that reflects what is happening on the event. As part of their role they:

- should be involved in the planning (including route planning), delivery and debrief for the event,
- will produce a safety manual which matches Motorsport UK and Health & Safety requirements and will ensure that all those involved in the running of the event are aware of the plan and where appropriate have received training in its implementation,
- will ensure sufficient marshals and if appropriate, Security Industry Authority (SIA) trained personnel are involved in each venue,
- will liaise with the emergency services and relevant Safety Advisory Groups to ensure full consultation is undertaken,
- will ensure safety plans are created for all special stages and non-stage venues such as service areas including setup diagrams. The stage plans should also include where relevant:
 - Rescue/recovery vehicle locations,
 - Key stage personnel locations,
 - Location of all communication systems,
 - Location of doctors and/or paramedics,
 - Marshal locations,
 - Photographer locations.
- is responsible for co-ordinating the activities of the Organising Team to ensure consistency of approach and application of safety policies and procedures for the greater safety of those involved with the event,
- will carry out general Risk Assessments for the event overall,
- will work with the Clerk of the Course to carry out stage specific risk assessments and will monitor the risk assessments throughout the event in order to make future recommendations,
- will liaise with the events' Chief Medical Officer or Chief Paramedic and ensure first aid cover for spectators is provided in alignment with current legislation,
- will ensure the safety plan (or relevant sections) is distributed to all those who require a copy,
- will complete all Motorsport UK required paperwork on time,
- will work with any local authorities as required in relation to any commercial and public areas which have H & S requirements,
- will be responsible for ensuring the recruitment of all ambulance, extrication, fire and rescue teams is carried out,
- On-event, will remain in close contact with the Clerk of the Course and give advice on the practicality of any safety and rescue operations.

The Event Safety Officer's duties are 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

Will be principally responsible for ensuring that the landowner's instructions not to permit spectator access to the areas of the Military Training Area used for the special stages are fulfilled. Nevertheless, we recognise that some spectators will gain access to the venue.

The Spectator Safety Officer will travel in the Spectator Safety Car.

The Spectator Safety Officer has been involved in the planning (including route planning), delivery and debrief for the event.

The Spectator Safety Officer should flag up any spectator safety concerns that might prevent certain parts of a proposed route being utilised if they cannot be adequately controlled. They should contribute to the safety plan, particularly the section on spectator safety including spectator access and car parking.

During the event the Spectator Safety Officer has a key role in the management of spectators and will travel around the special stages to an agreed schedule prior to the live running of each stage, spotting and dealing with issues as they arise.

Following the event, the Spectator Safety Officer should be proactively involved in the event debrief. This should analyse any spectator problems or incidents that arose on the event, consider the contributing factors and suggest solutions for the next event. The Spectator Safety Officer should view any internet footage of the event from spectators and any in car footage from safety cars and competitors as available. **However, note that we have not paid the Landmarc fee for commercial photography/video and competitors will be strongly discouraged from any public posting of in-car videos.**

The Spectator Safety Officer's duties are listed in NCR 13.2.4.12.

Event Secretary

The Event Secretary is responsible for all materials and notices required for the organisation of the Event. This documentation may be created by other persons responsible to the Organisers and includes all paperwork pertinent to the Event including acceptance of entries, allocation of Competition numbers, collation of signing-on declarations, Licence examinations where applicable and the submission of items required to be sent to the Motorsport UK Steward and / or Motorsport UK after the Event. The Event Secretary's duties are listed in NCR 5B.1.1.

Competitors who fail to produce the necessary documents to prove their eligibility to take part in the event must be reported by the Event Secretary to the Steward(s).

Chief Medical Officer or Chief Paramedic

He is responsible for all doctors, paramedic and other medical staff.

He will undertake the recruitment of all medical staff and ensure they are qualified to deal with their allotted tasks and know exactly what is expected of them.

Additionally, he will contact the local Hospital and ambulance service to advise them of the event as well as ensuring all First Aid cover is in place, suitable and adequate for on-event spectator needs.

He will complete all necessary medical paperwork as required by Motorsport UK and make sure that all medical personnel are allocated to the right locations and have all necessary documentation.

Finally, it is important that he completes all post-event incident reports as required by Motorsport UK and the Landowners.

Stage Commander

In the event of a serious incident in-stage, the Stage Commander will attend the incident leaving the Deputy Stage Commander in charge of the start line. If and when a re-start of the stage is authorised, subject to the Stage Commander's consent, the stage may be restarted under the control of the Deputy Stage Commander until the Stage Commander returns to the start area. Following stage changes made by the Assistant Clerks of the Course, the Stage Commander will declare the stage operational – following this declaration, strict one-way traffic in the stage direction is required. The Stage Commander's duties are 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 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.

Safety Car Teams

All Safety Cars whether Spectator Safety, 000, 00 or Sweeper Cars will be referred to as Safety Cars. The only car referred to as the Zero car will be the one with a single 0 on the side. Other vehicles will be referred to as Official Cars.

Golden Rules

Without exception, the following Golden Rules should be applied to every Safety Car/Crew including the Zero car; All Safety Cars should be clearly identified and all Safety Car crew members should also wear clear identification for when they are out of their vehicles.

Pre-event all Safety Cars should familiarise themselves with the safety paperwork and the road book.

Where realistic all official Safety Cars & Sweeper Cars should complete the full route and wherever possible maintain a completed time card. If this is not practical for all cars then at least one of each MUST fulfil this requirement.

Each crew should have a means of communication with the other Safety Cars and with Rally Control/Clerk of the Course.

All Safety Cars should proceed through special stages at a speed suitable to the vehicle being driven and to the prevailing stage condition. At no time should a Safety Car be driven in a manner that puts the occupants, stage officials or members of the public at risk.

Safety Cars should not be used to entertain sponsors or to give "stars" a free run in order to boost event publicity, they have a vital role to play and as such their occupants are there to work.

Safety Car crew members should remember that marshals are volunteers and as such, be courteous to them at all times. It may be the case that marshals require reassurance and brief training on their duties.

Safety Cars should endeavour to keep to their pre-determined time schedule and ensure that they adapt this to compensate for any delays in the running of the event. The closer an event can keep to running on time, the safer it becomes.

It is essential that all crews have a "see it, sort it" attitude for anything they see pertaining to the rally.

At least one crew member of the Safety Car Team MUST be a member of the Event Organising Committee and should have been involved in pre-event planning.

The driver of the Zero Car should either be an existing stage rally competition licence holder or should have previously held a stage rally competition license. At least one member of each Safety Car crew must have a Safety Car license. Each Safety Car must carry a dashcam.

Post-event, all Safety Cars should provide a report to the Event Safety Officer or Clerk of the Course for use in the event debrief.

Spectator Safety Car, Motorsport UK Safety Delegate, Zero Car, and Sweeper Car

The event will use a Spectator Safety Car, the Motorsport UK Safety Delegate, a Zero Car, and one or two Sweeper Cars only.

The Spectator Safety Car (carrying the Spectator Safety Officer) will travel through the stages prior to a car carrying the Event Safety Officer and the Motorsport UK Safety Delegate.

The Spectator Safety Car will have roof lights, PA, and siren.

The Zero Car will ensure the route is compliant with the Safety Plan and if necessary be prepared to STOP. If this is required, immediately report to Rally Control requesting a delay to the stage start and explaining the situation. If it is possible to resolve the situation, do so. If not, Rally Control and the Stage Commander will resolve the situation.

Pre-event they should familiarise themselves with the route, the safety plan and other relevant documents plus the time schedule as well as liaise with the event officials over their final responsibilities.

On-event – check official notice board for any route alterations.

They MUST have a method of communication with all other Safety Cars and Rally Control and work as a team to follow through on any requests related to spectator movement and locations.

At each special stage arrival they should liaise with the Stage Commander before they enter (the Clerk of the Course should structure the Safety Car's time schedule to allow for this. This may mean having a shorter time in any service/re-group area than competitors).

Safety Cars should only use road books and other printed information supplied by the event organisers. (They should not have access to or be using any subjective route notes/pace notes).

The safety car crews should carry out a final check on stage furniture, safety issues, Motorsport UK official notices especially in relation to Rights of Way, marshalling & spectator safety. They MUST also carry spare stage

furniture/equipment and the means to fit it. Mandatory Radio location signs and red signals (flags) should also be checked.

At the end of each stage, they should confirm to the Stage Commander that the stage is in an acceptable condition to run. They should also ensure that this message is passed to Rally Control.

They should submit a post-event debrief/report to the Event Safety Officer or Clerk of the Course.

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 will be Motorsport UK accredited. Any new or inexperienced marshals will be allocated to a post with an accredited marshal to support them. Any experienced marshals who are not accredited will also be allocated to a post with an accredited marshal to support them.

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 is in compliance with the current Motorsport UK National Competition Rules and is not damaged or compromised in any way,
- Ensure their safety equipment and clothing are in compliance 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 (flag),
- 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,
- Adhere to the road book at all times,
- Notify the event organisers if they are retiring from the event.

6. Time Schedule and Safety Car Arrangements

Approximate Time Schedule (based on 70 starters, with the number of competitors reducing by 5 for each pair of stages).

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

CONTROL	STAGE NAME	STAGE	ROAD	Time Allowed	Spectator Safety Car Latest FCD-32	Motorsport UK Safety Delegate Latest FCD-22	Zero car Latest FCD-12	1 st car due	Last Car (70 starters)	Sweeper (ASAP after last car)
MC0	Hilton Road				07:34	07:44	07:54	08:06	08:41	As soon as possible after last car on the second stage of each pair
TC1	North's 1			6	07:40	07:50	08:00	08:12	08:47	
SS1			0.13	3	07:43	07:53	08:03	08:15	08:50	
SF1		11.07		(10)				08:25	09:03	
SV 1 IN			0.78	(5)				(08:30)		
RC1								09:12	09:47	
TC2	North's 2		1.78	6				09:18	09:53	
SS2			0.13	3				09:21	09:56	
SF2		11.07		(10)				09:31	10:09	
SV 2 IN			0.78	(5)				(09:36)		
RC2					10:31	10:41		11:03	11:35	
TC3	Saddington's 1		1.78		10:37	10:47	10:57	11:09	11:41	
SS3			0.13	6	10:40	10:50	11:00	11:12	11:44	
SF3		9.85		(11)				11:21	11:54	
SV 3 IN			0.78	(5)				(11:26)		
RC3								12:03	12:35	
TC4	Saddington's 2		1.78	6				12:09	12:41	
SS4			0.13	3				12:12	12:44	
SF4		9.85		(11)				12:21	12:54	
SV 4 IN			0.78	(5)				(12:26)		
RC4					13:32	13:42		14:04	14:34	
TC5	Ahern's 1		1.78	6	13:38	13:48	13:58	14:10	14:40	
SS5			0.13	3	13:41	13:51	14:01	14:13	14:43	
SF5		12.97		(9)				14:24	14:56	
SV 5 IN			0.78	(5)				(14:29)		
RC5								15:05	15:35	
TC6	Ahern's 2		1.78	6				15:11	15:41	
SS6			0.13	3				15:14	15:44	
SF6		12.97		(9)				15:25	15:57	
MC6A			0.07	3				15:28	16:00	

The Safety Car Convoy (consisting of cars labelled "Spectator Safety Car", "Safety Delegate", and "0" – there will not be a "000" or "00" car) will drive each odd-numbered stage before the first competitor starts the stage. The duties of the Safety Cars are described in the roles and responsibilities section of this manual.

The Spec Safety Car (SSC) goes into the stage first (whilst the stage build team may still be working on the stage). They do one lap of the stage and then wait before the merge immediately after the stage start. The Spec Safety Car then follows the Safety Delegate (SD) with whatever gap between the two cars seems appropriate. When the SD reaches the split for the first time, the car follows the stage route; when the SD car reaches the split for the second time, the car splits to the stage finish (unless there is something on the lapped part of the stage that the SD wishes to see again). For the final part of the stage (from the split to the stage finish), the SSC would not traverse the stage before the SD, but most of this part of the stage does not change in the stage re-builds.

Should a delay of greater than (approximately) 20 minutes occur within any stage, the Spectator Safety Car or the "0" car will drive the stage (as an interim safety car) to indicate that the stage is about to restart.

One or two Sweeper cars will drive through each even-numbered stage after the last competitor.

7. Risk Assessment

Hazard	Risk	Precautions / Controls in place	Further action available
Fire: Moorland, Grassland, Arable crops	Injury to those in attendance: burns, slips, trips, falls, etc.	- Marshals available to direct and guide all people away from the ranges, emergency exit routes identified - All competitors must carry approved fire extinguishers	Emergency services on 'stand by' Fire extinguishers available at all stage arrival/start areas and at stage stop lines.
Slips and trips during stage set-up	Injury caused through slips and trips	- Stage build team to work in twos or in close contact with a colleague. - Report to Stage Commander via radio or mobile phone. - Get treatment on site from personal first aid kit. - Auxiliary lighting used after dark. - Do not ride on trailers.	Travel to local A&E with colleague During event: Event emergency crews available on each stage Call emergency services if incident requires via radio control (if operational)
Volunteers carrying out manual work or misuse of hand tools	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. - Do not rush. - Stage build team to work in twos or in close contact with a colleague. - Report to Stage Commander via radio or mobile phone. - Get treatment on site from personal first aid kit. - Auxiliary lighting used after dark.	Travel to local A&E with colleague During event: Event emergency crews available on each stage Call emergency services if incident requires via radio control (if operational)
Incident with moving vehicle during set-up	Personal injury	- Stage build marshals to work in twos or in close contact with a colleague. - Use appropriate Personal Protective Equipment (PPE), including the wearing of Hi-Vis. - Do not ride on trailers. - Warning signs positioned at all likely road and footpath access points - Maintain 15 mph speed limit during set-up - Contact stage commander via radio or mobile phone who will advise emergency services if necessary.	Advise all involved and suggest alternative routes. Landmarc representative to be available at all times.
Stage Set-Up and take-down – mechanical handlers	Damage caused to property or persons by mechanical handler	Mechanical handlers only operated by personnel who are trained operators	Travel to local A&E with colleague During event: Event emergency crews available on each stage Call emergency services if incident requires via radio control (if operational)

Service Area incident with moving vehicle	Struck by a moving vehicle.	• Speed restriction • Traffic route • Signage	Event emergency crews available on each stage Call emergency services if incident requires via radio control
Service Area Fire	Fire	• Fire Points • all service vehicles and competitors carry fire extinguishers • Rescue and Recovery vehicles carry fire equipment as standard kit.	Emergency services on 'stand by' Fire extinguishers available at all stage arrival/start areas and at stage stop lines.
Service Area Personal Injury	Personal Injury	• Advanced First Aider on site with medical equipment. • Fully equipped Motorsport UK licensed Rescue Unit and Crew on site. • Emergency evacuation plan including ambulance meeting point and liaison with County Emergency Services.	Call emergency services if incident requires via radio control
Service Area workshop risks	Standard vehicle workshop risks (fire, fuel, electrical, lifting/hoists, etc.)	• Enforce safe working practices in Service Area. • Advanced First Aider on site with medical equipment. • Fully equipped Motorsport UK licensed Rescue Unit and Crew on site. • Emergency evacuation plan including ambulance meeting point and liaison with County Emergency Services.	Call emergency services if incident requires via radio control
Competition Stages - Impact	Gravel/stones thrown from cars starting stages or passing through stage	• Ensure all marshals stand in designated locations	Event emergency crews available at each stage. Call emergency services if incident requires via radio control
Competition Stages – injury from moving vehicle	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. • Taping in place plus prohibited area signs as required • Spectators in designated, marshalled areas or no spectators. • Safety Car system to check stages. • Warning signs.	Event emergency crews available at each stage. Call emergency services if incident requires via radio control
Competition Stages collisions between vehicles	Competing car colliding with non-competing vehicle	• Marshal/Official cars parked in accordance with Motorsport UK guidelines	Event emergency crews available at each stage. Call emergency services if incident requires via radio control

Competition Stages crowd control	Spectators attempting to gain access to a prohibited area	- Fencing/taping in place plus prohibited area signage - Sufficient safety marshals at all points where individuals may try to gain access to non-spectator areas	Assistant Clerks of the Course, Safety Officer, Safety Cars STAGE CLOSURE
Competition Stages – individuals walking on track	Individuals attempting to walk on the rally route in order to gain access to alternative areas	- Information on site to ensure individuals stand well away from the track - Spectator Safety marshals in place	Safety cars will travel the route prior to first competing car STAGE CLOSURE
Competition Stages – collision with environment or stage furniture	Competing car colliding with trees, logs, or other immovable objects	- Recognised hazard of the sport. - Straw bales and large tyres used to reduce possible impact. - Fully equipped Motorsport UK licensed Rescue Unit and Crew on site.	Call emergency services if incident requires via radio control
Competition Stages – collision with wreckage	Secondary accident by competing car following collision with wreckage	- Recognised risk of the sport. - Marshals may be able to give warnings.	Call emergency services if incident requires via radio control
Competition Stages - fire	Fire	- All Competitors wear fireproof clothing. - All competition cars are scrutinized to meet current Motorsport UK standards including: fireproof bulkheads, battery isolators, fire extinguishers and engine compartment extinguishers. - Rescue and Recovery Units carry fire extinguishers. - Fire point located at all stage starts and finish locations.	Call emergency services if incident requires via radio control
Competition Stages – personal injury	Personal Injury	- All competition cars are scrutinized to meet Motorsport UK standards including: crash helmets and roll cages. - On site Paramedic with equipment, fully equipped Motorsport UK licensed Rescue unit with a fully trained crew.	Call emergency services if incident requires via radio control
Competition Stages – trapped in car	Competitor trapped inside car.	- Emergency extraction equipment carried by Rescue Unit. - Rescue crew fully trained in the equipment's safe use.	Call emergency services if incident requires via radio control
Competition Stages spectator problems	Impossibility of confining spectators	If necessary, halt or cancel stages.	STAGE CLOSURE

Competition Stages – start and finish	Collision of competing cars with marshals	- Countdown boards in place to ensure competitors have sufficient time to slow down - No unauthorised people in these areas - Siting of the finish area	Event emergency crews available in each stage
Competition Stages – service crew control	Service crews attempting to gain access to stages to spectate	- Fencing/taping in place plus prohibited area signs - Safety marshals to provide guidance and advice on permitted areas	Safety Officer, Safety cars, STAGE CLOSURE
Closure of Special Stage	Crowd movement, slips and trips	- Well signed routes from all areas - Marshals available to guide and direct	Event emergency crews available in each stage
Fuel	Fire, explosion	Use of appropriate containers in accordance with Motorsport UK Service Area Risk Management (Item A)	Service Area Controller to advise of any contravention
Ordnance	Touching or standing upon unexploded Ordnance	- All competitors instructed to remain with their vehicle in case of crash, breakdown, or retirement. - All marshals instructed to remain at their designated position - No unnecessary walking off road - Never touch or pick up anything	Event emergency crews available in each stage Landmarc representatives will accompany organisers when necessary and investigate any unidentified items
Pollution	Crash damage to vehicles, engine blow-ups, leaks of fuel or lubricants	- Medium Spill kits available at all stage starts - All competing cars to carry a small spill kit - All recovery vehicles to carry spill kits - Any spillage to be reported to the Stage Commander or Senior Official - Any materials to be disposed of via authorised and licensed disposal outlets	Environment Agency and local council contacted in extreme circumstances STAGE CLOSURE
Noise	Nuisance to residents, land owners, and neighbours	- All competing cars to pass Motorsport UK standard noise test before starting event - Noise checks performed periodically throughout the day	Disqualification of excessively noisy competing vehicles
Litter	Slips and trips	Marshals and Service crews issued with bags for collection of rubbish	Organisers perform clear up after event has finished

In the event of an accident/incident the Clerk of the Course will contact the DIO Duty Officer (whose number can be obtained from the 24 hour Ops Room on *redacted*) as soon as possible and inform the Business Development Co-ordinator the next working day.

8. Red Signal (Flag) Policy

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

The red signal (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 signals (flags) will be used. These red signals (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 or the Stage Commander.

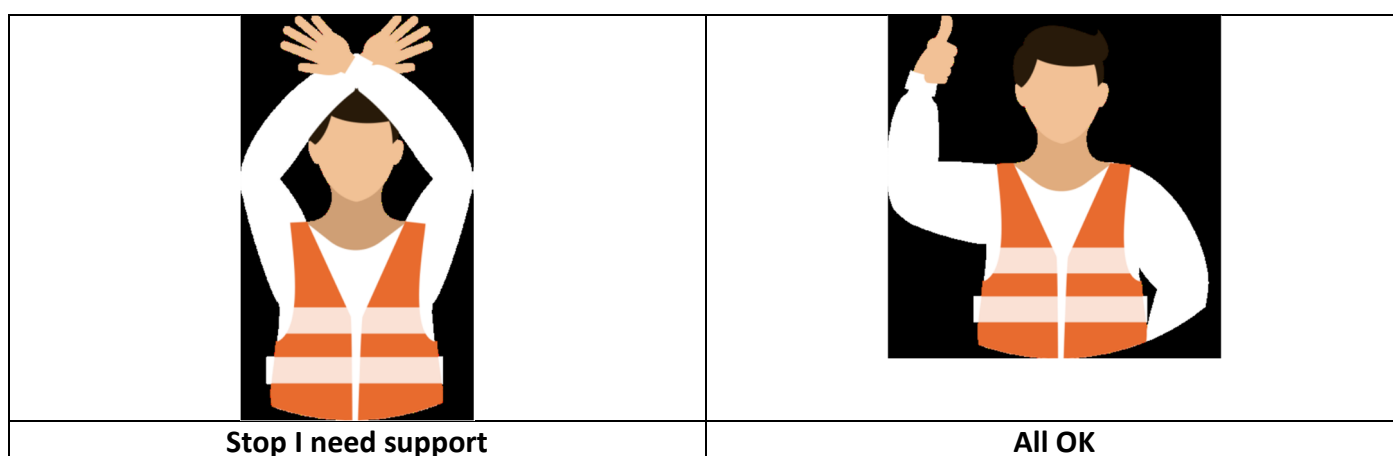
9. Red Signal (Flag) Procedure

Red signals (flags) are 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). The red signals (flags) will only be displayed to competitors on stage on the instructions of the Clerk of the Course or the Stage Commander. If instructed to display the red signal (flag), display the signal (flag) as close to the track as possible, without putting yourself in danger. The red signal (flag) must be prominently displayed (held out steady, not waved) by a marshal who **MUST** wear a marshals' tabard.

Red signals (flags) are located at the mandatory radio locations marked on the stage maps, please make sure you are familiar with these locations.

To demonstrate red signals (flags) are in location, they should be shown, but not waved to the safety car convoy (but not the 0 car) as they pass.

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



Red Signal (Flag) Marshals / Radio operators

Mandatory radio crews (except for start and finish) must have the red signal (flag) on standby at all times 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 signal (flag) will come from the Clerk of the Course or the Stage Commander via the Radio Control via your radio. **NO ONE ELSE IS AUTHORISED TO GIVE THIS INSTRUCTION.** Display the signal (flag) as close to the track as possible, without putting yourself in danger. The red signal (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 Signal (Flag) Procedure may be disqualified from the event and reported to Motorsport UK.

10. Service Area Safety (Service Area Guidelines, Annex P of the Stage Rally Safety Requirements – October 2024 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 in such a way that they present neither a safety nor environmental risk to other teams or the venue location.

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

1. The Service Area should be an appropriate size to allow adequate space for **individual service zones, vehicle movement and safe pedestrian access**. The ground should be relatively even with any significant hazards adequately controlled.
2. Service zones should be clearly demarked and **public access restricted**.
3. Organisers must set a **speed limit** for Service Areas and publish this information in the Supplementary Regulations.
4. All entrants should have an **environmental ground-sheet** in place before work commences on the vehicle.
5. **Temporary structures** such as motor homes, awnings and pop up tents must be erected securely and with **sufficient ballast** to cope with wind conditions. All structures deemed unsafe by the event organisers must be dismantled and removed.
6. All service vehicles should have an **environmental spill-kit**, for use in the event of liquid spillage. (Competing cars should also carry such a kit.) Spillage of any liquid should be contained immediately by the crew concerned.
7. **Fire extinguishers** should be **readily available** at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled. 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. 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.
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'**.

11. Spectator Safety

The NHMC Warcop Stages Rally is **not** a designated spectator event. The military authorities will not permit spectators on the Warcop Training Area.

Spectators include service crews, associated personnel, and retired competitors.

The limited number of accredited and identifiable media personnel will not be considered as spectators.

The organisers have identified six specific points that could be used by spectators to gain access and will therefore require appropriate signage and “policing”. These are:

1. Range Entry Point Number 3 on the A66, the stage entrance (NGR NY 759155),
2. Range Entry Point Number 2 on the A66, at post 27 on the stages (NGR NY 754158),
3. Range Entry Point Number 1 at Pinsent Way, the stage exit (NGR NY 743166),
4. Haybergill Lane (public footpath number 372031) and access to Haybergill House and Haybergill Retreat (which is Rally HQ/Control) (NGR NY 749163).
5. Public bridleway number 350021 at the A66 (junction with unclassified road at Broomrigg End NGR NY 771152)
6. Public bridleway number 350021 at post 9 on the stages (NGR NY 773162).

These will be signed “NO SPECTATOR ACCESS” together with Notice C, the Spectator Safety Code, and notice D at points 1-3, 5, and 6.

Points 1 and 3 are used throughout the event as stage access and egress for officials and competitors and will be manned at all times by rally officials and marshals.

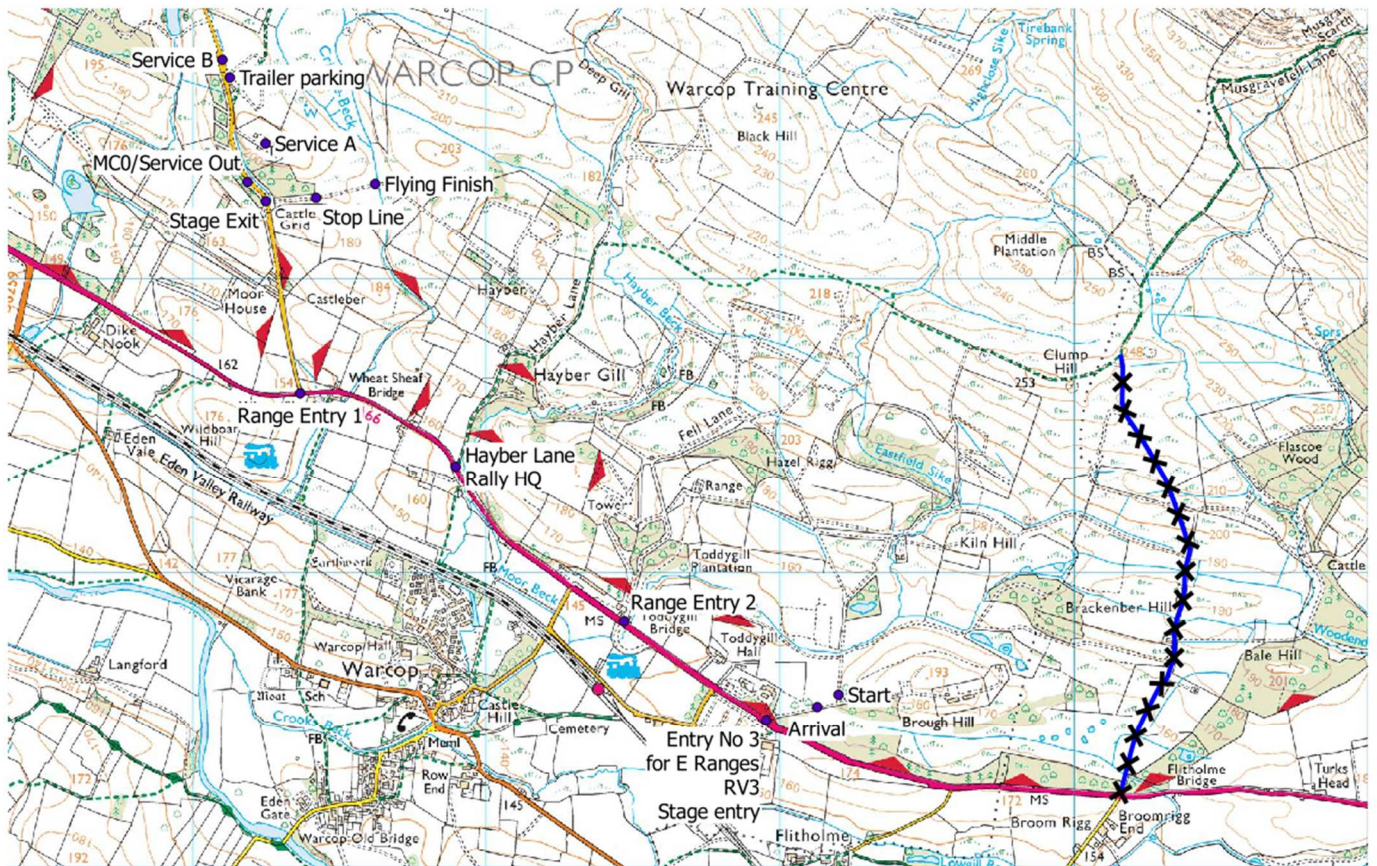
Barriers will be positioned across access point 2 (away from the highway edge), thereby allowing a limited amount of viewing of the adjacent stage junction by pedestrians. No vehicles will be allowed to park at this point as the A66 is a designated clearway. The location will be manned at all times by marshals.

At point 4 it must be noted that members of the public may be visiting Haybergill House and Haybergill Cottage on foot or by vehicle, or wishing to walk the public footpath and we require access to and from Rally HQ at Haybergill Retreat.

Notices “A”, “C”, “D”, and the Safety Code will be positioned either side of the stage route on the public footpath extending from Hayber Lane. Marshals will be positioned adjacent to this point to monitor and assist any *bona fide* walkers using the public footpath. No members of the public will be allowed to remain at this position.

The public bridleway number 350021 will be closed from the A66 (NGR NY 771152) to its junction with public footpath number 372031 (East of Clump Hill at NGR NY 771167) under a temporary closure order made by Westmorland & Furness Council. The ends of the bridleway closure will be signed in accordance with Westmorland & Furness Council’s requirements. The following map shows the extent of the closure.

The Spectator Safety Officer will visit access points 1 to 4 and posts 4, and 9 or 10 (depending on which stage is running) during the course of the event, to ensure that all officials and marshals appointed to these access points are fully versed in their duties of politely prohibiting spectator access and are supported in fulfilling their role as necessary.



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Brideway closure

It is recognised that a total prohibition of anyone other than officials, marshals, accredited media, Army and Air Cadets, MoD and Landmarc personnel from the open moorland area of the Warcop Military Training Area is well-nigh impossible, however any sightings of unidentified people can be reported via radio to the radio controller and appropriate action initiated. This will include stopping special stages if necessary.

12. 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. Level Two media personnel will have agreed with the organisers (in advance of the event) the areas in which they will be. They are not permitted in any prohibited areas.

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

13. Marshalling Arrangements

The following plan 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 less than the overall number of marshals in attendance.

In the table below (radio) indicates mandatory 81 MHz Motorsport UK Medical and Safety frequency radio points; (sup) indicates supplementary radio points.

Predicted numbers of marshals³

Post	Stages 1 & 2 North's Plan A	Stages 3 & 4 Saddington's Plan B	Stages 5 & 6 Ahern's Plan C
MC0/Service Out	2	2	2
ATC	2	2	2
0 (access)	Start Team 2 (radio)	Start Team 2 (radio)	Start Team 2 (radio)
1	1 (radio)	1 (radio)	3 (radio)
2	2	2 ⁴	0
3	n/a	n/a	n/a
4 (bridleway to South)	1 (radio)	1 (radio)	1 (radio)
5	0	0	0
6	0	0	0
7	1 (sup)	1 (sup)	1 (sup)
8	2 ⁵	0	0
9 (bridleway)	n/a	2 (radio)	2 (radio)
10 (bridleway)	2 (radio) ⁶	2	2
11	0	0	0
12	0	0	0
12A	0	0	0
13	2 (sup)	2 (sup)	2 (sup)
13A	0	0	0
14	0	0	0
15	1	1	0
15A	n/a	n/a	n/a
15B	n/a	n/a	n/a
16	0	0	1
17	1 (radio)	1 (radio)	1 (radio)
18	2 (radio)	2 (radio)	2 (radio)
18A	0	n/a	n/a
18B	0	n/a	n/a
18C	0	n/a	n/a
18D	0	n/a	n/a
19	0	0	0

³ Bridleway comes from North at post 9, via posts 10, and 4, and continues South after the bend to the South of post 4

⁴ 2 marshals from post 2 move to post 1 between stages 4 and 5

⁵ 2 marshals from post 8 move to post 10 between stages 2 and 3

⁶ Radio and marshals from post 10 move to post 9 between stages 2 and 3

20	1	1	1
21	0	0	0
21A	0	0	0
22	2 (sup)	2 (sup)	2 (sup)
23	1 (sup)	1 (sup)	1 (sup)
23A	n/a	0	0
24	2 (sup)	2 (sup)	2 (sup)
25	0	0	0
25A	0	n/a	0
26	0	0	0
27 (access)	3 (sup)	3 (sup)	3 (sup)
28	2	2 ⁷	0
29	0	0	0
30	0	0	0
30A	0	0	0
31 (footpath access)	2 (sup)	2 (sup)	2 (sup)
32	Flying Finish Team 2	Flying Finish Team 2	Flying Finish Team 2
33 (access)	Stop Team 2 (radio)	Stop Team 2 (radio)	Stop Team 2 (radio)
PC/MC6A	2	2	2
Total	40	40	38

⁷ If a problem with sheep/lambs, 2 marshals to remain at post 28; otherwise move to post 27 between stages 4 and 5

14. Safety, Rescue, Recovery, and Medical Arrangements

All medical and safety personnel are accountable to the Clerk of the Course, the Chief Paramedic, and the Stage Commander.

In the event of an incident all personnel who need to be mobilised will be instructed when to act by the Clerk of the Course or 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 15 - Radio Network).

Doctors/Paramedics

Doctors/Paramedics operate under the instruction of the Clerk of the Course, the Chief Paramedic, and 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 Clerk of the Course and 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 or to transfer to the CQC-registered ambulance for transfer to hospital. Rescue vehicles will have the capability of moving a casualty on a stretcher.

Recovery Vehicles

Recovery Vehicles operate under the instruction of the Clerk of the Course and the Stage Commander.

The function of Recovery Vehicles is the removal of broken cars from the Special Stage at the discretion of the Clerk of the Course and the Stage Commander.

15. 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. Mandatory radio points are shown on the stage maps and in the Road Book and marked on the stage by radio boards. Mandatory radios (except for stage start and finish) will have a red signal (flag). Supplementary radio points are **not** shown on the stage maps or in the Road Book. Supplementary radio locations are not marked by radio boards and do not have red signals (flags).

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. The time (in and out) of sweeper car (note for stage 2, the stage commander will act as the sweeper car; for stages 4, 6, and 8, there will be a separate 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. Operators should be chosen for clear speech and common sense. The essence of good communications is brevity and order.

Mandatory radios must be staffed at all times the stage is live by one of the crew. A Radio Marshal will support the Radio Operator but will be expected to deploy from the radio car as a marshal for that location as and when required to do so. Where a radio car crew is staffing a supplementary radio point, then both the radio operator and the radio marshal must be prepared to deploy away from the radio car as marshals are needed. (Stage Rally Safety Requirements, edition 7)

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

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 then respond "Go ahead" or "Wait".

When a station hears the "Go ahead" in response to his 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 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 or the Stage Commander. The Stage Commander should be located at the stage start. If there are communication difficulties and 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 signal (flag). Instructions to display all red signals (flags) will be given by the Clerk of the Course unless there are communication difficulties in which case the instruction will be given by the Stage Commander via the radio controller.

When instructed, red signals (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.

16. 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).

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 have to be taken away for treatment the Rescue and Medical personnel will use the quickest route to the County Ambulance Meeting Point (A.M.P.): **AMP1**, in the Army turning circle just off the A66 at Warcop Army Camp

OS Map Ref 91/NY 755158,
GPS Lat/Long: 54.537068 -2.380823,
N54 32 13 W2 22 50, N54 32.224 W2 22.849
what3words: rotate.singles.insisting
Open Loc/Plus code: 9C6VGJPC+H5M

The Air Ambulance meeting point is **AMP2**, the official helicopter landing point for Warcop Army camp

OS Map Ref 91/NY 752159,
GPS Lat/Long: 54.538364 -2.385235,
N52 32 18 W2 23 06, N54 32.302 W2 23.114
what3words: rang.shark.measuring
Open Loc/Plus code: 9C6VGJQ8+79Q

Once the problem has been resolved the Clerk of the Course 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.

In the event of an accident/incident where the injured party requires immediate medical attention and/or hospitalization, the Clerk of the Course will contact the DIO Duty Officer (whose number can be obtained from the 24 hour Ops Room on 01748 875503) as soon as possible and inform the Business Development Co-ordinator the next working day.

Major Incident plan

North Humberside Motor Club Ltd considers that a major incident is one where the available resources at the rally 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 Coroner's 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 AMP1 (91/NY 755158, the Army turning circle just off the A66 at Warcop Army Camp) 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.

The Air Ambulance meeting point is AMP2 (91/NY 752159, the official Army helicopter landing point for the Warcop Army Camp). However, at their discretion, the Air Ambulance may decide to land on the ranges closer to the incident.

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

Distressed relatives or team members will initially be accommodated at TBA.

Witness statements may also be taken at TBA.

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. One Response Unit, to act as advanced first aid to cover the service areas,
5. A CQC-registered ambulance to transport casualties to hospital if necessary.

17. Marshals' Notes

17.1 Introduction

Firstly, on behalf of 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.

We shall be running a marshals draw on the event with several cash prizes, the winners will be announced over the radio network. Prizes can be collected at the end of the event from Rally HQ; any not claimed will be posted, based upon the address given at sign-on.

Finally, everyone is welcome to the awards presentation.

Your job is to keep yourself and others safe on the stage. Safety at the event, and especially out on the live stages, is our main concern. Please ensure any vehicles are parked safely at least 30 metres away from the live stage

More experienced (**accredited**) marshals will be used in the appropriate places with buddying arrangements in place on the stage for new and less experienced marshals. Experienced marshals may be asked to buddy up with new marshals as part of their training.

This document serves as the marshals briefing.

Pre event preparation

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

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)
- Warm clothing, food, drinks, etc.

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 have been completed, they will be classed as an **accredited** marshal. You can then go on to progress through the marshals grading scheme.

We would encourage you to complete this once-only training which will take approximately 45 minutes.

Signing-on

Signing-on should be electronically before the event using the URL that has been emailed to you. On arrival at the venue if you have not already signed-on please ensure you sign-on with the Stage Commander using the current Motorsport UK form at the entrance to all stages (OS 1:50,000 map 91, National Grid Reference: NY 759155, what3words: relocated.encrusted.clown, off the A66 signposted "ENTRY No 3 for E ranges RV3" – continue through the barrier towards the stage start - do not turn into the Range Stores compound, do not block the entry to the Range Stores compound, do not stop on the A66) between 6:15 am & 7.00 am.

The Warcop Training Area is a military range and has been for many years. Do not wander from your position. Do not touch, kick, or pick up any unknown objects – **they may explode and kill you!**

17.2 Spectators & Spectator Access Arrangements

Landmarc and the MoD/DOI will not permit spectators on to any areas of the Warcop Military Training Area used for the special stages.

Note that cars may not be parked on the A66.

- Be aware of the arrangements for media access.
- Do not take photographs or film or share any information on social media whilst marshalling.
- Stay alert at all times.
- Keep everyone off the live stage – use a whistle to alert about approaching cars.

NO-ONE IS ALLOWED TO STAND IN PROHIBITED AREAS AT ANY TIME – SPECTATORS, MARSHALS OR MEDIA.

These will be shown by red & white tape and include box junctions intended as run off areas for cars that fail to make a turn and generally the outside of bends. However, be aware that rally cars can leave the stage at any point. If you have concerns about safety on stage or spectators/media refuse to move from an unsafe location, make this known to the Stage Commander via the nearest radio operator. A decision will be taken on whether to suspend or stop a stage and you will be supported by the Stage Commander and Clerk of the Course in taking this action – we want to support a good competition but safety always comes first.

17.3 Programme

Each stage will run separately (not interposed) at 30 second intervals.

Before each pair of stages three vehicles will traverse the stage: a Spectator Safety Car (with warning lights and siren), the Motorsport UK Safety Delegate, and a ZERO car.

A sweeper car will close each pair of stages (that is after Stages 2, 4, and 6).

In addition, if there is a delay of more than 20 minutes without a competitor passing through post 1 an interim safety car will drive the stage to warn personnel that the stage is about to restart.

17.4 Timing of the event

I have attached a time schedule which may change on the day.

17.5 Arrows/Signs

If you are positioned near stage arrows or boards, please keep a watchful eye on them in case they are knocked or blown down. 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.

17.6 Red Signal (Flag) Procedure

Red signals (flags) are 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). The red signals (flags) will only be displayed to competitors on stage on the instructions of the Clerk of the Course or the Stage Commander, via the Stage Commander or Rally Radio Control and it has been introduced for the safety and well-being of everyone involved in this event. 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 ignoring the red signal (flag) procedure should be reported to the Clerk of the Course for further action to be taken.

17.7 Chicanes

These chicanes are built to slow the average speed of competitors, if they get damaged or demolished they should be re-built as quickly and as safely as possible. If you do not have enough manpower at your location, radio Control who will dispatch extra rally personnel to your location with assistance and equipment.

17.8 Radios

There will be radio contact (using the Motorsport UK Medical and Safety frequency) between the start and finish and at locations around the stage (see stage plans), each key location around the stage 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. Mandatory radio points are shown on the stage maps and in the Road Book, marked on stage by radio boards, and will have a red signal (flag) (except for start and finish radios). Supplementary radio points are not shown on the stage maps or in the Road Book, are not marked on stage by radio boards, and do not have a red signal (flag).

The Organisers and stage builders, etc. will be using hand held radios on a separate frequency so will be in contact with each other at all times independently of the Motorsport UK Medical and Safety frequency.

17.9 Incident procedure

IF AN INCIDENT HAPPENS you should remember the following:

- Stay calm and assess the situation – your own safety is the first priority,
- Ensure anyone not involved in the incident is kept back – where there are several marshals, ensure that some remain to control onlookers,
- When an incident happens, a marshal's primary responsibility is to act as a look out in order to allow another person to assess the needs of the competitor,
- 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.

17.10 Stage changes after Stages 2 and 4.

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

17.11 Communicating with Safety Cars

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

	
Stop I need support	All OK

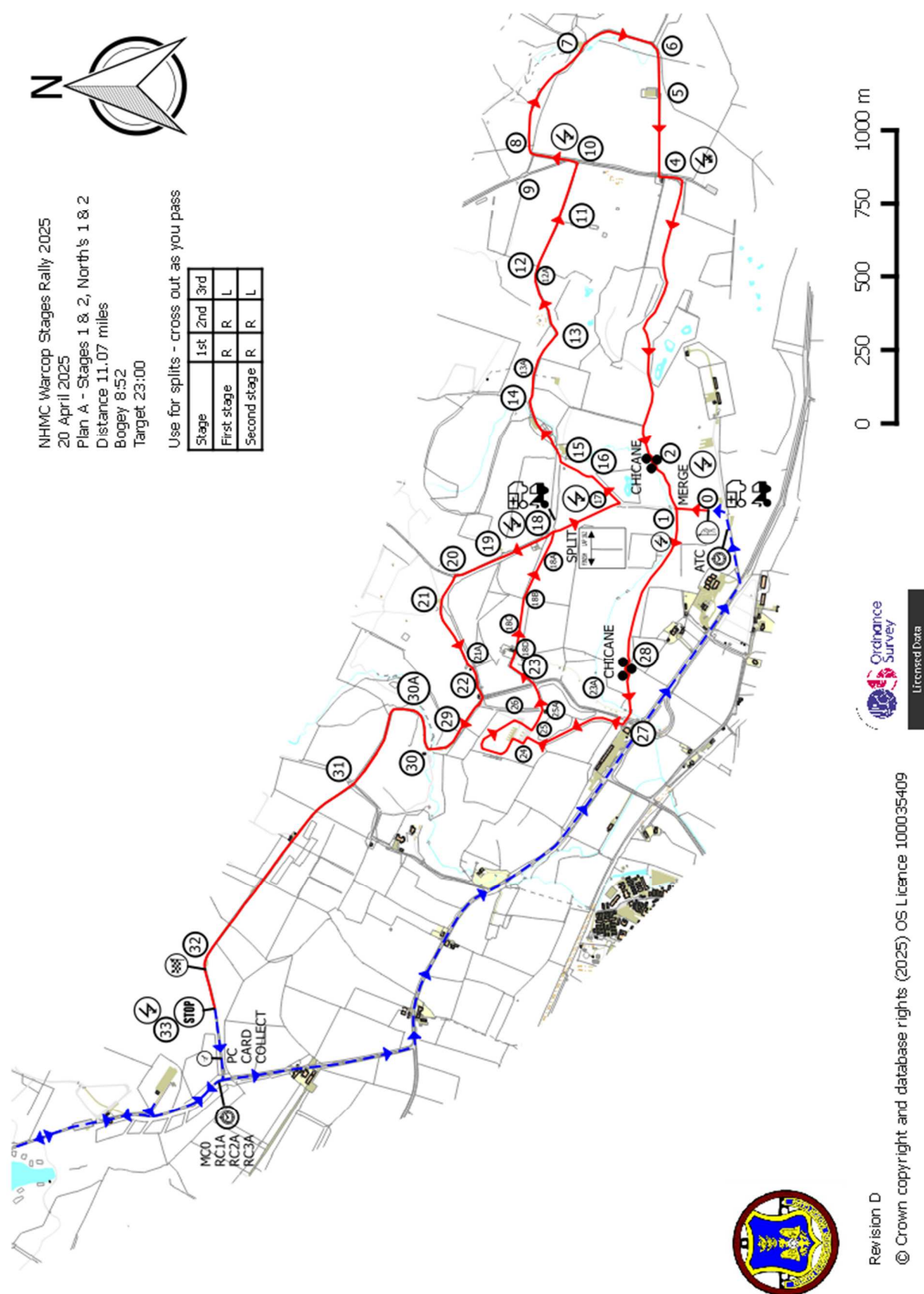
Thank you very much for marshalling and enjoy the event!

Any feedback you wish to provide will be welcomed after the event; it can then be included in our review meeting.

The organisers

18 Stage Maps (2025 revision D)

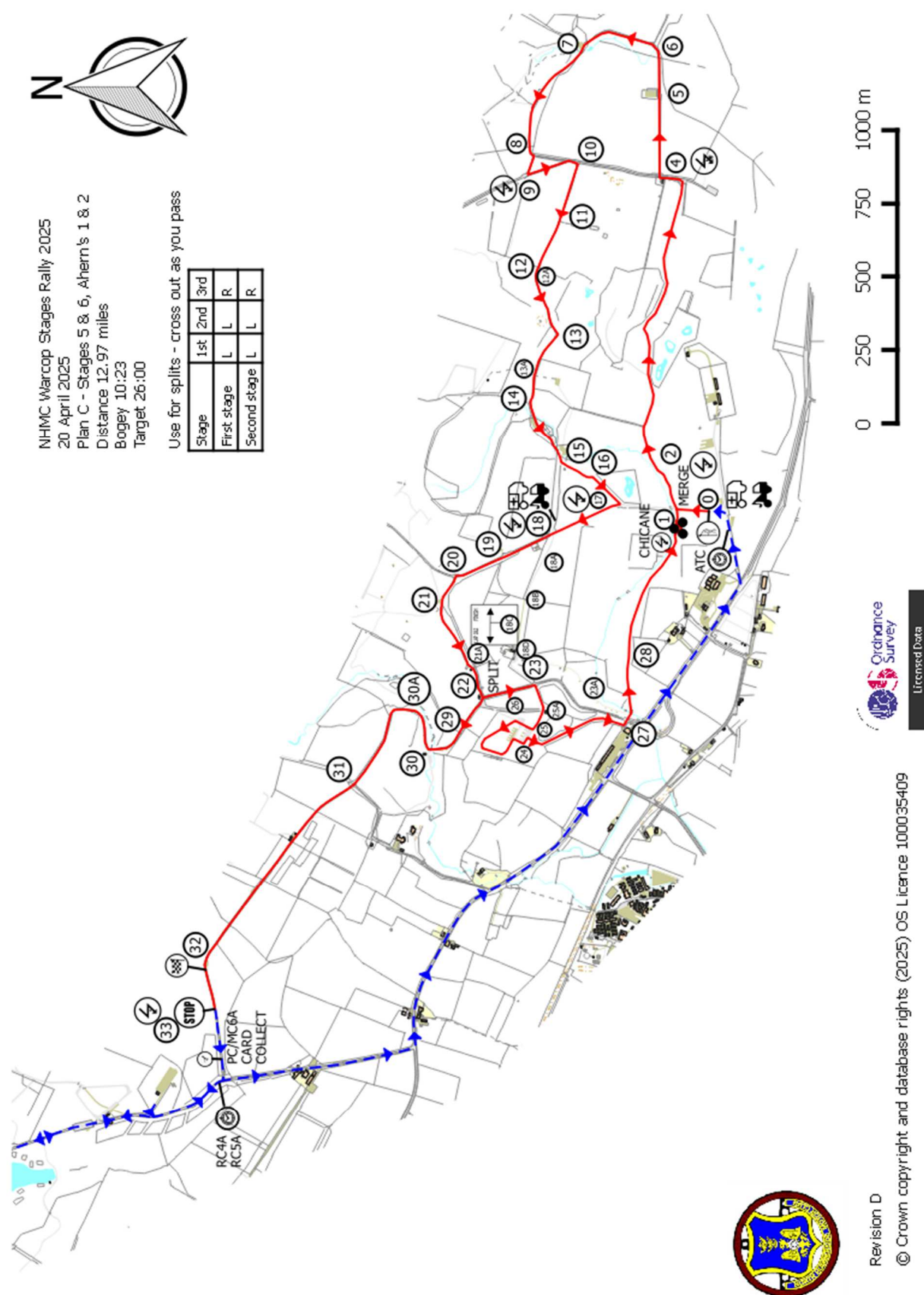
18.1 Stages 1 and 2



18.2 Stages 3 and 4



18.3 Stages 5 and 6



19 Venue Location



The Warcop Military Training Area is in Westmorland and Furness (formerly Cumbria) located to the north of the A66 between Brough and Appleby-in-Westmorland.

20 Stage Set-up Diagrams

Will be supplied in a separate document (the Stage Build Plan) to the stage build team and Motorsport UK Safety Delegate.

Incident Report Form

PLEASE FILL IN THIS FORM OR SUPPLY THIS INFORMATION FOR EVERY INCIDENT WHERE MEDICAL ASSISTANCE IS REQUIRED AND/OR WHERE THE STAGE IS STOPPED FOR ANY REASON. THIS FORM MAY ALSO BE USED TO REPORT ANY OTHER MATTER THAT YOU WISH TO BRING TO THE ORGANISERS' ATTENTION.

redacted

Completed forms can be uploaded to the TCS/NERS document management system using the QR code and should then be handed to the Sweeper Car or to an official of the event as soon as possible after the incident.

In the report, please ensure that you include times of the various events, the car(s) involved and the stage number to which it refers. Please also include any additional help you have received e.g. rescue units, doctors, etc.

STAGE No & NAME

CAR NO

TIME OF INCIDENT

TIME INCIDENT REPORTED

TIME STAGE HELD

TIME STAGE RESTARTED

NATURE OF INCIDENT

ACTION TAKEN (including whether medical attention was given)

WITNESSES (Names, Addresses & Contact Nos)

CONDITION OF

DRIVER

CO-DRIVER

OTHERS

NAME OF PERSON COMPLETING REPORT:.....

CONTACT TELEPHONE:.....

Judge of Fact Report Form

Please upload any report as soon as possible after the incident to the TCS/NERS document management system using the QR code and then hand the form to the Sweeper Car or to an official of the event when convenient and as soon as possible after the incident.

redacted

Name of Judge of Fact:

Car Number	Stage Number	Time	Incident

Signed:

Contact Telephone Number:

This page has been redacted.