

## SECTION 1:

### INTRODUCTION

#### 1:1 WELCOME

Welcome to the Bulldog National Rally 2002

This manual should encompass every detail of the organisation of the major motor sport event. However, if you are not sure of any detail, no matter how unimportant you may think, please contact – either the Senior Official in charge of your part of the event or rally HQ. It is better to ask than to run the risk of doing it wrong!

On behalf of Wolverhampton & South Staffs Car Club Ltd. Thank you for assisting in the smooth running of the Bulldog National Rally 2002.

1:2 SENIOR OFFICIALS

Clerk of the Course	John Trevethick 07718 919171
Deputy Clerk of the Course	Gareth Thomas - Ray Lloyd 07977 721431 07771 976844
Assistant Clerk of the Course	Richard Felgate
Event Secretary	Andrea Johnson 07748 365668
Chief Marshal/Spectator Safety Officer	Kevin Witton
Entries Secretary	Jim Male 07905 653795
Safety Officers	Kevin Page Mervyn Johnson 07714 232424 07855 815714
Press Officer	John Clewer
Chief Medical Officer	Dr Martin Norton Via Mervyn Johnson
Service Area Co-ordinators	Bob Newell 07799 117466
Timekeeper	Vaughan Allcock
Radio Co-ordinator	Harold Hicken 07831 240064

### 1:3 OFFICIAL CALL SIGNS

Spectator Safety Officer/Chief Marshal		SPEC 1
Course Car (Gareth Thomas/Ian Jordon)		WOLF 2
Deputy Clerk of the Course (Ray Lloyd) (Mobile: 07771 976844)		WOLF 1
Course Closing Car (Alan Cornes/Dave Houghton)		ACORN 1
Safety Officer (Kevin Page) (Mobile: 07714 232424)		WOLF 3
Safety Officer (Mervyn Johnson) Chief Medical Officer ( Martin Norton) (Mobile: 0403 888109)		WOLF 9
Assistant Clerk Of the Course (Richard Felgate)		WOLF 4
COMMUNICATION CONTROL Hafren, Myherin, Tarenig		HAROLD HICKEN CLIP CONTROL
MYHERIN (Brian Gibson)		OAK LINK
DYFI BLOCK CONTROL (Dave Allsebrooks)		CLIP RELAY
DYFNANT (Dave Goodwill)		CLIP LINK
<u>AREA CONTROLLERS</u>		
HAFREN/SWEETLAMB	Dave Talbot	WOLF 12
DYFI MAIN	John Griffiths	WOLF 15
GARTHEINIOG	Chris Knights	WOLF 14
DYFNANT	Jim Cornes	WOLF 11
MYHERIN/TARENIG	Nigel Dawes	WOLF 16

**HELICOPTER SUPPORT UNIT CONTACT VIA SAFETY OFFICER – K.PAGE  
ONLY AFTER REQUIREMENT CONFIRMED BY DOCTOR OR PARAMEDIC**

## SECTION 2

### SAFETY & COMMUNICATIONS PLAN

#### 2:1 SAFETY POLICY

The Bulldog National Rally's objective is:

*To plan and run a safe rally where the risks to spectators, competitors and officials is minimized by:*

- *giving priority to the safety of spectators, competitors and officials when planning the route and timetable of the rally:*
- *deploying the best available medical, rescue, and other officials.*
- *Ensuring that spectator points are carefully chosen and clearly marked.*
- *Ensuring that all officials have the best possible advice and guidance through briefings and/or written instructions to enable them to perform their roles.*

#### 2:2 GENERAL INSTRUCTIONS

2.2.1 All doctors and crews of rescue units, ambulances, recovery vehicles, and radio cars, must report to the Stage Commander on arrival at the stage, and must sign-on using the signing-on sheets provided. Stage Commanders, Doctors and Rescue Crews should be readily identifiable at all times.

2.2.2 All non-competing vehicles must be parked in a place of safety, as instructed by the Stage Commander and :

- *at least 30 metres from any road used as part of a special stage between a point in advance of the start control and a point 100 metres beyond the finish stop control; and*
- *where a road may form an escape road, at least 100 metres from the special stage bearing in mind the potential approach speed of competing cars.*

- 2.2.3 All emergency routes should be clear from obstruction at all times. Once the stage has opened, safety, rescue and recovery vehicles should not move from their positions without the authority of the Stage Commander.
- 2.2.4 Radio and Doctor posts will be positioned at the points shown in the Road book and Stage diagram. Personnel at these locations should ensure that the relevant RACMSA safety/assistance signs are in clear view of the rally route at all times. Radio Control should be advised of any unmanned radio posts before stage opening, and any safety signs removed.
- 2.2.5 At no time should the Stage Commander be absent from the stage arrival/start area. He should always be available via the stage start radio. If it is necessary for a Stage Commander to leave their designated position at the stage start, and/or be out of radio contact, Stage Commander should delegate someone to take charge before the Stage Commander leaves their post.
- 2.2.6 Each official's car carrying time cards and each competitor are to be issued with a previous car number, to ensure the positive monitoring of cars through the stages.
- 2.2.7 In the event of an incident, the first priority is to deal with those competitors, spectators and/or officials who are injured. The second priority is to prevent escalation of the situation and, only then to deal with vehicles if they constitute a hazard to the continued running of the stage. Finally, personnel involved in the treatment of casualties should complete a copy of the incident report form – found at the back of this manual.
- 2.2.8 The Press Officer will be the only person to speak to the press or media and all enquiries should be directed to him. All statements will be approved by the Clerk of the Course before issue. Under no circumstances should any official or marshal comment on or make remarks about anything or anyone following an incident.
- 2.2.9 Under no circumstances will any car be allowed to drive in the reverse direction of the stage.
- 2.2.10 No competitor may rerun a stage.
- 2.2.11 The location of any competitor who fails to complete the stage is reported to the Stage Commander.



## 2:3 COURSE CARS & OFFICIALS

2:3.1 All marshals, radio, rescue and recovery crews should be in position 1 hour before Car 01 is due at which point the stage moves to 'READY' status. From this time, no vehicle may drive on the stage without the permission of the Stage Commander. Up until the stage moves to 'OPEN' status 30 minutes before Car 01 is due, the following official vehicles may still enter the stage with the Stage Commander's permission:

Stewards	Clerk of the Course
Chief Timekeeper	Assistant Clerk of the Course

2:3.2 From the time the stage is declared open, only the following official vehicles may enter the stage:

Clerk of the Course	Deputy Clerk of the Course
Safety Officer	Assistant Clerk of the Course
Chief Marshal	Chief Medical Officer
Spectator Control Car	Competing Cars

**Stage Commander - Only in the event of an incident.**

**Rescue & Recovery vehicles – As required in the event of an incident and under the control of the Stage Commander.**

**Course Closing Car (CC1)**

2:3.3 Duties of Control Cars are as follows (24.2.7):

Course Opening Car	Gareth Thomas
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Will traverse the stage between 60 and 30 minutes before the first car is due and will declare the stage 'Open'. After this time, no movement of vehicles other than Control and Safety vehicles under instruction from the Stage Commander is allowed, with the following exceptions in the result of a safety incident:-

Clerk of the Course	John Trevethick
Dep. Clerk of the Course	Ray Lloyd
Assistant Clerk Of Course	Richard Felgate
Safety Officers	Kevin Page/Mervyn Johnson

inspection and liaison with medical and rescue facilities.

The Spectator Control Car will pass through the stage approximately 15 minutes before the first competing car. If they are not satisfied with spectator safety on any stage, that stage will not be permitted to run.

Spect Control Car

SPEC 1

**Between and after the competitors:**

Course Closing Car

No stage or control may close until the Course Closing Car has passed. They will collect certain documentation and clocks as appropriate.

24.2.7 (a) all vehicles passing through the stage will report to the Stage Commander its findings on arrival at the finish.

## **2:4 INCIDENT PLAN – GENERAL**

- 2:4.1 An incident evolves as information becomes available and the duties listed in this incident plan should be viewed with that in mind. Senior officials should, as far as possible, remain in a supervisory role. This will allow them to maintain a better overall picture of events and be better placed to take management decisions.
- 2:4.2 Incidents will be classified into two categories – Low Risk and High Risk and Red Flag Implementation.
- 2:4.3 **LOW RISK** – Incidents include mechanical breakdown, minor errors of judgement and other typical minor rallying mishaps.
- 2:4.4 **HIGH RISK** – Incidents include ALL incidents, which involve injury to persons, whether competing, or not. They also include incidents requiring a stage to be stopped to remove an obstruction or to allow the passage of a rescue vehicle.

2:4.5 **RED FLAG** - Incident procedure - used only on stages with in stage safety units.

A red flag incident is one where the mid stage safety facilities need to be deployed for a safety incident beyond the mid stage location, while there are competing vehicles live on stage prior to the mid stage point. The decision to activate the red flag procedure is that of the Stage Commander only. Upon instruction from the Stage Commander, the Clerk of the Course or his Deputy, the Radio Car or Marshal at the mid stage location will display a red flag to the competitors and the Safety Vehicles will then enter the stage and proceed in the stage direction. Competitors **MUST** be advised in writing which stages are operating this system. The procedure, which the competitors must adopt - "competitors who are shown a red flag on a stage where they have been notified in advance of such system must cease competition and come to a standstill at the side of the road or track as soon as possible. They must not continue until advised to do so by an official of the event".

The radio car will record all car numbers that are affected by the incident, and hand this list to the course-closing car. They will also inform radio control when all cars that are live in the stage when the red flag incident procedure was activated have passed the red flag position.

2.5 **INCIDENT PLAN – ACTION & RESPONSIBILITIES**

2:5.1 This generic incident plan has been devised in anticipation of the type of incident that might occur on the event. However, each incident is individual in its nature and will require decisions to be made by the officials and emergency personnel present at the scene of the incident



## LOW RISK INCIDENTS

<u>Nature of Incident</u>	<u>Action</u>	<u>By</u>
Any	Render Assistance as Necessary	Marshal
Vehicle stopped, Being worked on by Crew.	Ensure vehicle is safe Advise Stage Commander	Marshal Marshal via radio car
Vehicle Unable to continue	Ensure vehicle is in safe Location	Marshal
	Advise Stage Commander	Marshal via radio car
	At <u>Least</u> 1 member of crew To remain with vehicle	Marshal to advise crew
	Arrange recovery after stage Closed	Stage Commander

## HIGH RISK INCIDENTS

May require Red Flag on Appropriate Stages

<u>Nature Of Incident</u>	<u>Action</u>	<u>By</u>
Is Stage blocked or vehicle In dangerous location?	Advise Stage Commander	Marshal via radio car
	Stop Stage (If blocked) Stage Commander to Assess situation	Stage Commander Stage Commander
Any injuries suspected ? Is extrication likely ? Is there likelihood of fire?	Send Doctor & Rescue	Stage Commander
Minor injuries confirmed	Dealt with by Doctor	Doctor
Serious injuries confirmed	Dealt with by Doctor & & Rescue Crew	Doctor
Is additional Medical back- Up required?	Request CMO to attend	Stage Commander on Request from Doctor
Extrication Required	Rescue Unit to perform Extrication with guidance From Doctor	Crew Chief
Is transportation to Hospital required?	Summon County Ambulance	Radio Control on Request from Doctor
	Send official to Rendezvous Point to meet ambulance	Stage Commander
Is Recovery required? Clerk of the Course	Send Recovery Unit Anticipate actions to be taken if incident escalates, Will implement measures for competitors as Appropriate.	Stage Commander

HIGH RISK INCIDENTS - continued :

May require Red Flag on Appropriate Stages

<u>Nature Of Incident</u>	<u>Action</u>	<u>By</u>
<u>Stage Doctor/Para medic</u>	<u>Assess and treat casualties appropriately.</u>	
Stage Commander	Will ensure immediate clearance of an emergency route into the scene of incident, deploying marshals as appropriate to maintain route.  Send an official to the stage entrance to direct medical/rescue personnel and ambulances to the scene. (Guide to be sent if necessary),  Prevent any unauthorized vehicles gaining access to Stage.  Issue new road times and re-route competitors as Appropriate and instructed by Clerk Of Course. Manage the dispersal of competitors from the stage Start and clearance of competitors blocked in stage by the incident.  <u>Arrange spectator control and dispersal</u>	
Radio Control	Management system radio to be used for all medical Emergency traffic 86 radio to be limited to Safety calls and above until incident allows return too normal traffic. Landline/mobile to be used to communicate situation to relevant casualty department to warn expected Workload.	

## CLERK OF THE COURSE

- 2:5.2 The Clerk of the Course, or his Deputy on the advice of the Chief Safety Office, Radio Controller and Chief Medical Officer To make all decisions relevant to the effective running and control of the rally and to ensure that the Stewards are kept fully informed of all aspects of each incident.

## SAFETY OFFICERS

- 2:5.3 The Safety Officers and Radio Controller shall have under his control all Ambulances, Rescue and Recovery teams, and will recruit and deploy them to provide the most effective and responsive cover. They are responsible for ensuring that each stage has a written safety plan showing the locations of rescue, medical, recovery and communications personnel, and that local hospitals and emergency services are alerted to the passage of the event.
- 2:5.4 They are responsible for the collection of written reports of all high-risk incidents and the preparation of a master report of all such incidents.

## STAGE COMMANDER

- 2:5.5 Each Stage Commander has the front-line responsibility for ensuring the safe running of their designated stage and all officials on that stage (including medical and other safety personnel) are under his immediate control. In the event of a high-risk incident, the Stage Commander's assessment of the situation, deployment of the resources available to him/her, and consideration of the need for additional resources, are vital to the well being of the injured.
- 2:5.6 The Stage Commander is responsible for:
- the initial decision to stop the stage
  - Dispatching the medical and rescue personnel under his/her control to the incident;
  - Keeping Radio Control aware of the situation at all times and, based on the advice from the Rescue and Doctor at the scene, to seek additional resources if required.
  - Ensuring that, should a county ambulance be summoned, suitable rendezvous arrangements are made and any access to the incident scene facilitated;
  - Collecting and completing written reports of all high-risk incidents and passing these to the Safety Officer.
  - Photographs of the site.

## STAGE MEDICAL OFFICER

2:5.7 Doctors will enter the stage with the other medical services on the instructions of the Stage Commander and, on arrival at the scene of a high-risk incident, are responsible for:

- Triage;
- deployment of the other rescue and safety personnel;
- Passing accurate information to the Stage Commander about the number of casualties, the action taken, and the disposal of casualties, for onward transmission to Radio Control and the Chief Medical Officer.
- Submitting a full report to the Chief Medical Officer at the end of the incident.

## AMBULANCE AND RESCUE PERSONNEL

2:5.8 These personnel will only enter the stage on the instruction of the Stage Commander. On arrival at the scene of a high-risk incident, will work as directed by the Stage Medical Officer, and assist the Stage Medical Officer in the treatment, removal and extrication of casualties, and the evacuation of casualties to hospital. At the end of the incident ambulance and rescue personnel should write a report of the incident to be attached to the Stage Medical Officer's Report.

## 2:6 STANDARD RADIO PROCEDURES

2:6.1 All radios must operate through the relevant control or relay/link.

2:6.2 The following information will be required from each stage:

- Stage Ready
- Doctor, Rescue and Radio crews in location
- Course Cars
- First competing car number and time
- Time stage stopped and last car number
- Reason stage stopped
- Action taken
- Time stage re-started & first car number
- Time stage closed
- Last three car numbers



### 2:6.3 Please ensure that:

- Radio crews have only one duty
- All radio crews keep a check sheet
- Radio crews make themselves known to start, finish crews etc.

### 2:6.4 Some basic do's and don'ts:

#### DO:

- Make sure that all radios are manned at all times.
- Listen to your radio at all times. Messages for other people may have a relevance to your stage
- Write any long or important messages down first
- Keep messages brief
- Remember that you cannot hear all that your local controller can hear. If he does not answer you immediately there may be other traffic not audible to you.
- Take note of those radios you can hear well: you may need to use one of them as a link.
- If your radio fails, check all the connections. If this fails, try to let someone know.
- Make sure that your radio call button does not get stuck in the open position.

#### DON'T:

- Use 86 as a chat channel. You may prevent urgent messages being heard by others.
- Put radio/loudspeakers outside cars where they can be over-heard by others.
- Try to listen to more than one radio. You may miss an important message.



### 2:6.5 SPECIAL CALLS

- PRIORITY - Life or death situation only
- SAFETY - Possible safety problems
- URGENT - Other urgent messages

Any misuse of these call signs will be dealt with severely.

2:6.6 In priority situations, controllers will announce the fact and ask for radio silence. Please do not be tempted to transmit unless you have very relevant information. But listen carefully because the controller may need your help.

2:6.7 Calls should be initiated as follows:

‘PRIORITY, PRIORITY ... CLIP CONTROL FROM WOLF ONE’

Wait for the controller to acknowledge and clear the air before passing the message.

**Priority, safety and urgent calls will always take precedence over administrative calls.**

## SECTION 3:

### OPERATING PROCEDURE – GENERAL

#### 3:1.1 RADIOS

Radio cars will be provided for each stage and will be located as detailed in Section 4. All radios must be in the position shown on the relevant Stage Safety Plan at least one hour in advance of the arrival time for Car no '01'. If any spare radio cars arrive please use them sensibly and notify Radio Control of their positions and call signs.

The RAC Safety Assistance signs for Radio and Doctor posts will be positioned on your stage at the points indicated in the Road book and/or Safety Plan. Crews allocated these positions should ensure that these signboards are in clear view from the rally route. Any points not manned should have them removed. Any unmanned radio points should be notified before stage opening to Radio Control.

At no time during the running of the event should the Stage Commander vacate the Stage Arrival/Start area he will be available via the stage start radio at all times. Stage Arrival and Start radios must not be taken to the scene of an on stage incident.

It would be of help if Stage Commanders could attempt to obtain a radio for their own personal use on the day particularly in the event of a Stage Commander being required at the scene of an on-stage incident.

#### 3:1.2 EMERGENCY SERVICE

Emergency services will be provided for each stage and will be located as detailed in Section 4. All emergency services must be in position at least one hour in advance of the arrival time for Car no '01'.

#### 3:1.3 MONITORING OF CARS THROUGH STAGES

Each competitor has a section on his timecard for previous car number; these numbers must be entered at the start and checked at the finish of each stage and any discrepancies notified to the Stage Commander via Radio Control.

#### 3:1.4 INCIDENT PROCEDURE

Refer to section 3:1.8 in respect of any incident or emergency.

### 3:1.5 AUTHORITY

The Stage Commander, with reference to the Clerk of the Course via the Radio Controller, has full authority over the running of the stage and over all marshals, radio crews, emergency service teams, doctors and all others concerned with the stage. This authority is to be used with tact and courtesy at all times to ensure the safe and efficient running of the stage.

### 3:1.6 QUERIES ON THE DAY

Any queries you have over the layout or smooth running of your stage on the day, please contact, via Radio Controller if necessary, a Deputy Clerk of the Course or the Clerk of the Course.

The Chief Marshal is due through your stage 1 hour before the first car, please be at the stage start at this time to check in with him.

**IF YOU ARE IN DOUBT ABOUT ANYTHING AT ALL, HOWEVER TRIVIAL IT MAY APPEAR TO BE DURING THE RUNNING OF THE EVENT, PLEASE ASK FOR ADVICE. AS A MAJOR NATIONAL EVENT IT IS IMPERATIVE THAT THE TIMETABLE IS STRICTLY ADHERED TO AND DELAYS ARE KEPT TO A MINIMUM.**

### 3:1.7 COURSE CARS

Some, or all of the following vehicles will traverse the stages in advance of competitors: Stewards, Chief Timekeeper, Clerk of the Course, Deputy Clerk of the Course, Chief Marshal, Safety Official, Spectator Control Car, Course Cars.

### 3:1.8 INCIDENT PROCEDURE (See also Section 2:5)

If a competing car stops/breaks down/has an accident .....

One marshal to slow down all following cars immediately. Protect the scene of the incident. **DO NOT, HOWEVER, EVER ATTEMPT TO STOP A COMPETITOR** – No marshal has the delegated power to stop a competitor unless, of course a person's life is in danger. Competitors are required to carry 'OK' and 'SOS' boards for use at incidents. If urgent medical attention is required the 'SOS' board must be displayed to following competitors: if not the 'OK' must be displayed.

If you have a radio car in your vicinity please inform them of the details of the incident.

If there is a fire immediately help the crew of the car. Their safety is paramount. Seat belt harnesses usually have a quick release mechanism – if in doubt cut the belt with a knife. All competing cars have a remotely operated, via the handle on the front scuttle of the car, under-bonnet fire extinguisher in addition to at least one hand-operated appliance in the cockpit – both can be activated very quickly,

Other Incidents:

- a) Keep spectators out of the way.
- b) If the car has one, turn off the ignition via the cut-off switch – this is usually located on either the scuttle or the rear panel and is marked by a lightening flash symbol.
- c) Use the competitors red warning triangle to warn other competitors. If it is necessary to suspend the stage or you require urgent medical assistance please contact your nearest radio car. If urgent medical assistance is required display the competitor's 'SOS' board to following competitors.
- d) Stabilise the car if it is in a dangerous position.
- e) If there is a potential serious injury try not to move the injured party unless there is an obvious danger e.g fire, car going over a drop etc. Ensure that any injured person can breathe properly – lift the chin to maintain a clear airway, remove any false teeth and loosen clothing around the throat. **DO NOT REMOVE HELMET.** Keep the person warm.

- f) The Stage Commander will have plans for emergency access routes if any injured person requires evacuation for hospital treatment etc.
- g) Try to keep the route clear for other competitors – if a car goes off make sure that other cars are not delayed or endangered if the crew try to get back on the road. **IF IN DOUBT LEAVE IT OFF.**
- h) If there is an incident involving injury your Stage Commander will require you to make a written report after the stage has been closed.
- i) If the stage is unavoidably blocked, please report to your Stage Commander the numbers of all cars involved in or affected by the blockage. The Stage Commander may order a **RED FLAG** action on the appropriate stages.



## TIME SCHEDULE

### STAGE 1 - HAFREN SOUTH

National A Car 01 Due 08.41

### STAGE 2 - TARENIG

National A Car 01 Due 09.17

National B Car 01 Due 11.02

### STAGE 3 - MYHERIN

National A Car 01 Due 09.41

National B Car 01 Due 11.26

### STAGE 4 - SWEET LAMB

Historic Car 01 Due 09.04

National A Car 01 Due 10.09

National B Car 01 Due 11.54

### SERVICE A - SWEET LAMB

### STAGE 5 - HAFREN NORTH - RED FLAG STAGE

Historic Car 01 Due 09.49

National A Car 01 Due 11.04

National B Car 01 Due 13.13

### STAGE 6 - GARTHEINIOG - RED FLAG STAGE

Historic Car 01 Due 10.54

National B Car 01 Due 12.09

### SERVICE B - DOLGELLAU

### STAGE 7 - DYFI MAIN - RED FLAG STAGE

Historic Car 01 Due 12.49

National A Car 01 Due 14.04

National B Car 01 Due 15.49

### STAGE 8 - DYFNANT

Historic Car 01 Due 13.43

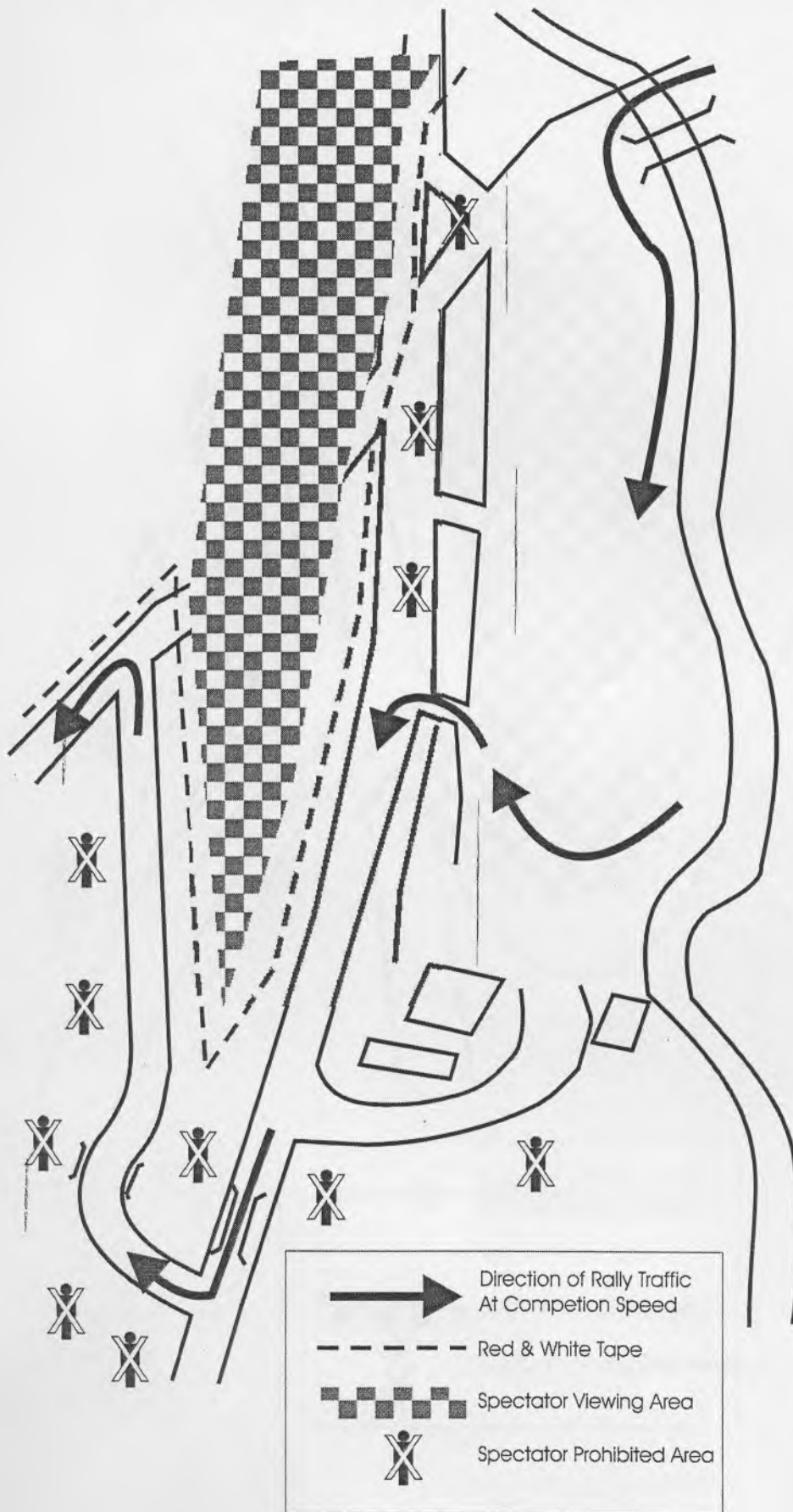
National A Car 01 Due 14.58

National B Car 01 Due 16.43

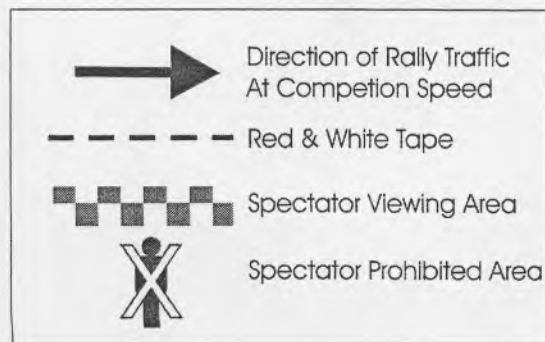
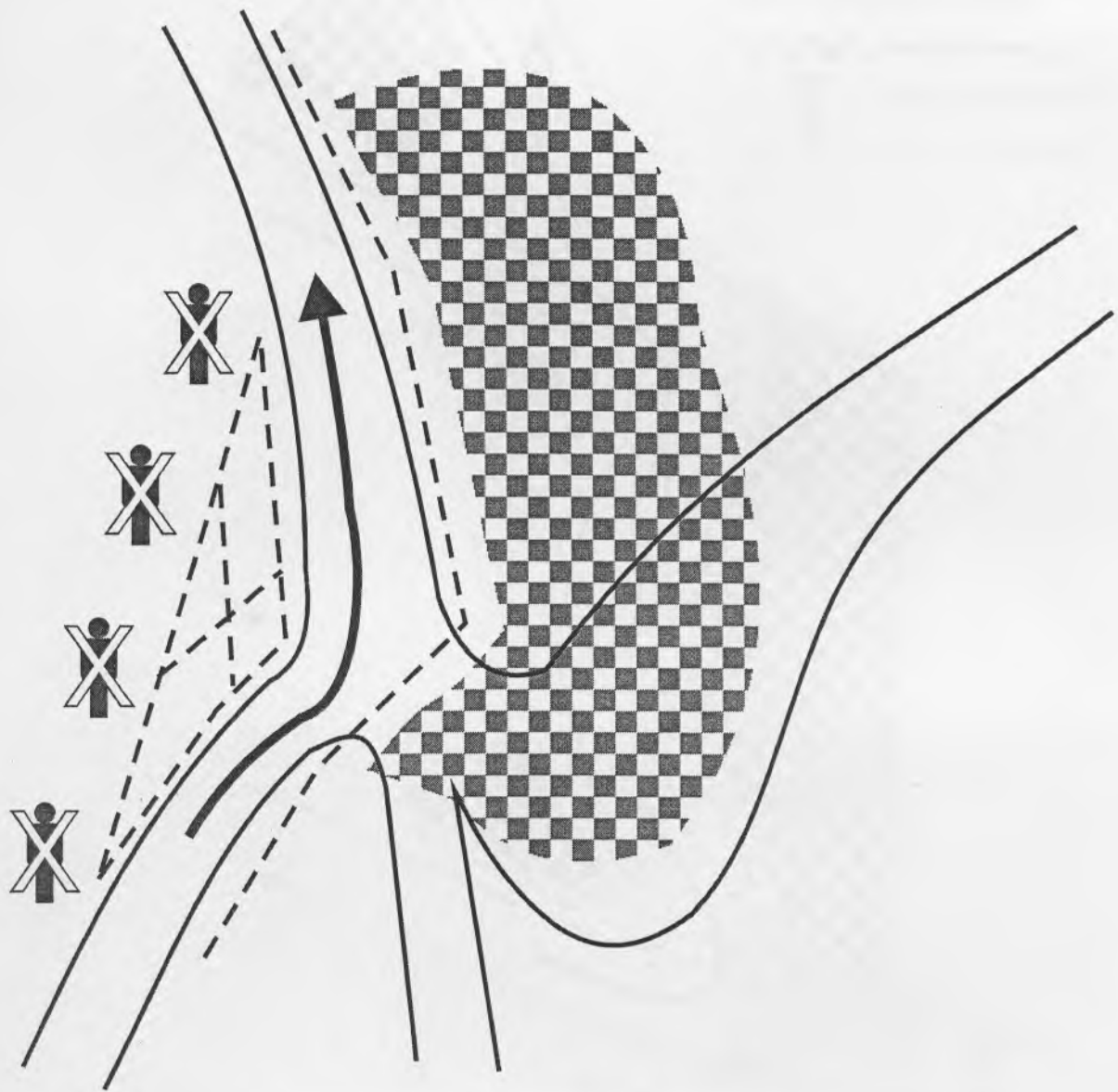
**SECTION 4 :**

**STAGE SAFETY PLANS**

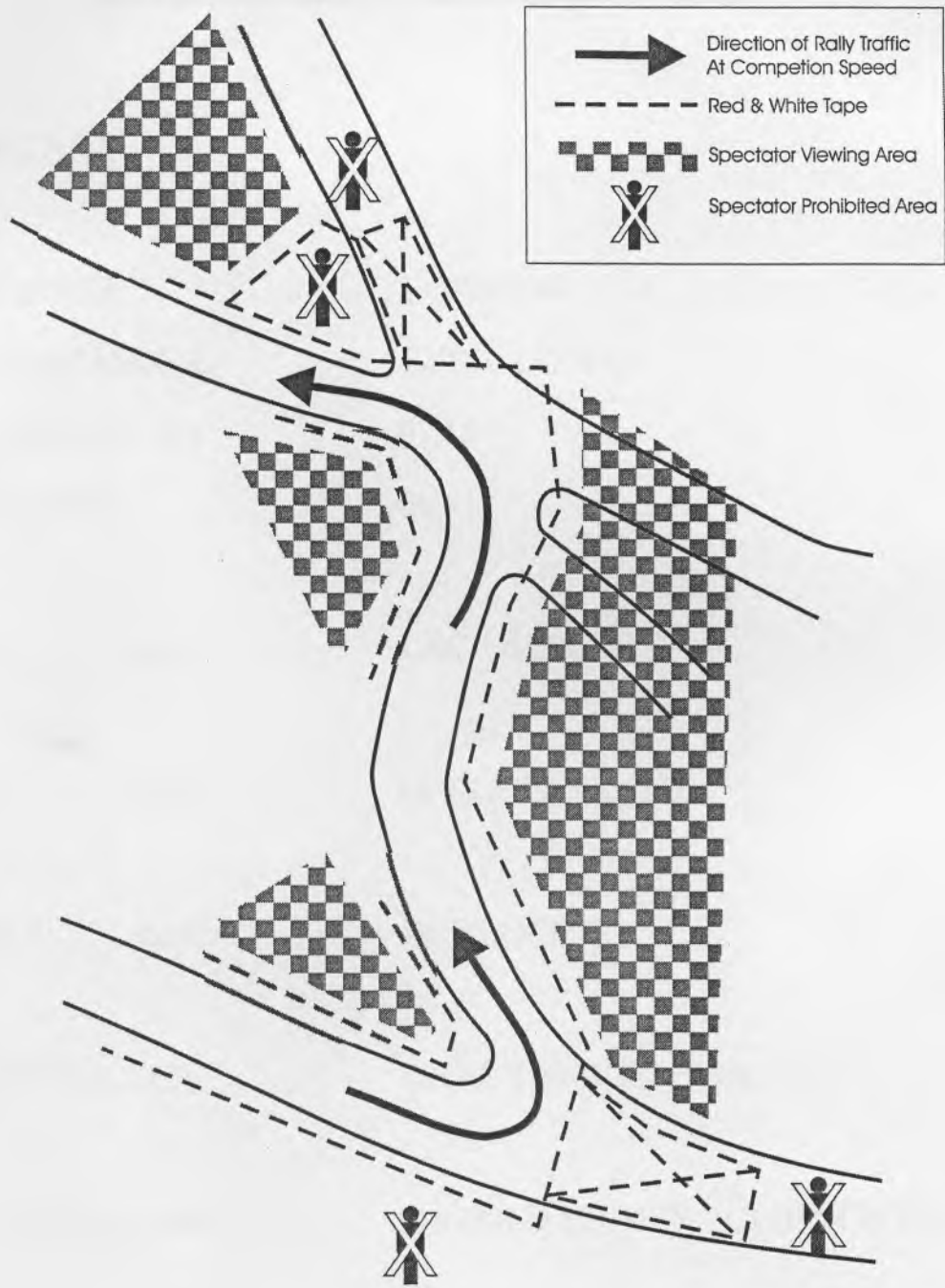
# Sweet Lamb Spectator Area



# Dyfi Spectator Area



# Dyfnant Spectator Area





# STAGE 1 - HAFREN SOUTH

## STAGE DETAILS

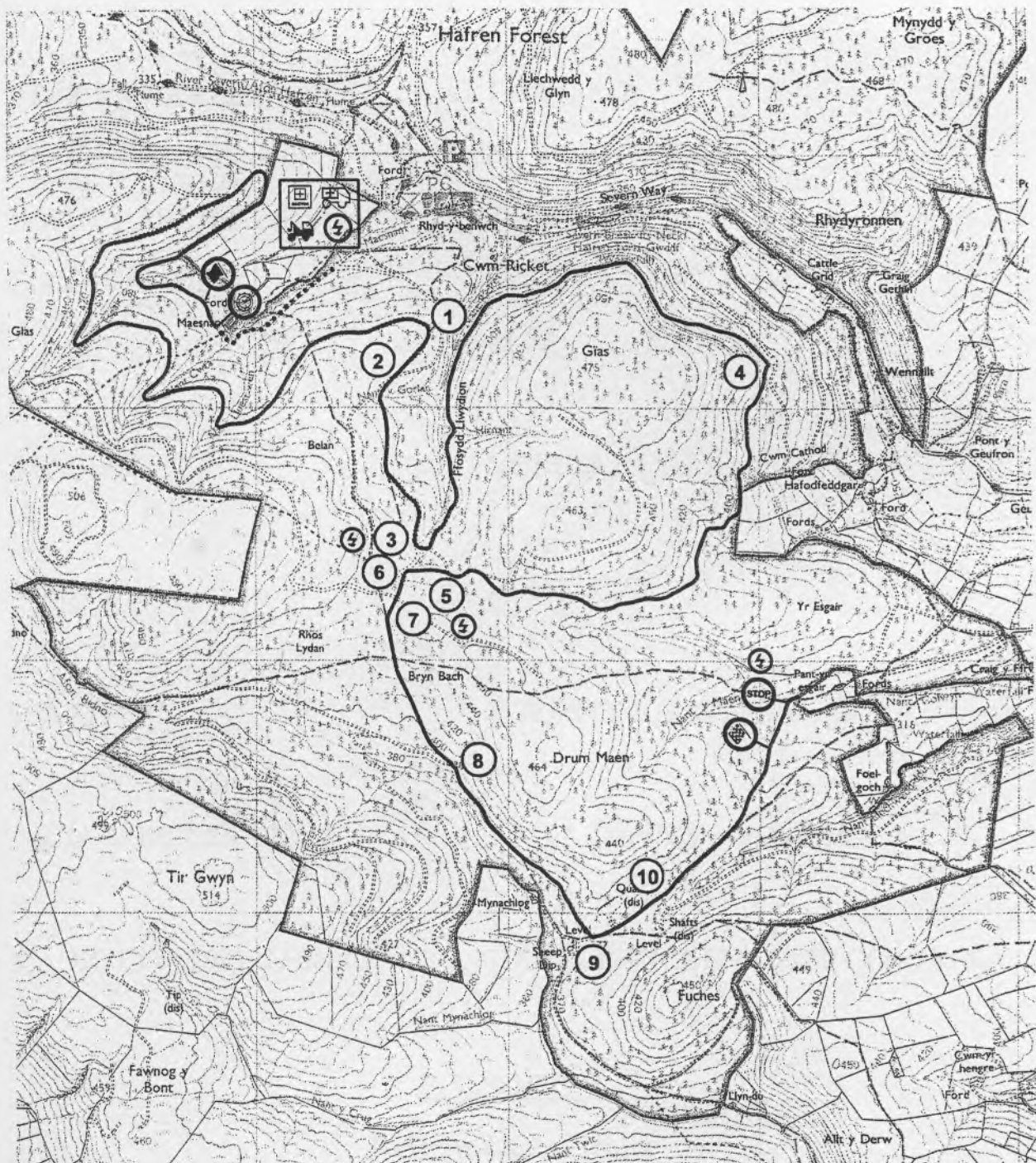
START MAP REF:		135/863868
STAGE COMMANDER:		CYRIL LOMAN
SAFETY ARRIVAL BY:		07.15
FIRST CAR DUE:		08.41
RESCUE:	Start	LACE RESCUE
MEDICAL:	Start	Dr ROGER COOKE
RECOVERY:	Start	DIFFLOCK 8
AREA CONTROLLER:		DAVE TALBOT - WOLF 12
RADIO CONTROLLER		HAROLD HICKEN - CLIP CONTROL

## R.V.POINT 1

Dyffryn Castell Hotel  
A44 Aberystwyth/Rhyader Road  
MAP REF: 135/774817

# STAGE 1 - HAFREN SOUTH

7.97 miles



## STAGE 2 - TARENIG

### STAGE DETAILS

START MAP REF: 135/832822

STAGE COMMANDER: DAVE BOTTOMS

SAFETY ARRIVAL BY: 08.00

FIRST CAR DUE: 09.17 NAT A  
11.02 NAT B

RESCUE: MERCIA RESCUE

MEDICAL: BOB DALE

RECOVERY: FORESTY RECOVERY

AREA CONTROLLER: NIGEL DAWES - WOLF 16

RADIO CONTROLLER HAROLD HICKEN - CLIP CONTROL

### R.V.POINT 1

Dyffryn Castell Hotel  
A44 Aberystwyth/Rhyader Road  
MAP REF: 135/774817



# STAGE 2 - TARENIG

8.64 miles



## STAGE 3 - MYHERIN

### STAGE DETAILS

START MAP REF: 135/800777

STAGE COMMANDER: MIKE KENNETT

SAFETY ARRIVAL BY: 08.30

FIRST CAR DUE: 09.41 NAT A  
11.28 NAT B

RESCUE: Start OMEGA

MEDICAL: Start STEVE GRATLAND - ParaMedic

RECOVERY: Start RAM

AREA CONTROLLER: NIGEL DAWES - WOLF 16

RADIO CONTROLLER BRYAN GIBSON - CLIP LINK

### R.V.POINT 2

Jn. A4120/B4574

Devils Bridge

MAP REF: 135/741771



# STAGE 3 - MYHERIN

4.82 miles



## STAGE 4 - SWEET LAMB

### STAGE DETAILS

START MAP REF:		135/799842
STAGE COMMANDER:		ANDY BATES
SAFETY ARRIVAL BY:		08.00
FIRST CAR DUE:		09.04      Historic
		10.09      Nat A
		11.45      Nat B
RESCUE:	Start	STOKE RESCUE
MEDICAL:	Start	PARA MEDIC
RECOVERY:	Start	RUGBY
AREA CONTROLLER:		DAVE TALBOT - WOLF 12
RADIO CONTROLLER		HAROLD HICKEN - CLIP CONTROL

### R.V.POINT 1

Dyffryn Castell Hotel  
A44 Aberystwyth/Rhyader Road  
MAP REF: 135/774817



Wolverhampton & South Staffs Car Club Limited  
**BULLDOG RALLY 2002**  
 Stage 4 - Sweet Lamb  
 3.64 Miles

Reproduced from the 1988 Ordnance Survey 1:25,000 Explorer Map No. 213 & 214  
 with the permission of The Controller of Her Majesty's Stationery Office  
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**NB: Roads not shown on the map  
 have been traced from aerial  
 photography**



# STAGE 5 - HAFREN NORTH

## RED FLAG STAGE

### STAGE DETAILS

START MAP REF:	135/831870
STAGE COMMANDER:	IAN JARRETT
SAFETY ARRIVAL BY:	08.30
FIRST CAR DUE:	09.49      Historic
	11.04      Nat A
	13.13      Nat B
RESCUE: Start	CLIP RESCUE
Mid Stage Jn7	PHOENIX
MEDICAL: Start	Dr BOB BURNE
Mid Stage Jn7	PARA MEDIC
RECOVERY: Start	PEAK 12
Mid Stage Jn7	EXTRACTOR 2
AREA CONTROLLER:	DAVE TALBOT - WOLF 12
RADIO CONTROLLER	HAROLD HICKEN - CLIP CONTROL

### R.V.POINT 1

Phone Box

Staylittle B4518

Map Ref : 135/887922



# STAGE 5 - HAFREN NORTH

12.87 miles





## STAGE 6 - GARTHEINIOG

### RED FLAG STAGE

#### STAGE DETAILS

START MAP REF: 124/807111

STAGE COMMANDER: MARTYN NEILD

SAFETY ARRIVAL BY: 09.30

FIRST CAR DUE: 10.54 Historic  
12.09 Nat A

RESCUE: Start CAM RESCUE 1  
Mid Stage Jn7 CAM RESCUE 2

MEDICAL: Start PARAMEDIC  
Mid Stage Jn7 PARAMEDIC

RECOVERY: Start SAFARI  
Mid Stage Jn7 WYVEROC 2

AREA CONTROLLER: CHRIS KNIGHTS - WOLF 14

RADIO CONTROLLER DAVE ALLSEBROOK - CLIP RELAY

#### R.V.POINT 4

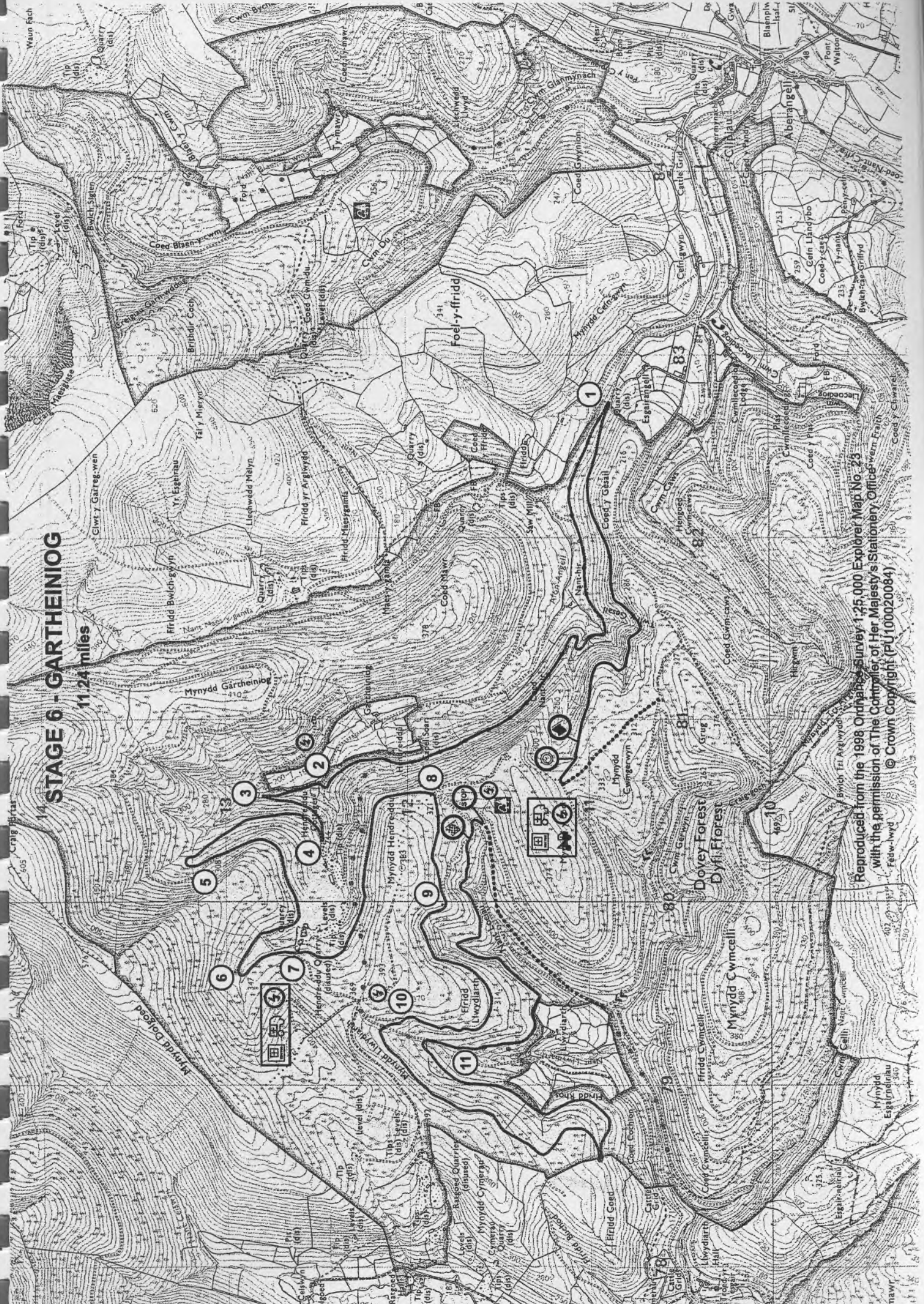
Brigands Inn

Mallwyd

MAP REF: 124/863125

# STAGE 6 - GARTHEINIOG

11.24 miles



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# STAGE 7 - DYFI MAIN

## RED FLAG STAGE

### STAGE DETAILS

START MAP REF: 124/771067

STAGE COMMANDER: JOHN CORDREY

SAFETY ARRIVAL BY: 11.30

FIRST CAR DUE: 12.49

14.04 Nat A

15.49 Nat B

RESCUE: Start REDLINE

Mid Stage Jn 9/12 STAFFS RESCUE

MEDICAL: Start Dr ANTHWAL

Mid Stage Jn9/12 DR GIBBS

RECOVERY: Start EXTRACTOR 3

Mid Stage Jn9/12 REGISTER

AREA CONTROLLER: JOHN GRIFFITHS - WOLF 15

RADIO CONTROLLER DAVE ALLSEBROOK - CLIP RELAY

### R.V.POINT 4

BRIGANDS INN

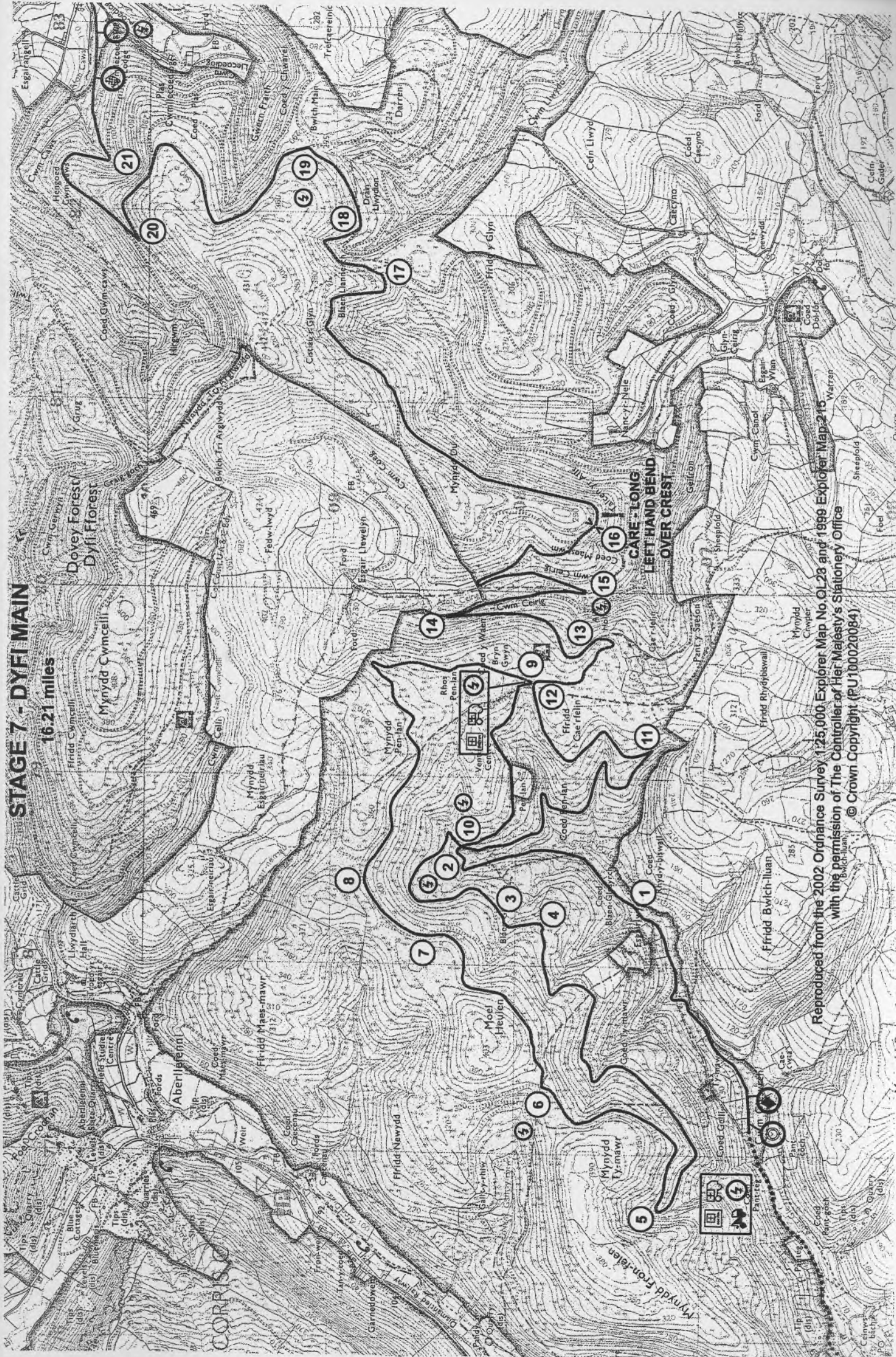
MALLWYD

MAP REF : 124/863125



# STAGE 7 - DYFI MAIN

16.21 miles



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## STAGE 8 - DYFNANT

### STAGE DETAILS

START MAP REF:		125/991139
STAGE COMMANDER:		NEIL CROSS
SAFETY ARRIVAL BY:		12.30
FIRST CAR DUE:		13.43      Historic
		14.58      Nat A
		16.43      Nat B
RESCUE:	Start	RAF RESCUE
MEDICAL:	Start	DR ROGER COOKE
RECOVERY:	Start	DIFFLOCK 8
AREA CONTROLLER:		JIM CORNES - WOLF 11
RADIO CONTROLLER		DAVE GOODWILL - CLIP LINK

### R.V.POINT 5

CANN OFFICE

A458 LLANGADFAN

MAP REF: 125/012107



# STAGE 8 - DYFNANT

8.85 miles





MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM

# INCIDENT REPORT FORM

Organising Club..... Date.....  
Type of Event..... Status.....  
Venue..... Permit No.....

*To accompany the report of the MSA Steward of the meeting, in respect of all accidents and injuries as indicated on the Medical Statistics Report Form, columns (c) & (d).*

Patients Name .....

Address.....

Injury.....

(If applicable)

Licence N°..... Make of Helmet.....

Vehicle/s involved (Competition N°, Make) .....

Name and address of any other parties involved	Official/Other Capacity at meeting and injuries (if any)
.....	.....
.....	.....
.....	.....
.....	.....

Witness(es) and address(es)	Official/Other Capacity at meeting
.....	.....
.....	.....
.....	.....
.....	.....

Give a résumé of the incident (include full statements if possible):  
Witness(es) statements

Continued Overleaf



THE ROYAL AUTOMOBILE CLUB MOTOR SPORTS ASSOCIATION LIMITED

MOTOR SPORTS HOUSE, RIVERSIDE PARK, COLNBROOK, SL3 0HG, ENGLAND

TELEPHONE: 01753 681 736 FAX: 01753 682 938

REGISTERED OFFICE AS ABOVE. REGISTERED NUMBER 1344829 ENGLAND



SURNAME:	FIRST NAME:
ADDRESS:	
TELEPHONE:	LICENCE No.
DATE OF BIRTH:	



DATE & TIME OF INCIDENT:	INJURY ASSESSMENT	
VENUE:	CRITICAL/PRIORITY	
EVENT:	SERIOUS/URGENT	
LOCATION:	MINOR/DELAYED	
WEATHER: DRY <input type="checkbox"/> WET <input type="checkbox"/> VERY WET <input type="checkbox"/> SNOW/HAIL <input type="checkbox"/> CLOUD <input type="checkbox"/> SUN <input type="checkbox"/>		
CASUALTY: COMPETITOR <input type="checkbox"/> OFFICIAL <input type="checkbox"/> RACE TEAM <input type="checkbox"/> SPECTATOR <input type="checkbox"/>		
WAS R.V. DEPLOYED: YES   NO	EQUIPMENT USED	
WAS DRIVER TRAPPED: YES   NO	IF SO, HOW LONG?	
WAS EVENT STOPPED: YES   NO	M.O./PARAMEDIC AT SCENE   RESP.T.	
DISPOSAL TO MEDICAL CENTRE <input type="checkbox"/>	DISPOSAL TO HOSPITAL <input type="checkbox"/>	DISCHARGED <input type="checkbox"/> DEAD <input type="checkbox"/>

PRIMARY SURVEY	
Airway: <input type="checkbox"/> Clear <input type="checkbox"/> Obstructed	
C.Spine: <input type="checkbox"/> Normal <input type="checkbox"/> Possible injury	
Breathing: <input type="checkbox"/> Spontaneous <input type="checkbox"/> Problem	
Circulation/ Haemorrhage: <input type="checkbox"/> External <input type="checkbox"/> Possible internal <input type="checkbox"/> None/slight <input type="checkbox"/> Moderate <input type="checkbox"/> Severe	
Disability: <input type="checkbox"/> Alert Responds to <input type="checkbox"/> Visual stimuli <input type="checkbox"/> Pain <input type="checkbox"/> Unresponsive	

OBSERVATIONS	Time	1)	2)	3)
Respiratory Rate		<input type="text"/>	<input type="text"/>	<input type="text"/>
Oxygen Saturation: Sa O <sub>2</sub> %		<input type="text"/>	<input type="text"/>	<input type="text"/>
Blood Pressure		<input type="text"/>	<input type="text"/>	<input type="text"/>
Pulse Rate		<input type="text"/>	<input type="text"/>	<input type="text"/>
GLASCOW COMA SCALE				
Eye Spontaneous	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opening To voice	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To pain	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nil	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Best Oriented	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Verbal Confused	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response Inappropriate	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Incomprehensible	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nil	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motor Obeys command	6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response Localises pain	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Withdrawal (pain)	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexion (pain)	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extension (pain)	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nil	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pupils React R		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(✓ or X) L		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1 <input type="checkbox"/> Constricted	Size R	<input type="text"/>	<input type="text"/>	<input type="text"/>
2 <input type="checkbox"/> Normal				
3 <input type="checkbox"/> Dilated	Size L	<input type="text"/>	<input type="text"/>	<input type="text"/>
COMA SCORE		1)	2)	3)

Exposure/Injuries

C# Closed Fracture  
 O# Open Fracture  
 B Burn (shade area)  
 F Foreign body  
 P Pain/Tenderness  
 L Laceration  
 A Abrasion  
 E Bruising

PRIMARY MANAGEMENT	
Airway <input type="checkbox"/> Oropharyngeal <input type="checkbox"/> Nasal <input type="checkbox"/> JET Tube	
<input type="checkbox"/> C/Thyrotomy <input type="checkbox"/> Oxygen <input type="checkbox"/> Suction	
C.Spine <input type="checkbox"/> C. Collar <input type="checkbox"/> Hines	
Breathing: <input type="checkbox"/> Ventilated <input type="checkbox"/> Chest drain	
DRUGS/IV	

TREATMENT	

THIS FORM MUST BE COMPLETED FOR EACH INJURED PERSON.  
 AN INJURED PERSON IS ONE WHO IS REFERRED TO THE HOSPITAL OR REQUIRES TREATMENT BY THE MO.  
 THIS FORM IS PART OF THE STEWARD'S REPORT AND MUST BE COMPLETED BY THE CMO/PARAMEDIC  
 (OR THE STEWARD IF THIS IS NOT PRACTICABLE) IN LIAISON WITH THE CMO/PARAMEDIC





MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM

## RESCUE VEHICLE / CREW ATTENDANCE RECORD

Organising Club..... Date.....  
 Type of Event..... Status.....  
 Venue..... Permit No.....

RESCUE UNIT..... LICENCE NO.....

**CREW MEMBERS**

NAME (BLOCK CAPITALS)	LICENCE NO.	FULL/TRAINING

A SEPARATE FORM MUST BE COMPLETED FOR EACH RESCUE VEHICLE UNIT  
IN ATTENDANCE

**THIS FORM TO BE RETURNED TO THE MSA STEWARD AS BELOW**

- (a) RACE/SPEED EVENTS:..... **BEFORE COMMENCEMENT OF PRACTICE**
- (b) RALLIES & ANY OTHER EVENTS WHERE A  
RESCUE VEHICLE WAS IN ATTENDANCE:..... **AS SOON AS PRACTICABLE**



THE ROYAL AUTOMOBILE CLUB MOTOR SPORTS ASSOCIATION LIMITED

MOTOR SPORTS HOUSE, RIVERSIDE PARK, COINBROOK, S13 9HG, ENGLAND  
TELEPHONE: 01753 681 735 FAX: 01753 682 936



REGISTERED OFFICE: 15, CASARDO, REGGIO EMILIA, ITALY (EUROPEAN REPRESENTATIVE)

# STAGE 7 - DYFI MAIN

## RED FLAG STAGE

### STAGE DETAILS

START MAP REF: 124/771067  
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AREA CONTROLLER: JOHN GRIFFITHS - WOLF 15

RADIO CONTROLLER DAVE ALLSEBROOK - CLIP RELAY

### R.V.POINT 4

BRIGANDS INN

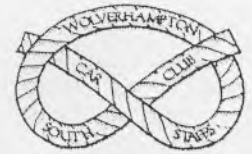
MALLWYD

MAP REF : 124/863125





# The **Bulldog** Rally



Amendment to Safety Manual

Stage 5 – Hafren North

Mid point Recovery – Delete Extractor 2

Insert – Hawk Recovery

Kevin Page  
Safety Officer

16/10.02