

NHMC Warcop Stages Rally

Sunday 21st April 2019



ANCC Stage Rally Championship



2019 HRCR
MOTOSCOPE

NORTHERN HISTORIC
ASPHALT
RALLY CHAMPIONSHIP



ANWCC Stage Rally Championship



The Wemix Concrete Ltd EMAMC
Stage Rally Championship



www.motoscope.co.uk

Find us on
Facebook

www.facebook.co.uk/groups/HRCRMOTOSCOPENHRC/



FINAL INSTRUCTIONS

SPECTATE SAFELY!



ARI
NEEDS
YOU
TO

Be alert!

Always expect the unexpected

Stay at the designated spectator areas

Remember that in an accident anything can happen

Always follow the instructions of the marshals

Your safety – Your life

ONLY A SAFE RALLY IS A GOOD RALLY

#AriNeedsYou



motorsportuk.org

NHMC WARCOP STAGES RALLY – 21 April 2019

FINAL INSTRUCTIONS – COMPETITORS' BULLETIN 1

Issued Tuesday 16th April 2019. This is an Official Instruction.

This Bulletin consists of 4 numbered pages.

Also attached are an overview map, aerial photographs of the service areas, a Competitors' Briefing, and the Motorsport UK Service Area Guidelines.

Thank you for your entry, your start number is shown on the on-line entries system – see the event web-site at <http://www.nhmcwarcopstages.org.uk/>. Please check your details and if anything is wrong please inform the Entries Secretary, Gavin Heseltine (01430 440114 or 07561 523404), email: entries@NHMCWarcopStages.org.uk) as soon as possible.

Rally HQ telephone number on Saturday and Sunday only is 01947 878229.

Please take great care when joining or leaving the A66.

Competitor Safety – First on the scene

Before coming to the event, please view the two competitor safety videos on the “Competitors” page of the event’s web-site at <http://www.nhmcwarcopstages.org.uk/competitors.shtml>.

Contacting the Organisers

We will be setting up the venue from Saturday morning onwards, if you need to speak to us for any reason ring the Secretary of the Meeting (Gavin Heseltine) on 07561 523404 or the Rally HQ number given above.

Licences

Please ensure you have the correct competition licences (see Chart 26 on page 146 of the 2019 Motorsport UK Yearbook). Drivers require a Stage Rally Licence (a non-race licence has **not** been acceptable since 2001). Stage Rally Licences **cannot** be applied for at the event. Co-drivers require any National B licence or a Rally National A Navigator Licence. If necessary, co-drivers may apply for a Non-Race National B Licence at the event (H 26.1.4). If you are in any doubt about whether you have a valid licence, please check with Motorsport UK’s licensing department before the event.

Camping, Caravans & Motor Homes

Caravanning and camping is not permitted anywhere inside the road barriers on the Ranges overnight.

Noise Test

The pre-event noise test will be in accordance with J 5.1.8 and R 4.1 (100 dB(A) at 0.5 m). Further noise tests may be carried out during the event.

Scrutineering

Scrutineering and documentation on Saturday is at Landmarc’s Range Stores (91/NY759155, CA16 6PS) between 14:00 and 18:00 and for those who have specifically requested it on Sunday morning between 07:00 and 07:30.

Scrutineering

1. Drive to the trailer park and unload the car from the trailer. Park the trailer in the trailer park and the service vehicle in the service area. **Do not bring service vehicles or trailers to scrutineering. Do not try to unload on the A66.**
2. Ensure you have the required vehicle paperwork, helmets, FHRs, and overalls. If using an in-car camera, it must be fitted so that the scrutineers can inspect the mounting,
3. Park up and view the Competitors’ Briefing video. You will be issued with a process card after viewing the video.
4. Drive to the Noise Test area. If you do not have side numbers they will be available for sale from C J Rallying. The numbers should be fixed to the front doors of the car on a white

- background (Regulation J.4.1),
5. When signalled to do so, drive the car into the scrutineering bay.
 6. Once you have passed scrutineering, drive your car out of the scrutineering bay and park, then return on foot with your personal paperwork (licences and club cards) and the process card to documentation in the scrutineering bay.
 7. The documentation team will check your paperwork. You will need to sign the REIS insurance scheme declaration (and pay the appropriate insurance fee if you have not already paid it). After completing documentation, you will be issued with your pack including Time Card 1.
 8. Leave Range Stores and drive to your service area or wherever. Entrance to all service areas is by turning off the A66 on to the Hilton Road at 91/NY744166 – please take care at this junction. The Ranges have 24 hour CCTV and security in place, but we cannot guarantee the security of any vehicle left on site overnight.
 9. For those that have specifically requested scrutineering on Sunday morning, the noise test closes at 07:30. If you are running very late and are still in the documentation area less than 20 minutes before your due start time remain in the Range Stores compound and join the queue for MTC0 in the appropriate place. Otherwise drive back to the service area and park.

PR Issues and Driving Standards

Driving Standards Observers/Judges of Fact will be appointed to observe driving standards on the road sections of the event.

The Motorsport UK Competition Authorisation Office require us to remind competitors of section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code (this is the requirement to stop and give details if you are involved in a collision which causes damage or injury to any other person, vehicle, animal or property). Any injury incidents must be reported to the Police and also to the event organisers.

Door Numbers, etc.

On Saturday, numbers and other such items can be purchased from CJ Rallying (Colin Dunthorne, telephone 07989 251415).

Toilet Facilities

Toilets will be available in the trailer park adjacent to service areas A and B, near service areas C and D, and between ATC and stage start throughout the event.

The Official Notice Board

This will be located at the Range Stores on Saturday and Sunday.

Amendments / Additions to the SRs

Page 2, List of Officials

Motorsport UK Steward: John Williams

Club Stewards: Phil Foster, Fred Bent (delete John Williams)

Chief Paramedic: Tracy McClane

SR 3: Motorsport UK Permit number 109734, **DoE Authorisation number:**

SR18: Replace the second sentence with “The Organisers **will issue** a rally plate to be fixed to the **rear** of the vehicle.”

Time Cards

You will be issued with **Time Card 1** when you have completed documentation. The Start List will have been posted on the Official Notice Board and your due time at MTC0 will have been entered on Time Card 1 by the organisers. The first car will start from MTC0 at 08:12 (so that it will be due to start stage 1 at 08:15) with cars following at 30 second intervals as shown on the start list which will be posted on the Official Notice Board.

On completion of stage 1, Time Card 1 will be collected at the passage control.

You will be issued with Time Card 2 on which a nominated due time at the arrival control for stage 2.

Stage 2 is a repeat of stage 1.

After stage 2 a nominated due time at the arrival control for stage 3 will be entered on to Time Card 3.

This process will then repeat for each pair of stages The Final Control will be MTC6A, a 0.07 mile (5 minute) road section from the finish of stage 6.

The stage start procedure.

The start will be signalled by automatic traffic lights. There will be NO verbal countdown. A comprehensive list of instructions for the stage start procedure can be found in your competitors pack and on the official notice board.

Awards

The Awards Presentations will take place outside the Range Stores as soon as possible after the last stage has been completed.

Food

Two Jays Catering (Nicola Harper) will be located near the entrance to Service Area A.

Servicing

Competitors are reminded to read the Motorsport UK document titled 'Service Area Guidelines' which is attached to these Final Instructions.

All cars **must** be serviced on an environmental ground sheet and a spill kit must be available. Not all servicing can take place on hard-standing; please ensure you have suitable supports available – see the Motorsport UK "Service Area Guidelines" document. Please take your litter, discarded bits and debris away with you.

Photography and Video

We have agreed to pay the MoD for a licence to take photographs or film on military land "*for club use only*", but we have not paid for any "*commercial use*". Therefore no unauthorised photos or videos may be taken on the Warcop Ranges for use in any public media, including web-sites such as Facebook, YouTube, Instagram, Twitter, Reddit, etc., as these will be unlicensed and may result in the MoD or Landmark taking legal action against you. Official photos and videos will be available to purchase from the event's official photographer and official videographer.

Spectators

Spectators are **not** allowed access to the Ranges and this includes service crews, family, friends, and hangers-on. Remember that Warcop is a live firing range. Do not kick or handle any unknown objects (they may explode and kill you!) and do not wander around. This applies particularly if your car breaks down in stage.

Recoveries

We shall attempt to recover stranded repairable cars between pairs of stages, but the time to do this is limited. Please try to stay on the road.

This rally is running under a Single Venue permit, so R 32.2 (a) applies - competitors who stop on a stage and wish to continue must report to the Range Stores to be re-scrutineered and given a new Time Card. A 30 minute penalty will be applied for each stage or Time Control missed. To be classified as a finisher you must complete two-thirds of the stages (that is 4 stages) and report to the Final Control within maximum lateness in the car in which you started.

Other information

RESULTS - The results service will be provided by North East Rally Services. Results will be posted at <http://results.djames.org.uk/results/?e=559> during the event, subject to there being a decent mobile phone signal at the Range Stores.

TYRES – We are advised that Andrew Knott of Slicks Tyres (phone 0114 247 0485, email sales@slickstyres.co.uk) intends to attend the event. We cannot guarantee this and competitors should contact him in advance.

HEALTH AND SAFETY STATEMENT – Every person participating in this event, whether employed or voluntary shall take reasonable care for the health and safety of themselves and other persons who may be affected by their acts or omissions during the operation of the event.

REFUELLING – There is no specific area set aside for fuel. We strongly recommend that this is the last task to be carried out when the car is ready to leave service and before the crew are belted in. The person carrying out the refuelling should be wearing suitable protective clothing to fully cover their arms and legs. There must be no smoking around the car by anybody. Fuel must be stored in appropriately marked and approved containers.

DRIVING STANDARDS – Please drive with care and consideration for other road users and the public in general and don't give the public or Police any cause for complaint. There is no need to speed, particularly between services areas when you are on the public road! The Police are well equipped to observe you.

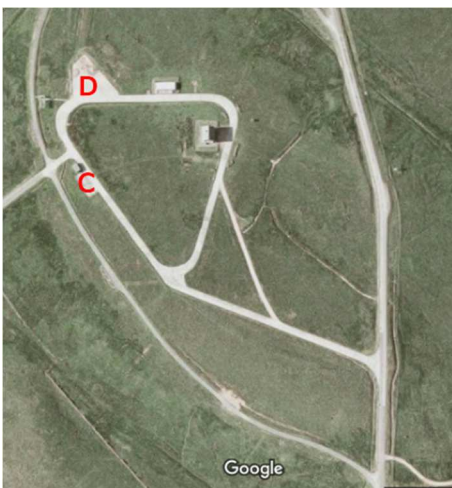
DRONES – the use of camera drones is **prohibited** anywhere over the Warcop Ranges **even with a CAA licence**.

Please be particularly cautious at the A66 junction with Hilton road at 91/NY743166 – it is an accident black spot! There will be no requirement for competitors or service vehicles to turn north on to the A66 at this junction.

Finally, have a safe and enjoyable event and the best of luck.

Overview map

© Crown copyright and database rights (2019) OS Licence 100035409 (OI1312480 and OI1312481)



Service Areas A, B, C, and D and Trailer Parking

SPECTATE SAFELY!



LEAVE THE DRONE AT HOME!

#AriNeedsYou



motorsportuk.org/rallyfuture

NHMC Warcop Stages Rally 2019

Competitors' Briefing

- Welcome ...
- Motorsport UK ask us to make very clear that rallying is a non-contact sport. They are worried about the number of contacts between cars particularly at merges. Use your mirrors! They may refuse permission for lapping stages in future if the accidents do not reduce.
- Chicanes – at junctions 1, 2, and 28 the chicanes are made of 3 walls of bales. The chicane at post 18 is a two wall chicane. All are intended to reduce your speed before splits and merges.
- Splits and Merges – there is a split and merge on every stage.
 - We will be applying penalties for contact between cars and we have been asked to report any incidents of this to Motorsport UK for possible further action.
- 30 second starts
 - All stages are running separately at 30 second intervals. There is no interposing of competitors attempting their first and second runs at the same stage.
- Incidents – your own and other competitors' – see the first two pages of the Road Book.

- **The Motorsport UK Yearbook (Blue Book) requirements are:**
 - In the case of an accident where urgent medical attention is required, the red SOS sign should be displayed as quickly as possible to alert following cars
 - Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew members are inside the car but not displaying the SOS sign, must immediately and without exception **stop** to give assistance. All following cars must also stop and the second car arriving at the scene must inform the next radio point. Subsequent cars must leave a clear route for emergency vehicles.
 - In the case of an accident where medical intervention is not required, the OK sign must be clearly shown to following vehicles
 - If you stop on a stage, your warning triangle must be put out at least 50 metres before the car's position.
- **First competitor on the scene of an incident** – we hope you have all watched Motorsport UK's first on scene video. The first on scene information from Motorsport UK is on the inside cover of the Road Book – quick summary:
 - **If the vehicle is on fire, get the crew out immediately,**
 - **If the competitor is still in the vehicle, is responsive, and no risk of fire – do not move them until professional help arrives,**
 - **If the competitor is in the vehicle, is unresponsive and there is no risk of fire – stop life-threatening bleeding, ensure an open airway, immobilise the head and neck, check if they are breathing. DO NOT REMOVE HELMETS UNLESS THERE IS NO OTHER WAY TO ENSURE AN OPEN AIRWAY.**
 - **If the competitor is out of the vehicle – do not grab them, guide them to a place of safety, don't let them wander.**
- We have 2 rescue units and 2 recovery units.

- There is also a response unit located near the service areas in case of any accidents in the service areas.
- Red flags are in place at each mandatory radio point (shown in the Road Book). These are to allow us, if necessary, to neutralise competition (for example, to mobilise rescue units to the scene of an incident before all competitors have cleared the stage). Please ensure you understand the red flag rules (Blue Book R.25.6.4): if you are shown a red flag:
 - You must immediately and significantly reduce speed and
 - You must be prepared to stop at any time;
 - You must not overtake any safety vehicle you encounter;
 - You must follow the instructions of marshals or safety personnel and
 - You must maintain the reduced speed until you leave the stage.
- Under the regulations for single-venue rallies you may miss controls or stages (with penalty of 30 minutes for each control or stage missed). You need to complete 2/3rds of the stages (that is 4 stages) to be classified as a finisher. After missing a control or stage, your car needs to be re-scrutineered before re-joining the event. The scrutineers will be based at the Range Stores.
- Any queries, now or during the event – Gavin Heseltine will be the contact point as Competitor Liaison Officer. He will be in the Range Stores area.
- We aim to recover stranded vehicles between pairs of stages, but this will be tight and may not be possible.
- Have a good day!



Requirements for Organisers

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 must 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. 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 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



Service Area Guidelines Annex P

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.

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 have no occupants, when re-fuelling commences. All sources of ignition must be removed from the area and an appropriate fire response should be prepared.
3. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
4. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept 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.



Service Area Guidelines Annex P

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.



Service Area Guidelines Annex P

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'.