

SPECIAL STAGE OPERATIONS

Summary of required personnel and equipment for one special stage:

- 5 marshals, including a Stage Commander for the stage start, and
1 radio operator for the stage start
- 5 marshals, including a Stage Commander for the stage finish, and
1 radio operator for the stage finish
- 2 additional marshals and a radio operator for each spectator area
- 1 marshal or 1 radio operator (radio mid-course safety every three miles)
for every intersection within the special stage – typical arrangement
of an intersection is attached
- Mandatory safety vests for all personnel (vests must be worn)
- 2 atomic clocks with tripods for the stage start
- 2 Fasttime 15 rally clocks for the flying finish
- 4 SFR radios (two spares) with spare batteries for communication between
the flying finish and the STOP Control
- A set of time control logs
- Clip boards and writing materials
- A complete set of sign boards
- Sufficient number of signs for radio locations
- Sufficient number of 1000-foot rolls of caution (barricade) tape
- Directional arrows

STAGE START OPERATIONS

Sign boards must be installed as per the diagram in the attachment

- 1 traffic control marshal: The road must be partially blocked with a vehicle, caution tape, traffic control signs and/or barriers if available, marshal blocking the road
- 2 marshals and 1 radio operator at the time control: Atomic clock with correct rally time must be displayed

Time Control Check-In Procedures:

Marshals assign an ideal start time by adding 3 minutes to the check-in time and a sequence number

The check-in time, the ideal start time and the sequence number must be recorded both on a log and on the time card, sample time cards are attached

The check-in procedures described in Articles 27.1, 27.2 and 27.3 of the FIA Regional Rallies Championships Sporting Regulations apply

According to Article 27.2 of the FIA Regional Rallies Championships Sporting Regulations , the crew will not incur any penalty if the car enters the control area during the target check-in minute or the minute preceding it

According to Article 27.2, the crew does not incur any penalty if the act of handing the time card to the appropriate marshal takes place during the target check-in minute

Penalty for late arrival: 10 (ten) seconds per minute or fraction of a minute

Penalty for early arrival: 1 (one) minute per minute or fraction of a minute

2 marshals at the stage start: Atomic clock with correct rally time must be displayed

Procedures for starting the stage:

Marshals assign the actual start time that, depending on the circumstances, may be past the ideal start time but not earlier than the ideal start time

The actual start time and the sequence number must be recorded both on a log and on the time card, sample time cards are attached

Marshals will start the car according to the time displayed to the crew on the atomic clock by announcing 30 seconds, 15 seconds, 10 seconds and then by counting down the last five seconds and giving the signal to go

According to Article 31.4.3 of the FIA Regional Rallies Championships Sporting Regulations , any car not able to leave the start line of the special stage within the 20 seconds following a signal to do so is excluded and the car is immediately removed to a safe place

According to Article 31.6 of the FIA Regional Rallies Championships Sporting Regulations , a false start, particularly the one made before the signal has been given, is penalized as follows:

1st offence: 10 seconds

2nd offence: 1 minute

3rd offence: 3 minutes

Further offences: At the Stewards' discretion.

These penalties do not prevent Stewards from imposing heavier penalties if they judge it necessary.

STAGE FINISH OPERATIONS

Sign boards must be installed as per the diagram in the attachment

2 marshals at the flying finish

Procedures for flying finish:

Each of the two marshals equipped with Fastime 15 rally clock will measure the time in the time-of-the-day format with the accuracy of a 100th of second and radio the average of the two times to the STOP Control

Both times as well as the average for each car must be recorded on a log

If two cars follow close together, each marshals will measure one car

The following procedures at the flying finish are not permitted:

Radioing "Mark" to the STOP Control – if the radio fails, there are no stage times

Measuring the time by observing the flying finish from the STOP Control – because of the inaccuracy of this method

Moving the flying finish or the STOP control to achieve the line of sight between the flying finish and the STOP Control – because it voids the previously written stage notes

2 marshals and 1 radio operator at the STOP Control

Procedures for STOP Control:

Stage stage finishing time for each car must be recorded both on the log and on the time card

Safety procedure for tracking cars:

Sequence numbers allow us to know immediately if a car that started the stage has not reached the finish as expected. The finish of the stage should immediately question the rally team if their sequence number is not the next one. For instance, if cars with sequence numbers 4, 5, 6 arrive and then number 8 arrives you know immediately that the sequence number 7 is missing.

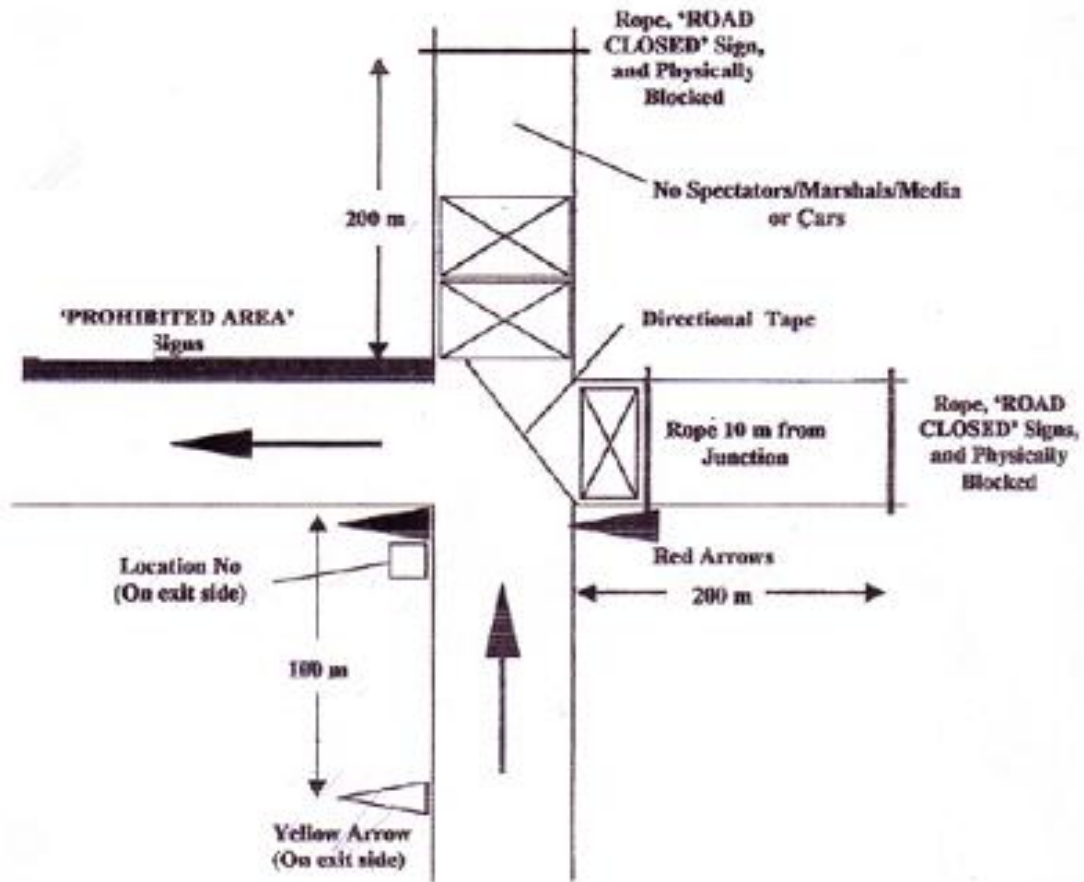
The STOP Control marshal must ask the team whether they saw the missing car, where, and in what condition and whether there was a red cross or an OK sign displayed. If there was a Red Cross displayed, Net Control must be notified immediately with appropriate information required by the Accident & Safety procedure.

If that team did not see the missing car, the Stop control marshal must ask the next car. If they, too, did not see the missing team, the Stop control must report to Net Control, giving the Sequence Number of the missing car.

1 traffic control marshal: The road must be partially blocked with a vehicle, caution tape, traffic control signs and/or barriers if available, marshal blocking the road

RALLY NEW YORK USA 2012

TYPICAL ARRANGEMENT OF AN INTERSECTION WITH OR WITHOUT SPECTATORS

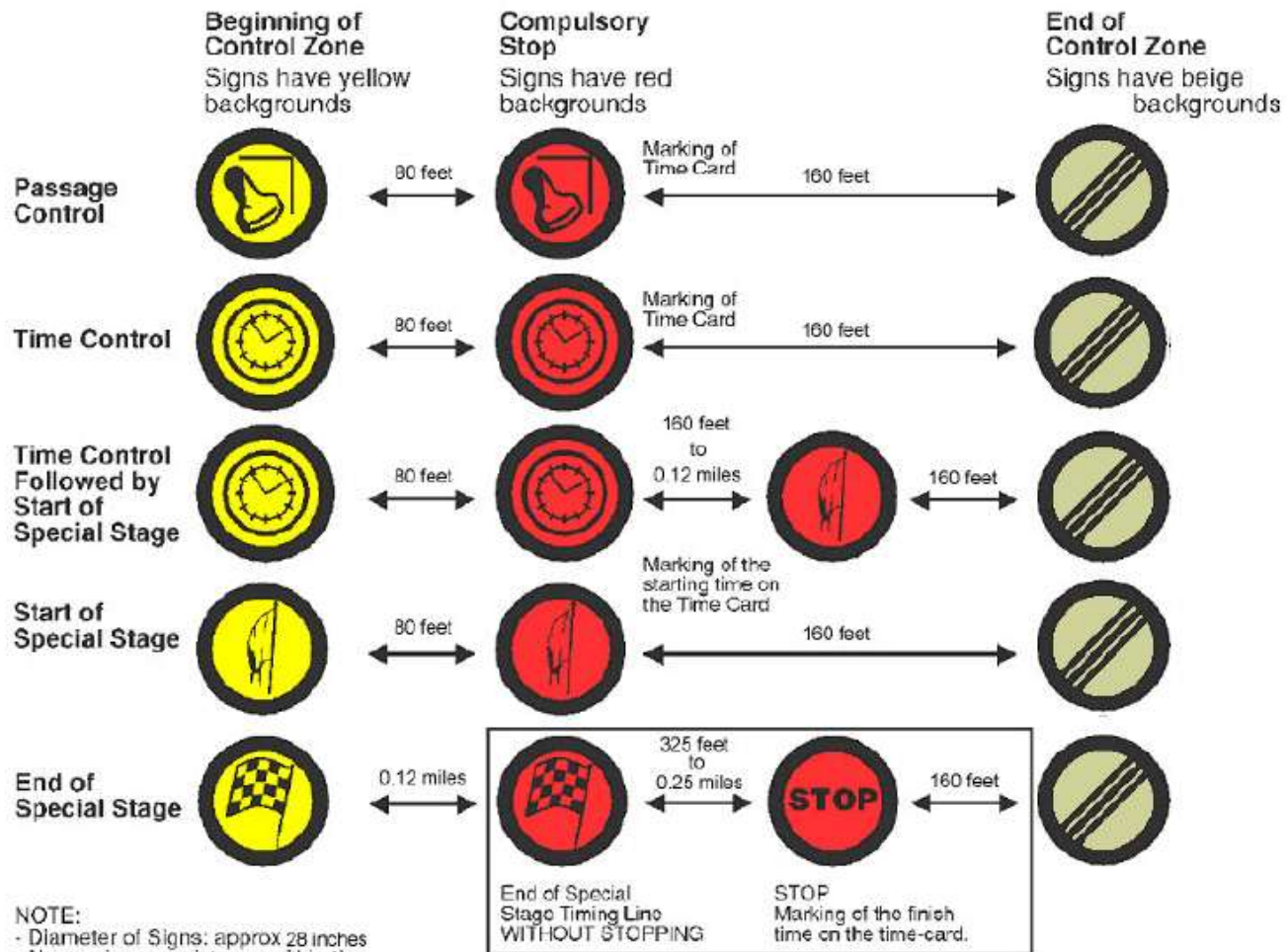


Spectators to be kept at least 10 m back from junction on road opposite direction of rally traffic.

Direction of rally route to be highlighted with 'directional' tape, where a change of direction occurs. (Use tape of a different colour to that used for box junctions etc.)

Appendix A (6) Rally Control Signs

Rally control signs





APPENDIX 4 – TIME CARDS

Sample FIA Time Cards to be used on all Rally New York events
 (Road Section with Special Stage followed by Regrouping, followed by Service)

INTERNATIONAL
2007 RALLY NEW YORK

TC 6 - TC 6A
 7.25 miles 22.83 mph

ARRIVAL TIME at TC 6 A Regroup IN 11 28

DUE TIME (Competitor use) 11 28

TARGET TIME 0 19

ACTUAL START 11 09 RS

TIME TAKEN 0 19 (No penalty)

SS 6
 Old Greenfield 3
 2.50 Miles

CAR NUMBER 1

FINISH TIME 11 11 31

ACTUAL START 11 09 SS 6

TIME TAKEN 2 31

Provisional Start Time 11 09

Arrival Time at TC 6 11 06

STAMP/SIGN
 AC
 Sequence #1

INTERNATIONAL
2007 RALLY NEW YORK

TC 6B - TC 6C
 miles mph

ARRIVAL TIME at TC 6C Service B OUT 12 58

DUE TIME (Competitor use) 12 58

TARGET TIME 1 00

ACTUAL START 11 58 TC 6B Regroup OUT Service B IN

TIME TAKEN 1 00 (No penalty)

(No penalty) Assigned Regroup Time OUT

11 58

CAR NUMBER 1

STAMP/SIGN
 X