

1993
HEALESVILLE STAGES
MARCH 13 - 14



SAFETY PLAN

ROUND 1 AUSTRALIAN RALLY CHAMPIONSHIP
ROUND 2 VICTORIAN RALLY CHAMPIONSHIP

1993 HEALESVILLE STAGES SAFETY PLAN

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This Safety Plan has been developed by Col Hardinge, Dr John Reid and Ken Foord with assistance from other members of the Healesville Stages team.

1993 HEALESVILLE STAGES SAFETY PLAN

1. LOCATION AND OFFICIALS

The 1993 Healesville Stages Rally will be conducted over 2 days and will comprise 5 sections in 2 legs.

It will start in the City of Melbourne and will then be centred on the town of Healesville, approx 60 Km North East of Melbourne. The overnight break will be in Healesville.

The event will be the opening coefficient 10 round of the 1993 Australian Rally Championship.

1.1 Headquarters

(a) Prior to the Event, Victorian Rally Services Pty Ltd office will be located at 11 Richards Avenue, Croydon Vic 3136. Telephone No (03) 723 2480 Fax (03) 725 3833. This office shall be open from 8.00 am to 10.00 pm.

(b) Rally Information Centre will be located at the Hilton on the Park, 192 Wellington Parade East Melbourne from 11 March 1993 until 9.00 am on 13 March. Telephone No (03)

(c) From 9.00 am on 13 March until 10.00 pm on 14 March, Rally Headquarters will be located at the old Shire Offices, Maroondah Hwy, Healesville. Telephone (059) Fax (059)

(d) After the close of the Rally Headquarters in Healesville, all enquires may be directed to Rally Headquarters in Croydon.

1.2 OFFICIALS

Clerk Of Course:	Glenn Cuthbert
Deputy Clerk of Course:	Keith Morling
Assistant Clerks of Course:	Stuart Lister
	David Mc Kenzie
	John Brann
	Ken Ash
	Jenny Cuthbert
	Helen Lister
Chief Medical Officers:	Dr John Reid
	Paul Thresher
Ambulance Liaison:	Ken Foord
Chief Safety Officer:	Col Hardinge

**1993 HEALSVILLE STAGES
SAFETY PLAN**

1.3 STAGE COMMANDERS AND STAGE SAFETY OFFICERS

STAGE STAGE COMMANDER SAFETY OFFICER

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1993 HEALESVILLE STAGES SAFETY PLAN

1.4 SAFETY SERVICES

1.4.1 Police

The Victoria Police have given their approval for the Event. The Police will be in attendance at the event.

1.4.2 Hospitals

HEALESVILLE HOSPITAL

Address: 377 Maroondah Highway
Healesville
Phone: (059) 624 300

ALEXANDRA HOSPITAL

Address: Cooper Street
Alexandra
Phone: (057) 721 000

MAROONDAH HOSPITAL

Address: Mount Dandenong Road
Ringwood East
Phone: (03) 871 3333

WARBURTON HOSPITAL (PRIVATE)

Address: Donna Buang Road
Warburton
Phone: (059) 669 121

1.4.3 Fire

HEALESVILLE

Address: Crawley Road
Healesville
Phone: (059) 624 133 (fire calls)

MARYSVILLE

Phone: (059) 633 266 (fire calls)

LILYDALE

Address: Main Street
Lilydale
Phone: (03) 735 1183 (fire calls)

YARRA GLEN

Address: Anzac Avenue
Yarra Glen
Phone: (03) 730 1208 (fire calls)

**1993 HEALESVILLE STAGES
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1.4 SAFETY SERVICES

1.3.3 Fire (cont)

TEMPLESTOWE

Address: 178 Foote Street
Templestowe
Phone: 000 or 11441 (fire calls)

1.4.4 Ambulance

HEALESVILLE

Address: Metropolitan Ambulance Service
23 West Mount Road
Healesville
Station Officer: Jim McGregor
Phone: 000 or 11440

ALEXANDRA

Address: Ambulance Service - North West Region
Nihil Street
Alexandra
Phone: 000 or 11440

LILYDALE

Address: Metropolitan Ambulance Service
Pine Street
Lilydale
Phone: 000 or 11440

YARRA GLEN

Address: 36 Yarra Street
Yarra Glen
Station Officer: Doug Graham
Phone: 000 or 11440

**1993 HEALESVILLE STAGES
SAFETY PLAN**

2. MASTER SCHEDULE

1993 HEALESVILLE STAGES SAFETY PLAN

3. SPECIAL STAGE SAFETY PLAN

3.1 Stage Closures

All Shire roads used for the Event are officially closed by the Shire and are gazetted as being closed. It is an offence for any person who is not connected with the Rally to travel on these roads.

Forest Roads used for the Event will not be closed, but will be under Access Control conditions as laid out in the CAMS Rally Directors and Checkers Manual. All points of access to the special stages must be manned or the road closed by a suitable impassable alternative, eg, locked gate etc.

2 months prior to Event:

All residents living on, or close to the competitive route must be contacted and their written co operation for the conduct of the event obtained.

Local Clubs and other interested parties to be notified of the proposed Access Control. A contact number for the Event must be given.

1 Month prior to Event:

Road and forest access restrictions must be advertised in local newspapers.

Notices to be placed on all roads advising of proposed restrictions.

Residents living close to any Transport section must be advised of the event (main roads excepted).

2 Weeks prior to Event:

Check of signs etc to be undertaken.

SATURDAY 13 MARCH / SUNDAY 14 MARCH.

2 Hours prior to start of each Stage:

Access to special stages to be restricted to authorised vehicles only.

All Closure points to be manned or otherwise secured.

1993 HEALESVILLE STAGES SAFETY PLAN

3. SPECIAL STAGE SAFETY PLAN

3.2 Officials

Each Special Stage Start will be attended by:

- Stage Commander
- Stage Safety Officer
- 1 Fully equipped Ambulance (St John)
- 1 Breakdown Vehicle equipped with tow rope and rescue equipment
- 1 Security Person

There will be an SOS Controller at the end of the Stage

STAGE COMMANDER

Each Stage is under the control of a Stage Commander.

It is his/her responsibility for the following:

1. Erect bunting
2. Erect all signs
3. to meet and locate at a minimum of two and a half hours prior to the first car, the following officials:
 - (a) control marshals
 - (b) radio personnel
 - (c) road closure marshals
4. Ensure controls located in correct position
5. All control signs in correct position
6. Check all communications are operational
7. Stage to be ready to operate one hour before first car

STAGE SAFETY OFFICER

Each Stage will have a Stage Safety Officer.

It is his/her responsibility for the following elements:

1. Area remains secure when Stage is being prepared
2. To traverse the course and ensure all signs and bunting etc are correctly erected, marshals etc are in position and access control in place
3. Access to the forest remains secure after control marshals are in position
4. Monitor arrival and set up of ambulance and other emergency vehicles, minimum of one hour before first car
5. Check safety and medical communications
6. If it is required that the ambulance or recovery vehicles enter the Stage, he/she is to accompany them to the scene of the accident

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3. SPECIAL STAGE SAFETY PLAN

3.2 Stage Start (cont.)

Each Stop Point will have an Assistant Stage Commander who is also a Safety Officer.

It is his/her responsibility for the following elements:

1. Secure access to the Stage
2. Receive from the first Safety Car the Stage ready form
3. Hand Stage Ready form to communications to transmit to
 - (a) Stage Safety Officer at Special Stage start
 - (b) Rally Headquarters
4. If a car fails to appear at any Safety Point to establish (by interviewing the following competitors):
 - (a) the location of the missing vehicle
 - (b) condition of the crew
 - (c) if the position of the car represents a hazard
 - (d) to ascertain if any further action is required
5. If no further action is required, inform Rally Headquarters of status of crew and vehicle
6. If medical and/or recovery are required, inform Rally Headquarters who will take charge of procedures
7. Receive from the Fast Sweep the Stage Clear Form
8. Receive from the Fast Sweep the decision as to the status and action required of any vehicles who failed to complete the Stage
9. To communicate with Special Stage staff if recovery vehicles are required and where
10. In co-ordination with the Chief Safety Officer:
 - (a) ensure all vehicles have left the area
 - (b) secure the area

3.3 Stages longer than 15 kms

On Stages longer than 15 kms there will be an Ambulance, Doctor and Recovery Vehicle at approximately the half way point.

3.4 Radio Communications

SOS Radio Points will be at the start and finish of all Special Stages. On Stages longer than 5 kms there will be SOS Radio Points evenly distributed over the Stage with no point being more than approximately 5 kms after the previous one.

See Section 5 for full details of Radio Communications.

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3. SPECIAL STAGE SAFETY PLAN

3.5 Course Vehicles

1 Hour prior to arrival of first car

Course car travels the Stage ensuring :

Control posts are ready to operate

Signs etc are in position

All necessary road closure points are manned or otherwise secured

All spectator points are ready

Radio points are in position

At the Stop Point signs the Stage Ready Form and hand it to the Assistant Stage Commander

The Assistant Stage Commander then hands the Stage Ready Form to the Radio Operator who contacts:

- (a) The Stage Safety Officer at Special Stage start
- (b) Rally Headquarters

to indicate that the Stage is "set up"

20 minutes prior to arrival of first car

Safety Car (00) equipped with flashing lights travels the Stage checking:

Controls are ready to operate and are in correct position

Road Closures are secure

Spectator points are set up and manned correctly

All signs etc are in correct position

All radio points are in position

Timing marshals set up and ready to operate

Once 00 car has entered the Stage, absolutely no vehicle is permitted to enter the Stage, official or otherwise.

10 minutes prior to arrival of first car

Second Safety Car (0) equipped with flashing lights travels the Stage at speed.

Immediately following last car

A Fast Sweep will travel the Stage following the last car:

Handing the Stage Clear Form to the Assistant Stage Commander at the Stop Point
Advise status and action required for any vehicle which failed to complete the Special Stage.

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3. SPECIAL STAGE SAFETY PLAN

3.6 Road Closures

Within a Special Stage, all adjoining roads and tracks will be manned by a competent official and blocked by marker tape or be protected by a locked gate etc. "Road Closed" signs will be attached to the tape and all officials will be supplied with a copy of the documents giving authority to restrict access to the roads.

All Road Closures must be manned at least 2 hours before the first car is due to start the Stage.

4. SPECTATOR SAFETY

The public will only be invited to spectate at areas that will be controlled by competent officials.

The Chief Spectator Marshal will be in communication with Rally Headquarters and the Stage Commander. If he believes that it is dangerous for the rally to proceed through the spectator point he may ask the Stage be delayed until spectators obey the instructions of the spectator marshals.

All spectator marshals will be supplied with "Marshals Jackets". Whistles will be used to warn of approaching rally cars.

Bunting, tape and signs will be used to define where spectators may stand.

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5. RADIO COMMUNICATIONS

5.1 The Various Systems

Radio communications have been divided into four main systems responsible for the different aspects of running the event. There will also be several other networks operating between various groups of officials.

(a) Command System

This is the Clerk of Course's primary link with Stage Commanders , Official Cars and Senior Officials in the field.

(b) Stage Safety System

Provides communications between the Time Control, Start Point, Stop Point, and all intermediate SOS points on a Special Stage to provide for competitors safety needs.

(c) Scoring System

Provides a link between the Special Stage Stop Point and Rally Headquarters for the purpose of transmitting scores of the competitors.

(d) Headquarters System

Provides communication for Rally Headquarters to various areas of the event for non operational matters.

6. POLICE

The Victoria Police have given their approval for the event and have been fully briefed on its running.

Police will be travelling around all parts of the event to assist with the safe and smooth running of the event.

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7. MARSHAL'S INCIDENT APPRAISAL FORM

For use in Radio Transmission

- * Please follow this sequence
- * Speak slowly and remain calm - don't yell into the radio microphone

1. Who is calling ? (Name, Status)
2. Where are you calling from ? (Special Stage, Distance)
3. What is the nature of the incident ? (Briefly)
4. How many vehicles/people involved ?
5. Are any people trapped ?
6. Is there fire ?
7. Can you handle the situation or do you need help ?

THEN ANSWER THESE VERY IMPORTANT MEDICAL QUESTIONS IN RELATION TO ANY OR EACH INJURED PERSON:-

1. Is the person conscious ?
2. Is breathing - normal ? (and patient talking ?)
- noisy ?
or - absent ?
3. Is the patient bleeding ?
If so, from where ?
How much (slow trickle, spurting?)
4. Is there obvious injury ?
If so, what and where ?
5. Other problems ?
(eg vomiting, fits etc)

REMEMBER - BE CALM, SPEAK SLOWLY AND CLEARLY.

YOUR ACTIONS MAY SAVE A LIFE !

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8. INCIDENT REPORT LIST

The following incidents should be entered on the Report and advice relayed to Rally Headquarters by the radio network:

1. Non observance of check-in procedures at control locations (eg: vehicle and driver not in the immediate vicinity of table when co-driver checks in).
2. Allocation of extra time at a Time Control to allow competitor to change a puncture (maximum of additional 5 minutes).
3. Failure to start the Special Stage within 20 seconds of the starting signal being given (a penalty of 2 minutes will apply).
4. Starting a Special Stage before the starting signal has been given (a penalty of 1 minute will apply).
5. Failure to wear a properly fastened crash helmet (every endeavour should be made to request the crew to comply).
6. Stopping after the Flying Finish but before the Stop Sign.
7. Travelling on a Special Stage in the opposite direction to that of the Rally.
8. Any actions of the crew which prevent the entry of a time on their time card (a penalty of 5 minutes will apply if this happens at the Stop Point).
9. Refusing to start a Special Stage on the time and in the position allocated by the Post Marshal (a penalty of 5 minutes will apply).
10. Entering a control zone in any direction other than that of the Rally.
11. Re-entering a control zone once checking in has taken place at this control.
12. Failure to obey any instructions from the Post Marshal.

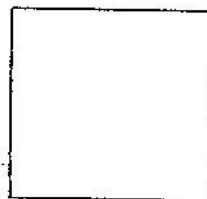
Some of the above actions may result in the crew being excluded from the Rally by the Stewards, so be sure to make clear notations on the report form.

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**STAGE
GREEN**

To be completed by 00 Car
and handed to SOS Controller at Stop Point

SPECIAL
STAGE NO



This Special Stage has been set up and is ready for competition.

All personnel and equipment are in place.

**The Safety Officer is hereby authorised
to signal that the
Stage is green.**

Signed

Time

DateMarch 1993

1993 HEALESVILLE STAGES

STAGE READY

To be completed by 000 and handed to SOS Controller at Stop Point.

SPECIAL STAGE
No

- | | | |
|----|--|--------------------------|
| 1. | Road Closed/Forest Closed signs - displayed at entrance to Special Stage. | OK |
| | Comments <input type="text"/> | ☐ |
| 2. | Time Control - Yellow Clock, Red Clock, Tent, Personnel, Clocks etc. | |
| | Comments <input type="text"/> | ☐ |
| 3. | Stage Emergency Vehicles - Ambulance, Rescue etc. | |
| | Comments <input type="text"/> | ☐ |
| 4. | Start Recording - Tent, Personnel, Beige Transversal Board etc. | |
| | Comments <input type="text"/> | ☐ |
| 5. | In Special Stage - Arrows, Radio Points, Spectator Points, Road Closures barriers etc. | |
| | Comments <input type="text"/> | ☐ |
| 6. | Flying Finish - Yellow Flag board, Red Flag Boards, Red Stop Board, Tent, Personnel, Clocks. | |
| | Comments <input type="text"/> | ☐ |
| 7. | Stop Recording - Bunting, Tent, Personnel, Red Stop Board then Beige Transversal Board etc. | |
| | Comments <input type="text"/> | ☐ |
| 8. | Overall Assessment of Stage. | |
| | Comments <input type="text"/> | ☐ |

Signed

Time

Date March 1993

1993 HEALESVILLE STAGES

STAGE CLEAR

To be completed by Sweep and handed to SOS Controller at Stop Point

SPECIAL STAGE
No

No of cars started Stage.

Cars stopped in Stage.

Car No	Distance into stage	Reason for stopping

Cars finished Stage.

Signed

Time

Date March 1993