



3rd Round of FMSCI INRC 2020

**ORGANISED BY
COIMBATORE AUTO SPORTS CLUB**



SAFETY PLAN

Please ensure you carry this manual
with you at all times during the event

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1. INTRODUCTION

- 1.1 “Rally of Coimbatore 2020”** – the 3rd Round of FMSCI Indian National Rally Championship (INRC) 2020 will run in compliance with the International Sporting Code of the FIA (and its appendices), the General Prescriptions of Federation of Motor Sports Clubs of India (FMSCI), the relevant Regulations concerning any championship or cup, these Supplementary Regulations and bulletins issued by FMSCI.

The Federation of Motor Sports Clubs of India (FMSCI) is ASN of FIA in India.
Permanent Secretariat

Coimbatore Auto Sports Club

29, Nehru Stadium, Coimbatore – 641 018.
Phone : 0422 – 2380065
E-mail : casc.cbe@gmail.com

Rally Head Quarters - 2:

Jenney Club (Near Codissia)
Avinashi Road, Coimbatore – 641 014.
Phone : 0422 2575552

Rally Head Quarters - 3:

Vinayaga Mahal Kalyanamandapam,
Udumalpet Road, (Near Kethanur)
Palladam.

COMMAND CENTRE

Command Center is located at N - 10° 56’832” E - 77°16’718” at Kethanur

1.2 OFFICIALS OF THE EVENT

Chairman of Panel of Stewards	: Mr. Zayn Khan	98490 01323
Steward / Observer	: Mr. D. Ramkumar	94433 67820
Steward	: Mr. R. Mahendran	98430 23337
Technical Delegate	: Mr. S. Ramesh Kumar	99949 44431
Safety Delegate	: Mr. V. Shyam Kumar	81222 22281
Clerk of the Course	: Mr. J.Prithiviraj	98422 20003
Deputy Clerk of the Course	: Mr. G.Sathish Kumar	94433 56025
Asst. Clerk of the Course	: Mr. J. Balu	94437 20082
	: Mr. J. Ravi	94437 20081
Secretary of the Meet	: Mr. G. Vijayakumar	93631 09310
Secretary to the Stewards	: Mr. K. Sudhakar	94894 02349
Competitor Relations Officer	: Mr. Amrish Parikh	93448 23104

Chief Scrutineer	: Mr.S.S.Nalin Chander	98422 15505
Chief Safety Officer	: Mr. Prithiviraj Jayabal	97900 49724
Chief Medical Officer	: TBA	-
Communication Chief	: Mr. N.Krishna Kumar VU3NKK	98947 20211
Stage Commanders:		
Black Thunder (1,3 & 5)	: Mr. J. Balu	94437 20082
Thunder World (2,4 & 6)	: Mr. J. Ravi	94437 20081
Setter	: Mr. K. Chandrasekaran	98435 44242
Stage safety officers:		
Black Thunder (1,3 & 5)	: Mr. A.Ramaswamy	94433 67878
Thunder World (2,4 & 6)	: Mr. K.P. Karthick Maruthi	98430 95450
Results Co-ordinator	: Mr. Samir Suneja	98112 27700

1.3 MEDICAL / SAFETY SERVICES

Contact Details

Ambulance	Tel : 108
Air Ambulance	Tel : 90030 10200 / 1800 425 25555
Police Control Room	Tel : 100
Palladam Police Station	Tel.: 04255-2522100
Kamanaicken Palayam Police Station	Tel : 04255- 266222

HOSPITALS :

SRI RAMAKRISHNA HOSPITAL

Avarampalayam Road, Coimbatore - 641 044.

Tel.: 0422 - 4500000

A multi-specialty hospital consisting of approximately 650 beds is placed on standby for handling any emergencies. Approximate distance from the Stages is 49 kms.

GKNM HOSPITAL

Pappanaickenpalayam, Coimbatore - 641037.

Tel.: 0422 - 221000

A multi-specialty hospital consisting of approximately 600 beds is placed on standby for handling any emergencies. Approximate distance from the Stages is 44 kms.

PSG HOSPITALS

Peelamedu, Coimbatore - 641 004

Tel.: 0422 - 2240516

A multi-specialty hospital consisting of approximately 1000 beds is placed on standby for handling any emergencies. Approximate distance from the Stages is 41 kms.

FIRE BRIGADE

Fire Brigade

Tel : 108

Break Down Service

CUPT

Tel : 98430 10433

98433 20433

Red Cross

Tel : 0422 - 2218469

1.4

ITINERARY - DAY-1

Saturday 30th January 2021		Sunrise : 06.45 hrs					Sunset : 18.24 hrs
TC / SS	LOCATION	SS Dist.	Liaison Dist.	Total Dist	Target Time	First Car	
0	START					10:00	
1			6.03	6.03	00:15	10:15	
SS 1	BLACK THUNDER 1	19.25			00:03	10:18	
2			0.35	19.60	00:35	10:53	
SS 2	THUNDER WORLD 1	14.25			00:03	10:56	
2 A/B	SERVICE A - IN		5.60	19.85	00:40	11:36	
	FLEXI SERVICE A	33.50	11.98	45.48	00:30	12:06	
2 C	FLEXI SERVICE A - OUT/ RE-GROUP IN						
	REGROUPING						
2 D	REGROUP OUT					13:00	
RZ 1	Refuel -All Competitors						
	Distance to next Refuel	33.50	11.98	45.48			
3			6.03	6.03	00:15	13:15	
SS 3	BLACK THUNDER 2	19.25			00:03	13:18	
4			0.35	19.60	00:35	13:53	
SS 4	THUNDER WORLD 2	14.25			00:03	13:56	
4 A/B	SERVICE B - IN		5.60	19.85	00:40	14:36	
	FLEXI SERVICE B	33.50	11.98	45.48	00:45	15:21	
RZ 2	Refuel - All Competitors						
	Distance to next Refuel	33.50	11.98	45.48			
4 C *	FLEXI SERVICE B - OUT/ OVER NIGHT PARC-FERME						
	TOTAL	67.00	23.96	90.96		15:21	

* Denotes early check-in allowed (TC No. 4C)

Note 1: At the 30 mins Flexi Service crews may wait for upto 30 mins. Before entering Flexi Service A without incurring penalty.

Note 2: Crews may wait for a maximum time of 45 mins. before entering Service B without incurring any penalty. Those who don't avail of the 45 mins. holding time need not wait in the regroup and may proceed for the overnight Parc Ferme.

DAY - 2

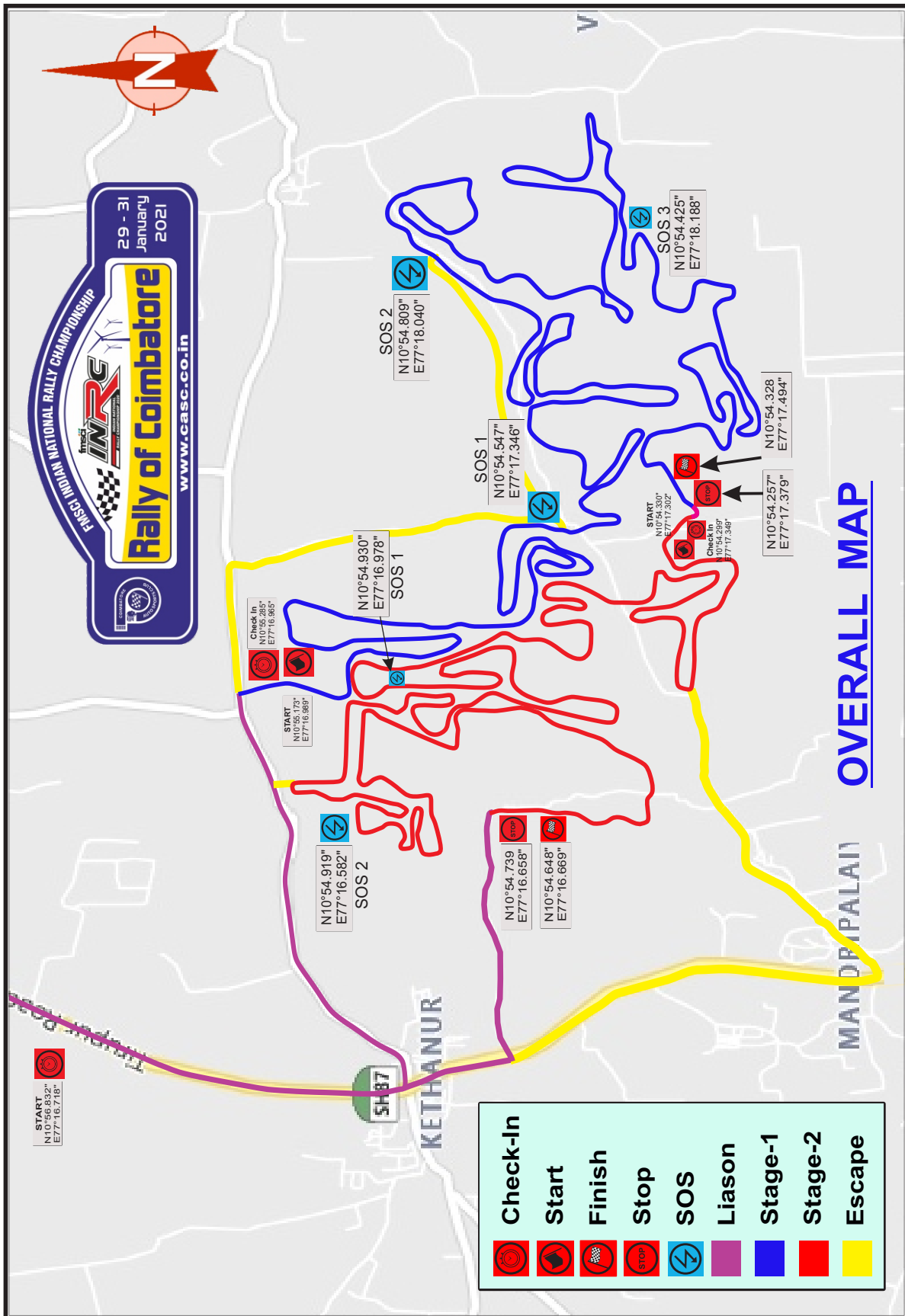
Sunday 31st January 2021			Sunrise : 06.45 hrs Sunset : 18.25 hrs			
TC / SS	LOCATION	SS Dist.	Liaison Dist.	Total Dist	Target Time	First Car
4 D	PARC FERME OUT / SERVICE C IN					09:45
					00:15	10:00
4 E	SERVICE C OUT					10:00
5			6.03	6.03	00:15	10:15
SS 5	BLACK THUNDER 3	19.25			00:03	10:18
6			0.35	19.60	00:35	10:53
SS 6	THUNDER WORLD 3	14.25			00:03	10:56
6 A*	FINISH PARC FERME		5.60	19.85	00:40	11:36
	TOTAL	33.50	11.98	45.48		11:36

SECTION 3

* Denotes early check-in allowed (TC No.6A)

	Stage	Liaison	Total
Day 1	67.00	23.96	90.96
Day 2	33.50	11.98	45.48
Total	100.50	35.94	136.44

1.5 OVERALL MAP



1.6 Safety Plan for Stages

BLACK THUNDER STAGE (SS 1, 3 & 5)

GPS Location: N10°55.173 E77°16.989

This stage is on a private wind mill land. Public are allowed in to the spectator points in the stage only.

The Stage distance is 19.25kms.

A Medical Intervention Vehicles (Ambulance) with radio communication will be at this stage at the Start and Mid Point of the Stage.

A First Intervention Vehicle (FIV) with a Doctor and necessary equipment and radio communication will be at the Start and Mid Point of the Stage.

An Extrication vehicle will be at the Start of the Stage.

At the start and finish of the stage, two fire extinguishers will be located.

Two tow trucks will be located, one at the start and one at the mid point.

SOS Radio Points are located at an approximate interval of 5kms.

Barricading and taping done wherever necessary.

There are 2 escape routes on this Stage and the senior officials are aware of these escape routes in case of evacuation.

Officials will ensure that the stage is secure.



Mr. J. Balu
Stage Commander / ACOC
94437 20081



Mr. A. Ramaswamy
Stage Safety Officer
94433 67878



THUNDER WORLD STAGE (SS 2, 4 & 6)

GPS Location: N10°54.330 E77°17.302

This stage is on a private wind mill land. Public are allowed in to the spectator points in the stage only.

The Stage distance is 14.25kms.

A Medical Intervention Vehicles (Ambulance) with radio communication will be at this stage at the Start of the Stage.

A First Intervention Vehicle (FIV) with a Doctor and necessary equipment and radio communication will be at the Start of the Stage.

An Extrication vehicle will be at the Start of the Stage.

At the start and finish of the stage, two fire extinguishers will be located.

One tow truck will be located at the start.

SOS Radio Points are located at an approximate interval of 5 kms.

Barricading and taping done wherever necessary.

There is 2 escape route on this Stage and the senior officials are aware of the escape route in case of evacuation.

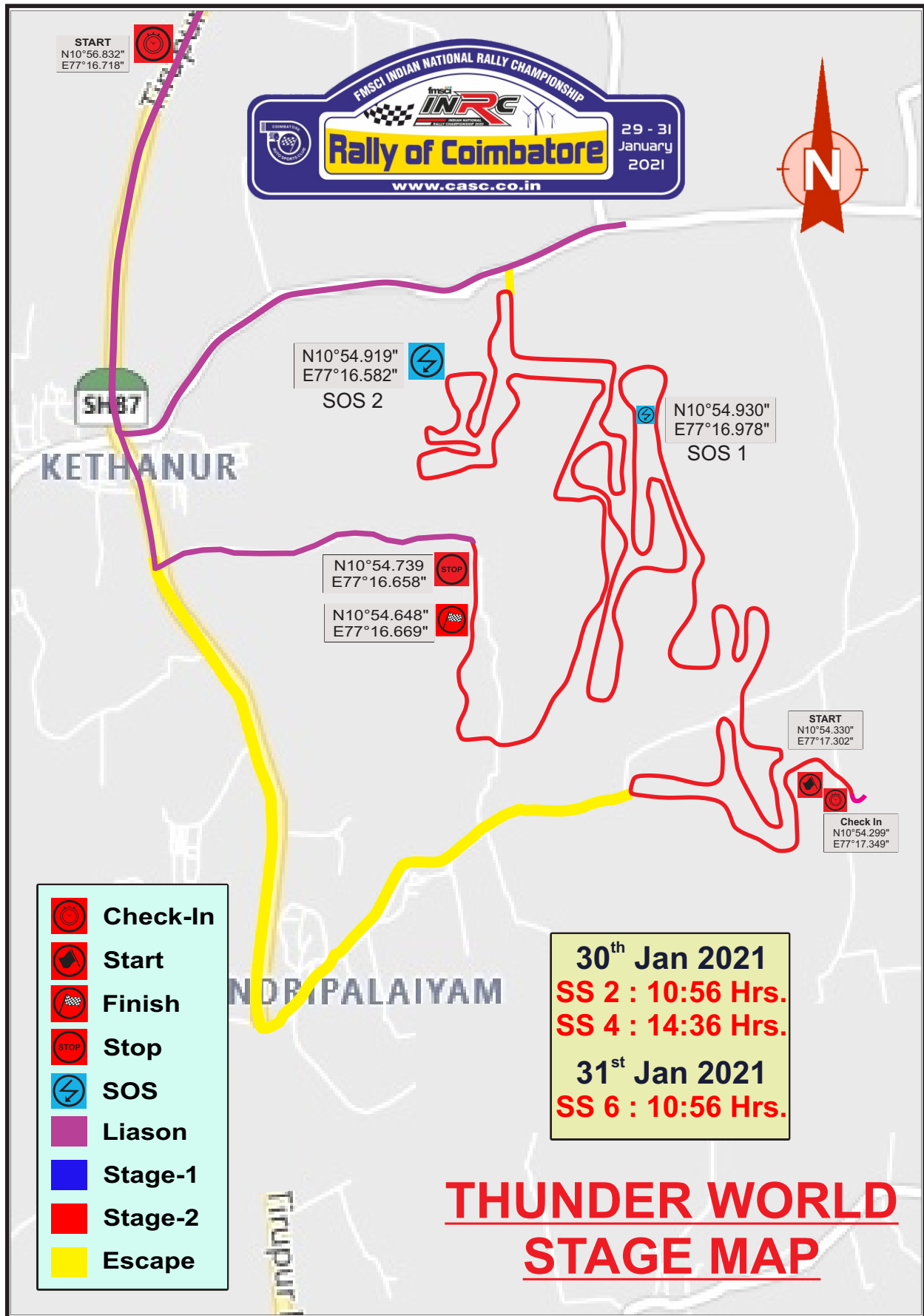
Officials will ensure that the stage is secure.



Mr. J. Ravi
Stage Commander / ACOC
94437 20082



Mr. Karthick Maruthi
Stage Safety Officer
98430 95450



1.7 PRE-EVENT PREPARATION FOR SPECIAL STAGES

STAGE PREPARATION

The Stage management team will comply with all the aspects of the General Prescriptions, supplementary regulations and in particular Appendix III of General Prescriptions. The Stage officials have attended relevant meetings and training sessions and are familiar with their allocated stages.

SURVEY OF STAGE

The Stage Commander, ACOC of the Stage, Stage Safety Officers have undertaken a detailed survey of Stage(s) to familiarize, identify and understand the following areas.

- a) Control Locations
- b) Parking for Emergency Vehicles (e.g. F.I.V., Ambulance) at start of stage.
- c) Spectator Points
- d) Marshall Points for closing the main junctions joining the special stage
- e) Marshall Points for keeping public away from the stage at safe location
- SOS Radio Points
- f) All access points including very small roads, pathways, cattle tracks, gates etc.
- g) Information given in Setter's list
- h) The Setter list, control photographs, stage personnel list, stage equipment list and stage set procedure list have been prepared.

PUBLIC INFORMATION

- a) The Public has been informed about the event. This information has been given to all the villages' en-route and close to the stages. The local heads like "Police, Village heads", and "Panchayat Members" are being involved by the organizers in assisting the secured closure of prohibited areas.
- b) One month prior to the event all concerned villagers were briefed by the Stage Commanders about the precautions to be taken during the Reconnaissance and rally days.
- c) One day prior to the Reconnaissance, Stage Officials will meet the local heads concerned and give them a final briefing and precautions to be taken during the event.
- d) The informative handbills in vernacular language have been distributed in all the villages and to the public in close to the stages. The posters are being placed in villages en route and in the TNSTC buses informing the timing of the special stages.

RECONNAISSANCE

- a) Reconnaissance will take place on Friday 29th JAN 2021 . All spectator points will be marked prior to the Reconnaissance by way of a board on the points. The Stage Management Officials in conjunction with Assistant Clerk of the Course will set up each special Stage.
- b) During Reconnaissance Officials at the start of each stage will record the passage of each reconnaissance car on reconnaissance control sheet & Competitor's Pass form. Officials within the stage will wear poncho for identification.
- c) Crews will NOT be permitted to drive in the opposite direction to the Rally Traffic.

MEDICAL INFORMATION FROM A COMPETING CREW

For the precautionary measure the competitors are being asked to submit their details regarding medical history. This information is vital for the doctors on board for the necessary line of action. The medical history form is given below.

Competitors' Medical History Form

Medical History Form		
Driver :		Bl. Grp.
Co-Driver :		Bl. Grp.
Following information is required as precautionary measure in case of emergency.		
Please specify		
Particulars D	Driver	Co-Driver
Diabetes	Yes / No	Yes / No
Family History	Yes / No, if yes Mother / Father	Yes / No, if yes Mother / Father
Hypertension	Yes / No	Yes / No
Family History	Yes / No, if yes Mother / Father	Yes / No, if yes Mother / Father
Cardiac Disease	Yes / No	Yes / No
Family History	Yes / No, if yes Mother / Father	Yes / No, if yes Mother / Father
Asthma	Yes / No	Yes / No
Family History	Yes / No, if yes Mother / Father	Yes / No, if yes Mother / Father
Epilepsy	Yes / No	Yes / No
Family History	Yes / No, if yes Mother / Father	Yes / No, if yes Mother / Father
Any drug Allergies	Yes / No, if yes please specify	Yes / No, if yes please specify
Signature with Date		

PRIOR TO COMPETITION

Prior to running of the Stage, Stage Officials are responsible to ensure that security of each Special Stage is maintained. Rally Control is notified of any security breach. Stage Officials will make sure the following arrangements are in place prior to the arrival of First Advance Car.

- a) ACOC and Dy. Stage Commander of that stage have traversed the course to check the entire stage infrastructure is in place.
Stage Officials, Marshals, SOS Radio Operators, Road Closure Marshals,
- b) Spectator Control Marshals are in place with wearing appropriate poncho and equipments in place.
- c) Stage Officials are returned to their designated locations
 - Stage Commander is located at the start of the stage.
 - A.C.O.C located at the appropriate location.
 - Dy. Stage Commander at intermediate point.
 - Stage safety officer at STOP point of the stage.
 - Radio Operators are located at every radio point. Radio points are at maximum every 5 to 6 Kms in each stage.
 - Marshals are in place where ever the small path way is meeting the course.
 - Crowd control marshals are in place in crowded areas like villages .
 - Road closing marshals are in place with their vehicle across the dirt or asphalt road joining the road joining the course.
 - Spectator points are manned with the spectator control marshal and guards.
 - Police personnel are placed in very crowded junction, at Start and Finish of the special stage.

Once the Stage Commander confirms the entire infrastructure is in place the First

Advance Car "Setter" will proceed in the Stage to confirm the necessary arrangements.

1.8 IDENTIFICATION OF OFFICIALS

Safety Marshal	Orange Vest
Safety Officer	Orange Vest with White Stripe and Text
Post Chief	Blue with white stripe and text
Media	Green
Stage Commander	Red with text
Competitor Relation Officer	Red Jacket or Red Tabard
Medical	White
Radio	Yellow with blue mark.
Scrutineer	Black

2. SAFETY OF PUBLIC

Special zones are located for spectators to view rally. These zones will be controlled by the spectator control marshals, and with the support of Police. The Safety instruction will be published in the local dailies at least one week prior to the rally. Also the handout will be distributed in the stages area with safety instructions warning them of dangers of rallying and the correct areas that they should spectate from. Signs will be erected at the entrance of each spectator area indicating to all spectators the disclaimer that the “Motor sports is Dangerous”.

Spectator points are located in such area where the competing vehicles can be seen from the very safe distance. The spectator point will be barricaded / bunted to restrict movement of spectators on special stage road.

All spectator control marshal will be supplied with high visible orange vest with wording “Spectator Control”. Officials with Whistles will be positioned at safe distance before the spectator point and will sound a whistle as the initial warning of approaching car.

The detail layout and diagrams to reach spectator point are published in dailies and also in Programme.

3. SERVICE PARKS / REFUEL ZONE

3.1 SERVICE PARK

Throughout the duration of the rally all repairs and refueling are prohibited except within the service park and refuel zone as designated by the organizers in the road book. This event will have one service park situated at Kethanur (Vinayaga Mahal Kalyana Mandapam). The Time of the service park is listed in the event’s Itinerary & service Manual.

3.2 ENTRY TO SERVICE PARK

Time Control will be set up at the entrance and exit of Service Park. Service vehicles will be allowed as per the time schedule listed in Service Manual. All service vehicles will be identified by means of Service Plates attached to the wind screen and boot of the relevant vehicle. The speed of the car in any service park may not exceed 30 Kmph.

Crews, who have registered vehicles other than two service vehicles, will have special areas set aside for these vehicles located in close proximity to the Service Park. These vehicles will be provided with sticker identified them as “Auxiliary” vehicles which will gain them access to these areas.

3.3 REFUEL ZONE

Refueling zone will be situated at the exit of Regroup. It will have a double barricading of 5'0" high. Total of two refuelling bays will be demarcated to avoid competing vehicle traffic congestion. 2 Foam type Fire extinguishers per bay will be placed at entry and exit of bay with one safety marshal. No other repairs are permitted in refuel zone. On event of breakdown of the vehicle will be pushed out of the refuelling zone.

Appropriate signage will be erected at each bay of refuel zone. Starting from NO Smoking, Switch Off Mobile phones, Switch off engine, Keep both doors open and seat belts unfasten, Speed limit 5 Kmph.

3.4 MEDICAL SERVICES

One ambulance with drugs and medical kit listed as per article 5.5 will be positioned at the start of all special stages and at Rally Control. An experienced Doctor will be in charge of this ambulance.

4 COURSE CAR

“SETTER” CAR

“Setter” car is the first car to traverse the course 60 minutes prior to the first competitive car. The Course information car is driven by the Assistant Clerk of Course who has knowledge of the sport and this event and who is involved in drawing this Safety Plan. He will have the P. A. system to inform at the necessary locations mentioned in the setter list

The Course car is responsible for Checking:

- Stage Entry and Exit is secure and clear of vehicles
- All the controls are set-up, correctly located, have the correct equipment and control boundaries are correctly defined.
- Control Sign Boards are correct in position and have been erected correctly.
- Officials are wearing correct Ponchos for identification.
- Control, SOS points have correct paperwork
- Control procedure at each Control Point and that all paper work are completed correctly.
- Clocks are correct and the back up clocks is synchronized.
- Communications to Rally Base are operational.
- F.I.V. Kit & Medical Kits are in Place in F.I.V.
- Fire Extinguishers are in place and Safety Marshal is alert near the Fire Extinguishers

- Communication between the Flying Finish and Stop are Correct and operational.
- Fire Extinguishers at STOP point are placed outside with Safety Marshal on alert near the extinguishers.
- Distribute the Start order for the day to all controls and SOS Radio points.
- Bunting is properly tapped in required locations.
- The boards in stage are correctly erected.
 - Yellow SOS
 - Blue SOS
 - Yellow Ambulance
 - Blue Ambulance
 - “! ! !” (Triple Caution signs)
 - Spectator Point
- The “Red” Flags for all SOS points are placed in a vehicle and they are easily accessible.
- The Officials Field Media is in proper and safe location.
- All official / spectators / media vehicles present on course are parked in safe location.
- The spectator points are safe and guarded well.
- Road closing marshals and spectator control marshals are in position with Whistles.

“00” CAR

“00” will traverse the course 30 minutes prior to the first competitive. The “00” car is driven by the experienced rally driver who has knowledge about the sport and this event.

The “00” car is responsible for:

- Will confirm there are NO shortfalls in the special stage.
- Confirming that the control procedure at each Control Point and all paperwork is completed correctly.
- Reporting Rally Base any change in road conditions (including Livestock)
- Confirming that the Communication between the Flying Finish and Stop are Correct and operational.
- Confirming that the Officials Field Media is in proper and safe location.
- Confirming that the Fire Marshal is at place at STOP control.

After reaching the STOP point the “00” car will then advice the stage “YELLOW”
to rally base and COC will declare the stage

“YELLOW”

“0” CAR

“0” will traverse the course 15 minutes prior to the first competitive car. The “0” car is driven by the well experienced Rally driver who has knowledge about this event.

The “0” car is responsible for:

- Confirming Rally Base any change in road conditions (including Livestock)
- Confirming that the Communication between the Flying Finish and Stop are Correct and operational.
- Confirming that there is no movement of any vehicles present on course.

After reaching the STOP point the “0” car will then advice the stage GREEN” to
Rally base and COC will declare the stage

“GREEN”

5 SAFETY OF COMPETING CREW

The Safety Plan of the rally has been designed to take into consideration the terrain, topography and lengths of the stages of the event. A considerable study has been made with regard to the safety of the public and competing crews.

5.1 AT START OF EACH SPECIAL STAGE

In compliance with FMSCI Appendix III of General Prescriptions:

Medical First Intervention Vehicle (F.I.V) appropriate to terrain and capable of proceeding into stage quickly.

Medical kit in F.I.V. will be as per list 3.2 of Safety Plan

F.I.V. kit will be as per list 3.2 of Safety Plan

One experienced doctor will be located in the F.I.V.

F.I.V. will have communication with rally base via safety network
(System A)

One Trauma care Ambulance with drugs and kit as per Article 3.3 of Safety plan.

Ambulance crew will include an experienced Doctor with ambulance driver.

5.2 SOS RADIO POINTS

- The vehicles passing through a special stage will be tracked via SOS Radio network. (System B)
- All special stages will have a SOS radio point approximately every five kilometres.
- Each radio point will have a warning sign on yellow board 100 m before the radio point.
- Each radio point will have a blue warning sign at the location.
- These radio points will keep a track of every vehicle that passes by. Team Name followed by location distance in multiple of 5 will identify each radio point.

Example: " LMW Start " LMW 5" - " LMW 10" - " LMW 15" -and so on up to "LMW Finish"

The system will work on polling started by the "Rally Base at every 2 minute interval.

- Rally Base will keep track of every vehicle by maintaining tracking sheet.
 - The tracking system will be activated once the "Setter" car leaves the Start line of the special stage and will stop functioning after "Sweep" car has finished the special stage.
- All SOS points will have a "Red" flag.

5.3 AT THE STOP POINT OF EACH SPECIAL STAGE

- 2 Fire Extinguishers (D. C. P. / Foam) with a safety marshal.
- Stage Safety Officer

5.4 FIRST INTERVENTION VEHICLE (FIV) EQUIPMENT INVENTORY

First Intervention Vehicle

DUTIES

1. To reach the site of the accident in the least possible time
2. Assess the accident and report back to rally control
3. Extrication or Fire fighting if required.
4. Assess injuries and provide preliminary first aid.
5. Facilitate evacuation of the injured to the ambulance. (Only to be done if Doctor decides that it is safe to transport the injured in the FIV. If the Doctor decides otherwise the Ambulance should be moved to the accident site for evacuation of the injured to a hospital)
6. If evacuation to a hospital is required then the Doctor on board the FIV should accompany the injured in the Ambulance

CREW ON BOARD

An experienced driver

A Doctor skilled in resuscitation

A helper to assist in Fire fighting and or extrication.

MANDATORY EQUIPMENT ON BOARD

1. A Radio transmitter/receiver
2. Two 4 Kg fire extinguishers (dry chemical powder type)
3. Tow chain/ Thick Nylon rope (20 feet)
4. One Crowbar
5. One large Hammer
6. One Metal cutting shears
7. One Cutting pliers
8. One Spanner for battery terminal
9. Water
10. Chisel and Seat Belt cutter
11. First Aid Kit
 - a. Stethoscope
 - b. Gauze
 - c. Band Aid
 - d. Tincture Iodine
 - e. Disposable syringes and needles
 - f. Hydrogen Peroxide
 - g. Cotton
 - h. Anti Allergic drugs- Avil, Decadrom
 - i. Xylocaine injection
 - j. Suturing Kit

5.5 MEDICAL INTERVENTION VEHICLES (AMBULANCES)

For all disciplines on track and road and for cross-country, their purpose is to transport a doctor qualified in resuscitation to the site of an accident within as short a time as possible. They may have a single medical use (best solution for circuits) or a mixed medical use equipped for extrication, disincarceration and/or firefighting. Above all, the vehicle must be adapted to the terrain and to the type of competition. All Medical intervention vehicles must be fitted with an efficient communications system, able to transmit and receive messages, and with the following equipment on board (this list is not restrictive).

i) Airway:

- portable suction machine (300mm Hg vacuum),
- a full selection of suction catheters & 1 Yankauer sucker,
- a self-inflating bag with O² reservoir and facemask,
- Portable O² cylinder with reducing valve & appropriate connections,
- Guedel airways size 3 (x 2), size 4 (x2),
- nasopharyngeal airways size 7 (x2),
- adult laryngoscope & spare batteries/bulbs,
- endotracheal cuffed oral tubes size 7 (x2) size 8 (x2), with appropriate connectors and cuff inflating device,
- mini-tracheotomy device x2.

ii) Cervical spine:

- adult rigid cervical collar x 2,
- a spinal immobiliser device of a type recommended by the FIA (if no extrication team present).

iii) Circulatory support:

- IV necessary sets for drip x 4,
- IV giving sets x 4,
- IV cannulae - size 14 x 3/size 16 x 3,
- colloid - 2 litres (e.g. Hemacell),
- crystalloid/Drip solution - 2 litres (Ringer lactate),
- defibrillator: optional,
- tensiometer & stethoscope.

iv) Dressings:

- selection of dressings, including 10 large field dressings,
- burns dressing (e.g. Water Gel pack).

v) Drugs:

- resuscitation drugs used in the country concerned.

As an indication, the following substances are recommended:

- drugs for respiratory problems,
- drugs for cardio-vascular problems,
- analgesic or spasmolytic drugs,
- sedative and anti-epileptic drugs,
- steroids,
- drugs for intubation and anaesthesia.

This list is not restrictive and is left to the individual's discretion. For example:

IV drugs:

- atropine,
- midazolam,
- hypnomidate,
- ketamine,
- succinylcholine,
- metoclopramide,
- prednisone,
- epinephrine,
- tramadole,
- diazepam,

Atomiser:

- terbutalin,
- nitroglycerine,

IV fluids:

- ringer-Lactate.

vi) Miscellaneous:

- scissors, or other implement, to cut through harnesses and overalls,
- survival cover,
- piece of black "photographer's" type material to permit correct intubation in bright light (recommended),
- sterile and non-sterile gloves.

5.6 MISSING VEHICLE

If vehicle fails to pass a radio point:

- Rally base will communicate via SOS radio network (System B) to other radio points of that stage to keep watch on “OK” sign can be shown by passing vehicles. Due to inconvenience of showing “OK” sign the competitors are briefed by way of communique to flash head lights to the following SOS points when things are “OK”.
Rally Control will inform Stage commander, Dy. Stage Commander and
- Stage Safety Officer via Safety Communication network (System A)
 - => Vehicle Number
 - => The Crew of the Missing Vehicle
 - => SOS point that the vehicle has failed to pass
- Stage Safety Officer located at the STOP point will begin asking, Competitors who started the stage after the missing vehicle and try to establish the status of the crew, vehicle and its location. They will continue interviewing until the status of the crew is known and providing information about the crew to Rally Control via Safety radio network.
- Depending on the location of the two SOS points between which the vehicle is missing Rally Control will ask F.I.V. and Ambulance available at the Start (OR at Mid Point) to be on “ALERT”. Alert means the entire crew of F.I.V. and Ambulance are in their vehicle with vehicle’s engine running.
- Rally Control will inform the doctors in the FIV to be ready with the medical history of the crew missing.
- On confirmation that the vehicle has been located and crews are displaying “OK” signs Rally Base and Rally Control will inform all the concerned officials to “Stand down”.
- In case if SOS sign is shown by the missing car the following competitors are instructed that they MUST stop at the following radio point and inform the status of injury and help required to the crew of missing car. They will submit the information in prescribed form provided in road book.

- On confirmation that Assistance is required, the Rally Control will initiate the Stage Emergency Procedure as detailed in the next section. In case of failure of communication system Stage Commander / Deputy Stage Commander will initiate the Stage Emergency Procedure.
- If missing vehicle is not located within reasonable time frame the Rally Control will declare stage "RED" and will initiate Stage Emergency Procedure.

5.7 STAGE EMERGENCY PROCEDURE

- On confirmation that assistance is required, Rally Control will declare the Stage "RED". When stage is declared "RED"
- The Stage Commander will instruct Post Chief marshal to hold the competitors at Start of the Stage.
- The competitors that have passed the Red flag location are expected to reduce their speed to safe non-competitive level. All competitors are being reminded of this by issuing "Communication from COC" before compulsory drivers briefing meeting. And it will also be posted on "Official Notice board".
- In case the accident is taken place before the Intermediate point, the Stage Commander with Doctor on board will start moving towards the spot quickly.
- The ambulance at the start with the Doctor will also start moving towards the spot.
- In case the accident is taken place after the Intermediate point, the Dy. Stage Commander with Doctor on board will start moving towards the spot quickly.
- The ambulance at the Intermediate Point with the Doctor will also start moving towards the spot.
- In no case they will travel in opposite direction of the rally till they get such instructions from COC.
- Rally Control will instruct the Flag Marshal at the SOS radio points to start waving the "RED" flag to the competitors passing their location. The radio operator/s will note the time of deployment of red flags.
- On reaching the location the Stage Commander / Deputy Stage Commander will place the Red safety triangles to warn the following competitors of the hazard.
- The F.I.V. will inform the Rally Control as soon as possible the following information.

- Type of incident
- Appropriate code
- Category 1: Critically Injured.
- Category 2: Seriously Injured.
- Category 3: Trivially Injured.

The information regarding the injuries will be communicated to CMO according to revised Trauma score code.

- Expected time to clear the course if competing vehicle at incidence is causing the blockage of the course to pass the other vehicles in safe non competitive speed.
- Stage commander / Deputy Stage Commander will take the photographs of overall accident spot and if feel necessary of the impact points, any other markings.
- In consultation with CMO, Rally base will advise the concern hospital most appropriate medical facility and inform the rally hospital the necessary arrangements to be kept ready on top most priority and be alert to receive the patient/s.
- The Post Chief at the start of the control will ensure that the competitors are continued to be booked-in, and a provisional start time is allotted.
- On the basis of information received from Stage Commander / Deputy Stage Commander Rally Control will instruct the Post Chief to leave the competitors from start location. He will follow the procedure given below:
 - Give the actual start time to each competitorInform the competitor that the stage is cancelled and they must pass the specials stage with safe and non-competitive speed.
- Give the exact distance from start line of a location where the incidence has occurred.
- To drive from the left hand side of the road in case the F.I.V and Ambulance are travelling in opposite direction.
- The course car will replace the drugs used from F.I.V. and ambulance.
- In case of activation of F.I.V. the competitors suffered due to activation will get the "Scratch Time" to be applied by Stewards of the meet.
- After giving all the necessary information of the treatment given to patient/s to Medical attendant of the Rally Hospital, the ambulance will return to its original position.

5.8 IF STAGE IS BLOCKED

In case for any reason stage is not passable the Rally control will instruct the Post chief at the Start to issue a communique to each competitor of either to use alternative road book if applicable or will pass on the instructions given by COC.

6 SAFETY OF OFFICIALS OF THE EVENT

The officials have been given comprehensive training Programme on operations, procedures as well as safety precautions.

All officials involved in the rally have knowledge of Motor Sport and are well versed with the various aspects of rallying. They are aware of dangers involved in sport and are trained to minimize this to the extent possible.

All officials will be operating from locations so chosen to minimize any chance of personal risk and injury. As a matter of abundant caution, personal accident insurance has also been taken for all the officials.

All stage teams will operate on time schedules, which ensure that they are at their respective operational locations with ample time to set up the stage without being pressurized. These will assist them in operating safely and efficiently.

All officials have been advice to carry caps, sunglasses, their own water, which is preferably boiled & then cooled to normal temperature, or mineral water, which will be provided to them to avoid water borne diseases. They are also advised NOT to take water from any outside source.

All officials have been advice to maintain fluid levels. They have been advised to drink small quantities of water at regular intervals to guard against de-hydration.