



## Instructions for Road Closure Marshals

First of all, remember that you're going to spend the day out in the woods. So bring along things like:

### Nearly mandatory items:

- Water
- Snacks
- Warm clothes
- Bug spray
- Trash bag for your trash
- **Car filled with gas**

### Really handy stuff:

- Umbrella
- Sunscreen
- Fold up chairs
- Scanner/radio
- Toilet Paper
- Everyone's cell phone number

### For the true Boy Scout:

- Flashlight
- Area maps
- Rain gear
- Digital watch
- Pens
- First aid kit

Each Stage Team will generally consist of:

- Radio Operator for the start control
- Radio Operator for the finish control
- Three start control workers
- Two finish control workers
- All the Road Marshals needed to block intersecting roads.

## Rally Day Volunteer Meeting

Your schedule may be different; so talk to your Stage Captain about it the previous night. Pick up your free lunch at this morning meeting. **Make sure your car is filled with gas before you arrive.** Following this meeting, you will depart to set up the stages.

Each Stage Team will stay together all day. In the middle of the stages you'll need to block off side roads to keep all civilians off the racing stages while we're using them. Some of the small trails will have been banner taped off in advance. Stage Captains will check these side roads as you go and if the banners are broken, you'll have to investigate the cause.

Put your rally sticker on the top left (driver's side) of your windshield. This helps the Stage Captain keep track of all the cars as you are traveling. You will be led in a procession to the start of the special stage. Please keep the car ahead in sight. The lead car realizes that the procession is 10-15 cars long and will not travel at Mach 1.

As the stage is laid out, you will be placed at side road intersections. This means that travel down the dirt road will be of a start-stop nature. Don't worry if it's dusty or if the cars ahead pull away from you. Keep driving at your own safe pace, you will catch up to them when they stop to place the next Road Marshal. Just follow the main road. Ask the Stage Captain for the mileage of your location in the stage. This will help you figure when cars will arrive. **Never turn around and drive back down the stage at any time.**

**How to set up your spot:** The best way to do this is to position your car sideways across the access road thus

blocking anyone from driving past you. Find a narrow place where it is impossible for someone to pass you in the grass or ditch. Keep your car well back from the racing stage, around 150 yards, for safety in case a rally car comes through the tape.

From this point on the stage road is closed and you should let no one in from your blocked-off side road. If someone comes along, you need to go and talk with them explaining that this road is closed for a couple of hours for a rally-race. Show the road closure permission letter that explains the road closure and your authority. Politely explain that this only happens once a year and that we're sorry to inconvenience them, but that they must wait or go another way. It would be too dangerous for them to continue. Period.

Normally the stage is laid-out one to one and a half hours before first car, sometimes slightly longer if the special stage is long. **We cut this time to the minimum but we must also get everyone in position on time.**

Approximately 15-30 minutes before the first rally bike, there will be a "Double Zero Car" that will check that marshals and spectators are in safe locations. Approximately 10-20 minutes before the first rally bike the "Zero Car" will come through to open the course. He will probably not stop unless you get out in the road and flag him down. He will be traveling at a brisk, but safe, pace. If you have a problem or if someone is creating a problem by wanting to gain access to the stage road get out and flag down either car. Both the Double Zero and Zero Cars have radios and can deal with any problems. If you don't need them, let them go - every stop they make slows the rally down. When the Zero Car gets to the finish of the stage he will radio the Clerk of the Course that the course is clear and safe. Motorcycles will start on the next minute.

As each stage is completed, a course closing car and sweep vehicles will follow the last car down the stage. If you have a problem or there's a civilian who wants to get out or use the road, get out and stop course closing as it will have a radio and can deal with the problem.

After the bikes come through, a Combo Car will come through. The Combo Car is the fast sweep for the bikes, and the re-Zero for the cars. Five or ten minutes later, the cars will be coming through. Then the procession of sweep vehicles will come through.

Some positions are used twice, for example, the same stretch of road may be a part of Stage 2 and Stage 5. Do not leave your location until your Stage Captain informs you that your duty is finished. He may instruct you to follow the sweep team. **Never turn around and drive back down the stage until Sweep goes by. Always go in the same direction that the rally cars went, even though the stage is not officially hot.** From the time you arrive at the stage to set up, consider the stage hot to you. All people who are caught driving the wrong way on stage will not be eligible for gas reimbursement. The entire Stage Team will assemble at the finish control. From there you will caravan to your next location. **Please bring your trash out with you!**

### **How to time the vehicles:**

When each vehicle passes, check the second hand of your watch when the car disappears from view. As each vehicle passes check the second hand again. If they pass you later in the minute (a greater number of seconds after the minute) then they are slower than the first vehicle. For example, if the first vehicle leaves your sight at 10:31:40, and the second vehicle leaves your sight at 10:32:45, that means the second vehicle is 5 seconds off the pace of the lead vehicle. At the front of the pack, the rally is won and lost with speed differences of a few seconds per mile.

## **What If Scenarios**

### **What if a spectator gets belligerent?**

If a spectator is out of control or won't stay in a safe area, let your radio personnel know. If time permits, we can send police or a forest ranger out there. If not, we will have to cancel the stage. Let the spectator know that

we hold safety concerns way above anything else, we've canceled stages for this in the past, and we'll continue to do it in the future.

### **What if someone shows up at my marshal area and gets angry about the road being closed?**

Show them the permission letters from the Town authorizing us to close these roads. If the rally vehicles are already passing, emphasize the serious danger, vehicle destruction, and possible death that may occur. If the rally vehicles have not yet come through, flag down a Zero car to help you. Contact the net via radio if possible to ask for help.

### **What if a spectator runs out to help a car stuck in a ditch?**

Our official policy is "Let official volunteers handle that"-- the people who have registered to volunteer and have signed a waiver. The problem with allowing spectator help, beyond that regular danger, is that if there is a surge of 25 people to help a car, there's no way to control a group that size. Four to six people should be the most you ever need. Decide in advance who they will be. You need to balance the safety of the racers with the safety of yourself and all persons at the spectator area.

### **What if a competitor needs help?**

As a volunteer, not being the crew of a rally competitor, you are allowed to help a competitor *anywhere*. They may receive penalties for what they do, but that's not your problem. Working on their vehicle in a control zone is a big penalty for them, but if they ask for help, like a push or a jump start, give it to them. Note the behavior in your logs. You are allowed to help push them back onto the road to get them out of what is probably a dangerous spot. But be SAFE! Make sure at least one person is watching for the next race vehicle.

### **What if the official clock dies?**

First, make a note on your log sheets. Second, if you are working the start, and it's before you've released any vehicles, just use your wristwatch. Sync your wristwatch to official time in the morning. If you are working the finish, same thing. But if this happens *during* the cars being released or arriving, we will need to back-calculate the times. So find official time later in the day, compare your watch to that, and figure out the difference, and report to an official. Then we can fix the times.

### **What if the ham radio dies?**

Report this to the Zero cars if they haven't come through yet. If they have, the radio operator should drive back to the Operations Center to alert Net Control.

### **What if there is no cell phone service?**

Then you're probably in the right spot! :) There usually isn't cell service at a rally, which is why we have the Ham radio net set up. Now is a good time to think about getting that Ham radio license! There's no Morse code required and the test is now about 30 questions.

### **What if there's a bad accident right in front of me?**

First, let's define "bad accident": this means bodily injury to the competitor. It doesn't matter how the vehicle appears to be smashed up. Your procedure is the same as it is for the rally competitors, with one addition: first, radio for help if you can. Don't report a crash to the radio without knowing if there are injuries, because the first question that comes back will be "Is anyone hurt?" If the competitors can't, you need to get out their triangles and the red cross from the route book that the navigator or rider has in their possession. Put triangles out behind the vehicle and hold the red cross up to the next competing vehicle, which indicates medical emergency.

### **What do I do if I get lost or separated from my stage team?**

Attempt to make cell contact with other members of the team. On dirt roads, you can usually tell which direction everyone has gone. Failing that, backtracking to a main road or a service area is the best idea.