

Rally Stage Marshaling Explanation

Welcome to the Central UP Rally!!!

We would like to thank you for volunteering your time to make the Central UP Rally a success. We recognize this takes a tremendous effort and contribution of your time. And for that, we are thankful. Without you, and the rest of the volunteers, we cannot host the Central UP Rally.

Marshaling is the term given to the job the people on the ground that operates rally controls such as starts and finishes as well as the people who control spectators on stages and make sure the stage is safe to run. They are responsible for a particular section of a competition rally stage

The duties vary according to the role you will be carrying out so we have split them into sections below:

Controls (Arrival, Start, Flying Finish, Stage Stop, Service In/Out).

Although the actual tasks involved vary with each control the fundamentals are the same. The role is to give the competitor a time on their timecard. This usually involves one person completing a check sheet, one person dealing with the timecards and additional people starting the cars at their due time or using the timing equipment to time the cars over the flying finish.

On-stage marshals:

On-stage marshals are usually placed at a 'junction' or 'post' that is defined in the competitor's road book and their role is to keep the stage safe. This usually involves making sure the stage is setup correctly to the correct guidelines with regards to arrowing and taping; controlling spectators and civilian traffic, within their junction to keep them safe and dealing with any incidents that may occur – this can be anything from a car breaking down to a major incident where medical help is required.

Radio Crews:

Radio crews (using the Central UP Rally Net Control Frequency) check the passage of cars through a stage by keeping a check sheet of the cars as they pass. They also look out for cars that may go 'missing' during a stage (ie breaking down, accident, etc). It's important to remember that radio crews are also marshals so unless there are also marshals on their post, they often have to deal with the stage equipment and arrowing. For this reason radio crews should be at least 2 strong so one can stay with the radio and one can deal with other on-stage marshal responsibilities.

Why should I marshal?

Marshaling is a fun and rewarding experience as you often get the chance to get to places that spectators cannot go, or to remote parts of the rally route that people cannot get to. It makes you feel more involved in the event than if you're a spectator and you can give something back to the sport in terms of your resource.

Marshals are required in sufficient numbers to keep stages running safely – Normally a minimum of 2 marshals per post are needed plus radio crews at set locations. The start and finish crews and spectator areas soak up manpower as well. All of these locations need to be staffed before a rally stage can be run.

Competitors entrust their safety to marshals on stages. Without the dedicated volunteers, organizers cannot host these rallies. Volunteers are the most important people to Central UP Rally.

Types of Controls

Arrival Control

The Arrival Control (commonly called the ATC) is situated at the end of a road section between stages and its purpose is to give the competitors an end time for completing the road section. At the ATC, competitors are issued with their stage start time which must be a minimum of (and usually is) 3 minutes after their ATC time. Generally an ATC control consists of 3-4 people. Typically, one person keeping a check sheet, one person writing on the timecards and one who collects and returns the timecard to the team.

Start

The start control is situated shortly after the arrival control and marks the start of the special stage. Typically staffed with two marshals. One marshal keeps a check sheet of the times each car starts the stage, and writes on the timecard and a second marshal handles the time card to and from the rally team then gives the car a 30 seconds and 10 seconds verbal countdown and a 5,4,3,2,1 verbal and visual countdown to starting the stage. A third marshal is useful as spare.

Flying Finish

The flying finish control marks the end of the special stage in terms of competitiveness. As the car crosses the 'finish' the time is recorded by the flying finish on a check sheet and is relayed to the stop line to write on the competitor's timecard. Some events will use radios, between the flying finish and the stop line to "mark" the exact time the rally car crosses the flying finish.

Stage Stop Line

The stop-line is situated after the flying finish and is where the timecards of the competitors are completed. Here, one marshal received the time from the flying finish and may also run a check sheet although its better if these 2 jobs are done by 2 marshals. A further marshal completes the competitors timecard with the information relayed to him or her.

Service In/Out

The Service control is very much like an ATC but no start time is nominated. Instead, the service interval allowed is sometimes written on the timecard and in other cases it may not be. Service In controls are often used as card collection points as well. The staffing requirements are similar to ATCs with one person dealing with timecards, one with a check sheet and a third as a spare or phoning back results.

The Service Out control gives the competitors a time for them leaving the service area and sometimes changing the running order based on a mid-event re-seed. It's useful to have one marshal dealing with timecards, a second keeping a check sheet.

We hope these explanations of the different marshal positions and responsibilities has been informative. We also hope that you have a fantastic time at Central UP Rally.

Please be sure to attend the post event party/awards after your assignment is completed. Every volunteer is encouraged to attend and meet more of the teams and share your stories with everyone else that made Central UP Rally a success.

Cheers,

Central UP Rally Committee