

CARMARTHEN MOTOR CLUB

WEST WALES

RALLY SPARES

JAFFA STAGES

Promoted by Carmarthen Motor Club Limited

SUNDAY DECEMBER 28th 2025

SAFETY PLAN

INTRODUCTION

Carmarthen Motor Club Ltd. welcome you to West Wales Rally Spares Jaffa Stages which takes place on Sunday 28th December 2025 at the Welsh Motor Sports Centre, Pembrey

This Safety Plan together with the routes, timecards, time schedules, set up plan and event information booklet should encompass every detail of the organisation and safe running of this motor sport event. However, if you are not sure of any detail, no matter how unimportant you may think, please contact - either the senior official in charge of your part of the event or Rally HQ. It is better to ask than to run the risk of doing it wrong!

The rally is based at the Welsh Motor Sports Centre and runs over the racing circuit and associated roads within the control of BARC Ltd.

Due to the event being held at this long established MSUK approved Motor Sport Venue there are a number of fully equipped motor sport facilities available such as the scrutineering bay, control tower, media centre, paddock areas, medical centre, welfare and catering facilities to assist in the safe running of the rally. All Medical Personnel, Rescue Crews and Recovery Crews are part of the regular Motor Sport Centre Teams that are in attendance at the venue throughout the year covering all forms of Motor Sport Events and are therefore extremely familiar with the venue, the terrain, varying weather conditions and the equipment they use.

Rally radio control is based in the control tower which has excellent viewing of the route including CCTV cameras of parts of the circuit and as such provides an additional safety feature not always available at "rallies".

EVENT FORMAT

The event is a single venue rally consisting of 6 stages which will run consecutively,

Each stage consists of 2 laps each with a "merge" and a "split".

The route is altered after stages 2 and 4 to comply with MSUK regulations.

Motorsport UK Permit Number: 205211

SENIOR OFFICIALS

Clerk of the Course (HQ Based)	Chris Long
Deputy Clerk of the Course (Stage Commander)	Mike Griffiths
Deputy Clerk of the Course (HQ based)	Ceri Morgan
Event Secretary	John Butler-Jenkins
Chief Marshal	Martin Harry
Entry Secretary	Simon Gronow
Radio Controller	Kev Hughes
Deputy Radio Controller	Tony Jones
Safety Officer	Terry Wyn Jones
Competitor Liaison Officer	Ryland James
Chief Medical Officer	Tina McLaren
Spectator Safety Officer	Rob Mitchell
Service Area Safety Officer	Paul Davies
Safeguarding Officer	Chris Howells
Chief Timekeeper	Richard Lomax

SAFETY & COMMUNICATIONS PLAN

SAFETY POLICY

The Management and Organising Teams of The Carmarthen Motor Club Ltd Fairfield Merlin Stages Rally are focused on safety throughout the planning and delivery of the event.

The event is organised in accordance with the regulations and requirements of the National Governing Body, the Motorsport UK. In addition, the event will comply with all current and relevant Health & Safety legislation along with the relevant guides in particular the Health & Safety at Motor sports Events Guide (HSG112)

GENERAL INSTRUCTIONS

All Doctors/Paramedics and crews of rescue units, ambulances, recovery vehicles, and radio cars, and general marshals, must report to the Event Chief Marshal on arrival at Pembrey, and sign-on using the MSUK signing-on sheets provided. Doctors/Paramedics and Rescue Crews should be readily identifiable at all times.

All non-competing vehicles must be parked in a place of safety, as instructed by the Clerks of the Course / Chief Marshal and Event Safety Officer.

- At least 30 metres from any road used as part of a special stage between a point in advance of the start control and a point 100 metres beyond the finish stop control; and,
- Where a road may form an escape road, at least 100 metres from the special stage bearing in mind the potential approach speed of competing cars.
- All emergency routes should be unobstructed at all times.
- Once the stage has opened, safety, rescue and recovery vehicles should not move from their positions without the authority of the Clerk of the Course via Radio Controller.
- Radio, Recovery and Rescue posts will be positioned at the points shown in the Stage diagrams along with the Motorsport UK radio transmissions warning notices placed on their vehicle.
- Personnel at these locations should ensure that the relevant Motorsport UK safety/assistance signs are always in clear view of the rally route.
- Radio Control / Event Safety Officer should be advised of any unmanned radio posts before stage opening.

Each official's car carrying time cards and each competitor are to be issued with a previous car number.

In the event of an incident, the first priority is to prevent escalation of the situation. The second priority is to deal with those competitors, spectators and/or officials who are injured and thirdly to deal with vehicles if they constitute a hazard to the continued running of the stage.

Finally, personnel involved in the treatment of casualties should complete a copy of the incident report form a copy of which can be found in the event packs.

The Clerks of the Course will be the only authorised person who can speak to the press or media and all enquiries should be directed to him. Under no circumstances should any official or marshal comment on or make remarks about anything or anyone following an incident.

SAFETY CARS & OFFICIALS

All marshals, radio, rescue and recovery crews should be in position, 30 minutes before Event Safety Cars are due at which point the stage moves to 'Ready' status. From this time, no vehicle may drive on the stage without the permission of the Radio Controller. Up until the stage moves to 'Open' status 30 minutes before COC is due, the following official vehicles may still enter the stage with the Radio Controllers permission:

MSUK Steward
Event Stewards
Clerks of the Course
Safety Officer
Chief Marshal

From the time the stage is declared open, only the following official vehicles may enter the stage:

Clerks of the Course
Safety Officer
Chief Marshal
Event Safety Cars (approx. 15 min before 1st Car)
Competing Cars
Rescue & Recovery vehicles (as required in the event of an incident and under the control of the Radio Controller / Clerks of the Course)

Details of Safety Cars are as follows:

Event Safety Cars may traverse all stages however they may only traverse stages 1, 3, & 5 unless deemed otherwise by the Clerks of the Course. The Event Safety Cars will start between 15 & 10 minutes before first competing car and will be treated as a competitor and will indicate that the stage is ready

for competitors. Due to the nature of the venue this operation might not always be necessary, and will be reviewed throughout the event.

An Event Sweeper Car will not be used. This is due the nature of the venue where splits and merges are used, this operation will be carried out from the Radio Control Centre.

INCIDENT PLAN - GENERAL

An incident evolves as information becomes available and the duties listed in this incident plan should be viewed with that in mind. Senior officials should, as far as possible, remain in a supervisory role. This will allow them to maintain a better overall picture of events and be better placed to take management decisions.

Incidents will be classified into two categories - Low Risk and High Risk.

Low Risk incidents include mechanical breakdown, minor errors of judgement and other typical minor rallying mishaps.

High Risk incidents include ALL incidents which involve injury to persons, whether competing or not. They also include incidents requiring a stage to be stopped to remove an obstruction or to allow the passage of a rescue vehicle.

Where the term Doctor is noted to the event may have an authorised Paramedic in place of a doctor, this will be confirmed in the event paperwork at signing-on.

INCIDENT PLAN - ACTIONS & RESPONSIBILITIES

This generic incident plan has been devised in anticipation of the type of incident that might occur on the event. However, each incident is individual in its nature and will require decisions to be made by the officials and emergency personnel present at the scene of the incident.

Low Risk Incidents

Nature of Incident	Action	By
Any	Render Assistance as necessary	Marshal
Vehicle stopped, being worked on by crew	Ensure vehicle is in safe location.	Marshal
	Advise Radio Controller	Marshal via radio car
Vehicle unable to continue	Ensure vehicle is in safe location	Marshal
	Advise Radio Controller	Marshal via radio car
	At <u>least</u> 1 member of crew to remain with vehicle	Marshal to advise crew
	Arrange recovery after stage closed	Radio Controller

High Risk Incidents

Nature of Incident	Action	By
Is Stage blocked or vehicle in dangerous location?	Advise Radio Controller Stop stage (if blocked) Send Clerk of the Course or appointed Senior Personnel to assess situation	Marshal via radio car Radio Controller Radio Controller
Are injuries suspected? Is extrication likely? Is there likelihood of fire?	Send Doctor & Rescue Unit	Radio Controller
Minor injuries confirmed	Dealt with by Doctor	Doctor
Serious injuries confirmed	Dealt with by Doctor & Rescue Crew	Doctor
Is additional Medical backup required?	Request MO to attend	Radio Controller on request from Doctor
Extrication required?	Rescue Unit to perform extrication with guidance from Doctor	Crew Chief
Is transportation to hospital required?	Summon County Ambulance Send official to Rendezvous point to meet Ambulance, the rendezvous point is the circuit medical centre.	Radio Controller on request from Doctor Clerks of the Course
Is Recovery required?	Send Recovery Unit	Radio Controller

Official's Responsibilities

Clerks of the Course	Anticipate actions to be taken if incident escalates. Will implement measures for competitors as appropriate.
Stage Doctor	Assess and treat casualties appropriately.
Clerks of the Course' Senior Appointed Personnel	<p>Will ensure immediate clearance of an emergency route in to the scene of incident, deploying marshals as appropriate to maintain the route.</p> <p>Send an official to the stage entrance to direct medical/rescue personnel and ambulances to the scene. (Guide to be sent if necessary).</p> <p>Prevent any unauthorised vehicles gaining access to stage.</p> <p>Issue new road times and re-route competitors as appropriate and instructed by Clerk of Course.</p> <p>Manage the dispersal of competitors from the stage start and clearance of competitors blocked in stage by the incident.</p> <p>Arrange spectator control and dispersal.</p>
Radio Control	<p>Management system radio to be used for all medical and emergency traffic.</p> <p>81 radio to be limited to Safety calls and above until incident allows return to normal traffic.</p> <p>Landline/mobile to be used to communicate situation to relevant casualty department to warn of expected workload.</p>

CLERK OF THE COURSE

The Clerk of the Course, on discussions with the Deputy Chief Marshal, Safety Officer, Radio Controller and Medical Officer, to make all decisions relevant to the effective running and control of the rally, and to ensure that the Stewards are kept fully informed of all aspects of each incident. The Clerk will remain in Rally HQ throughout the day, the Deputy Clerk (HQ Based) will stand in if the Clerk needs to leave HQ.

DEPUTY CLERK OF THE COURSE (HQ)

The Deputy Clerk (HQ) will remain as cover for the Clerk, if and when the Clerk needs to deal with any issues whilst the stages are running.

DEPUTY CLERK OF THE COURSE / STAGE COMMANDER (STAGE BASED)

The Deputy Clerk / Stage Commander (Stage Based) will act as the main contact "on the ground" whilst the stages are live and will coordinate the stage

changes after Stages 2 and 4 and monitor and adjust when necessary the Time Schedule throughout the day.

SAFETY OFFICER

The Safety Officer and Radio Controller shall have under his control, all Ambulance, Rescue and Recovery teams, and will recruit and deploy them to provide the most effective and responsive cover. He is responsible for ensuring that each stage has a written safety plan showing the locations of rescue, medical, recovery and communications personnel, and that local hospitals and emergency services are alerted to the passage of the event.

He is responsible for the collection of written reports of all high risk incidents and the preparation of a master report of all such incidents.

EVENT MEDICAL OFFICER

Doctors will enter the stage with the other medical services on the instructions of the Radio Controller and, on arrival at the scene of a high-risk incident, are responsible for:

triage;
deployment of the other rescue and safety personnel;
passing accurate information to the Radio Controller / Safety Officer about the number of casualties, the action taken, and the disposal of casualties.
submitting a full report to the Chief Medical Officer at the end of the incident.

AMBULANCE AND RESCUE PERSONNEL

These personnel will enter the stage on the instruction of the Radio Controller and, on arrival at the scene of a high-risk incident, will work as directed by the Stage Medical Officer, and assist the Stage Medical Officer in the treatment, removal and extrication of casualties, and the evacuation of casualties to hospital. At the end of the incident ambulance and rescue personnel should write a report of the incident to be attached to the Stage Medical Officer's Report.

STANDARD RADIO PROCEDURES

All radios must operate through the relevant control or relay/link.

The following information will be required from each stage:

Stage Ready
Doctor, Rescue and Radio crews in location
Safety Cars
First competing car number and time
Time stage stopped & last car number
Reason stage stopped
Action taken
Time stage re-started & first car number
Time stage closed
Last three car numbers

Please ensure that:

radio crews have only one duty
all radio crews keep a check sheet
radio crews make themselves known to start, finish crews, etc.

Some basic do's and don'ts:

DO:

Make sure that all radios are manned at all times
Listen to your radio at all times. Messages for other people may have a relevance to your stage.
Write any long or important messages down first.
Keep messages brief.
Remember that you cannot hear all that your local controller can hear. If he does not answer you immediately there may be other traffic not audible to you.
Take note of those radios you can hear well: you may need to use one of them as a link.
If your radio fails, check all the connections. If this fails, try to let someone know.
Make sure that your radio call button does not get stuck in the open position.

DON'T:

Use 81 as a chat channel. You may prevent urgent messages being heard by others.
Put radios/loudspeakers outside cars where they can be over-heard by others.
Try to listen to more than one radio. You may miss an important message.

SPECIAL CALLS:

SAFETY - Possible safety problems

URGENT - Other urgent messages

PRIORITY - Life or death situation only

Any misuse of these call-signs will be dealt with severely.

In priority situations, controllers will announce the fact and ask for radio silence. Please do not be tempted to transmit unless you have very relevant information. But listen carefully because the controller may need your help.

Calls should be initiated as follows:

'PRIORITY, PRIORITY ... MISSION CONTROL FROM TYWI EIGHT

Wait for the controller to acknowledge and clear the air before passing the message.

Priority, safety, and urgent calls will always take precedence over administrative calls.

Red Flag Locations.

All mandatory radio points will have a **RED** flag which should be kept out of visual sight until requested to be shown by the Clerk of the Course via the radio controller.

The red Flag procedure as per NCR Ch. 13 App. 10 Art. 7.31 will apply on all stages. On passing a red flag displayed by a marshal wearing a marshals' tabard, the driver must immediately and significantly reduce speed as well as being prepared to stop at any time.

MAJOR INCIDENT PLAN



This plan is intended as an aide memoire for Senior Officials in the event of a Major Incident.

It should assist in removing confusion and duplication of effort and tasks, but more importantly to assist in ensuring that key tasks are not overlooked or missed as being assumed to be covered by other officials. It will allow officials not directly involved in the incident to make any adjustments to the running of the event.

Definition of a Major Incident

The definition of a Major Incident is any incident that cannot be contained and dealt with by the Event Emergency Services and the intervention of the County Emergency Services is required. This does not include casualty transfer.

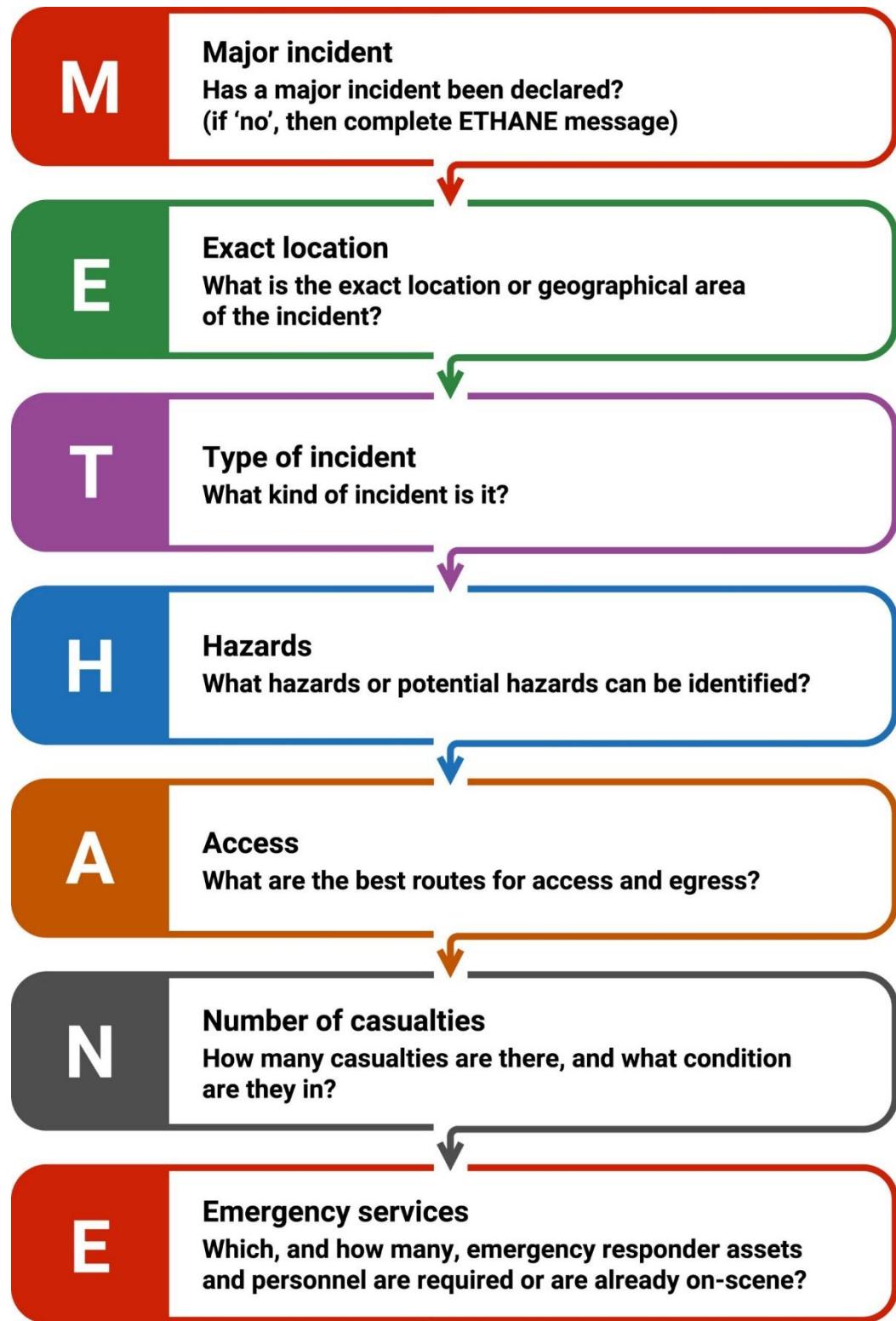
The prime consideration will be the number of casualties involved in the accident.

It is unlikely that casualties from within competing cars alone would be of sufficient numbers to threaten to overwhelm the emergency facilities present on each stage. It is therefore likely that a major incident would occur if a competing car were to injure spectators or officials.

The priority in dealing with any incident must be to protect those that are as yet uninjured.

Declaration of a Major Incident

The decision to declare an incident as "Major" should be taken by the Clerk of the Course under the advice of other senior officials and medical personnel, because of the far-reaching consequences for the event of setting the major incident plan in motion by using the below message format.



Example of Shared Situation Awareness

Specific Duties

It must be remembered that a major incident is a changing situation of new information coming to hand, other factors external but incidental to the original situation and changing the status of casualties during extended triage.

The tasks listed below should be viewed in that light and are not in any way an exhaustive list of officials' duties.

Senior Officials should, as far as possible, remain in a hands-off supervisory role, as this will permit them to maintain a better overall picture of the activities and the event as a whole, thus enabling them to function in their primary role of making and implementing management decision.

Clerk of the Course

Declare the Major Incident and its current grade by using the JESIP Model above to share situational awareness.

Authorise the relevant stage closures.

Direct the relevant personnel to the incident.

Remain in the Control Tower to take control of the incident.

Anticipate actions to be taken if the incident becomes more serious.

Arrange attendance of County Ambulances plus County Fire & Rescue Services (if required).

Radio Controller

Deal with Urgent and Priority traffic only.

Event Safety Officer

Arrange for any additional safety requirements to be provided.

Exact location using What3words

Monitor, Advise and Co-ordinate the response required from event and county safety personnel.

CO-LOCATE

Co-locate with other responders as soon as practicably possible at a single, safe and easily identified location.

COMMUNICATE

Communicate using language which is clear, and free from technical jargon and abbreviations.

CO-ORDINATE

Co-ordinate by agreeing the lead organisation. Identify priorities, resources, capabilities and limitations for an effective response, including the timing of further meetings.

JOINTLY UNDERSTAND RISK

Jointly understand risk by sharing information about the likelihood and potential impact of threats and hazards, to agree appropriate control measures.

SHARED SITUATIONAL AWARENESS

Establish shared situational awareness by using M/ETHANE and the Joint Decision Model.

Chief Medical Officer

Liaise with Safety Officer / Clerks of the Course

Advise on the management of the medical and rescue teams involved with the incident

Advise on the relocation of any additional resources required to ensure the implementation of the plan.

Secretary of the Meeting

Liaise with the Clerk of the Course.

Assist in preparation statements to be issued.

Ensure the continued availability of good communications between senior officials and Rally Office.

All Event Personnel

Under no circumstances make “off the cuff” remarks to anybody

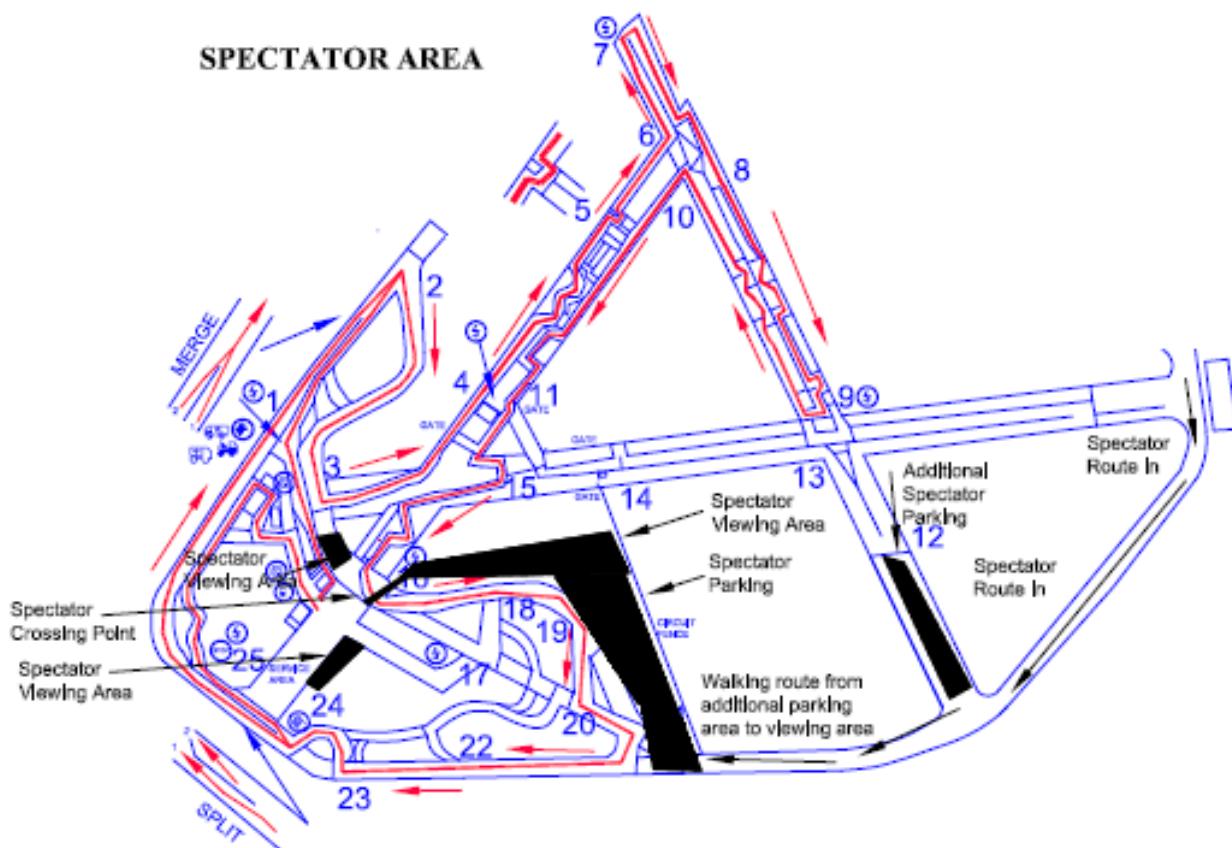
SPECTATORS

Spectators are welcome at the event and have access to specific viewing areas that have been considered safe and suitable for all. The spectator entry and parking area is controlled by BARC Ltd. And a per car charge is taken by BARC Ltd. There is excellent viewing from the spectator parking on the banking above the circuit. Spectators are permitted to walk and view from other permitted spectator areas.

The area between the Spectator Fence and the Tarmac will be signposted with Prohibited area signage. The fencing will taper to ensure the distance between Spectators and Cars is maintained at a minimum of 30mtrs.

Access to the second viewing area requires a stage crossing point which will be manned, the location of this crossing point provides good visibility to see oncoming competing cars. These parking, viewing and crossing point areas are shown on the following diagram.

Spectators will be permitted to cross before the Stewards and Safety Cars enter stage 1, and after that only when the stages are **NOT** Live and then only under the direction of the Radio Controller in conjunction with the Crossing Point Marshals.



The spectator areas are close to the main administration areas for the event which are the Circuits central base and as such have full welfare facilities including toilets and refreshment units together with a "race ambulance" covering the service area and spectator areas.

As the spectator area is close to the main event administration areas this also allows easy access to competing cars support crews to be able to view the event should they so wish. Support crews will be treated as spectators in this respect and have no additional privileges.

The location of the spectator areas negates the need for the Spectator Officer to traverse the stage as this can all be monitored and controlled locally, this will be reviewed throughout the day by the Safety Officer in collaboration with the Clerk of the Course and/or his Deputy.

SAFETY OF COMPETING CREWS

All competing crews will be covered under the MSUK and Event Regulations, with each crew having their competition licenses checked at signing on and each car scrutineered by MSUK appointed scrutineers.

Each stage will be set up in accordance with the stage diagrams and will run in accordance with the MSUK regulations for Single Venue Stages Events including those where stages consist of 2 laps having merges and splits.

The location of the merge and split are on the racing circuit with adequate width, space and vision for competitors to split and merge safely.

The starts and finishes of each stage are also within the racing circuit section but away from the main stage providing safe locations for the crews and marshals.

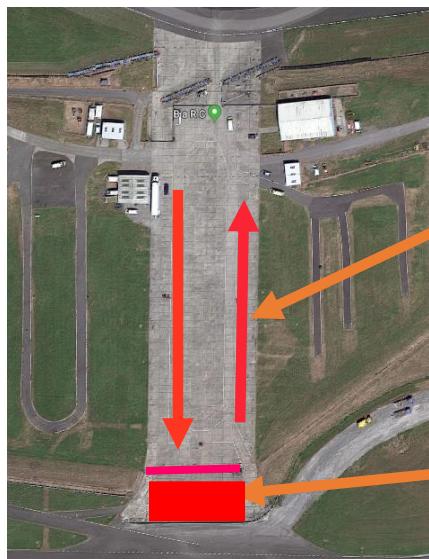
SERVICE AREA SAFETY

All competitors will be familiar with The MSUK Rally Future Guidelines on Service Area Safety Requirements. The rally is based at the Welsh Motor Sports Centre which is an Motorsports UK approved circuit with a central service area constructed for use as a competitors service area. The venue has a Fire Car/Crew on duty in addition to the standard Rescue, Ambulance and Recovery Units present to assist in the safe running of the rally with all crews familiar with the venue and the varying motor sport events that are held at Pembrey. The service area will have a one way system in operation throughout the event.

REFUELING AREA

A dedicated refuelling Area will be provided on the concrete "Hard Standing" area known as assembly point the area below the service area, Pembrey Circuit will provide Fire Cover at this location.

All competing crews and their service personnel as licenced competitors are fully aware of the MSUK's requirements with regards Health and Safety in Service Areas and for Self Fuelling.



**SERVICE
AREA**

**RE-FUELLING
AREA**

ONW WAY SYSTEM



COMPETITORS BRIEFING

In accordance with current MSUK regulations there will be a mandatory competitor briefing prior to the start of the event, this is scheduled to take place at the signing on area / scrutineering bay at 08.30, (actual time and location will be confirmed at signing on and posted on the notice board. All crews will be required to attend.

SAFETY OF EVENT VOLUNTEERS

The safety of all event volunteers, which primarily covers all marshals at the event is paramount. Earlier sections in this document provide general information relative to the safety of all event officials including volunteers.

Due to the nature of the venue which includes all the areas under the control of BARC Ltd. there are safe locations for all volunteers to operate from, whether it is in the circuit section or the former airfield section.

OFFICIALS / MARSHALS BRIEFING

All officials, marshals and radio operators will be briefed as they sign on and collect their packs from signing on, the briefing will be accompanied by a briefing note specific to this event (see the following 2 pages), this note may be updated closer to the event taking into account any revisions or amendments as required.

We acknowledge that not all marshals wishing to assist on the event may be suitably experienced or registered, therefore in accordance with the MSUK Rally Future Guidelines all non-licensed/experienced marshals signing on will be “buddied up” with experienced marshals. We actively encourage non experienced or non-registered marshals to join us on this event as the sport generally requires additional personnel to assist in all roles to secure the future of rallying and motorsport generally.

INCIDENT TREND MONITORING

In order to maximise our knowledge and understanding of the venue all safety related incidents will be recorded in a register that will be used to build a historic record for the venue. The register will help supplement the historic knowledge of the venue and also potentially highlight areas of concern by enabling trends or patterns to be identified that may otherwise be overlooked. The register will be maintained in electronic format to aid distribution around interested parties and other clubs who operate similar events at the venue.

Contents

The register will contain the following information in an excel format

1. A master map of the venue with all junctions clearly numbered to allow easy identification of the incident location
2. An incident table that records
 - a. The location of the incident
 - b. Direction of travel
 - c. Weather conditions

- d. Date
- e. Severity
 - i. Low – no medical attention required for any person
 - ii. Medium – Minor injuries treated at the venue
 - iii. High – Medical treatment required off venue
- f. Spectator Risk
 - i. Low – Minimal or no risk to spectators/officials e.g. incident occurred near to spectators or officials but due to low speed or course safety measures or design there was low risk of injury.
 - ii. Medium – potential for minor injury to spectators or officials. Eg. car causing debris or materials to enter into perceived safe zone or area.
 - iii. High - potential for major injury to spectators or officials as car entered an area or zone normally populated and at a speed or in a manner likely to cause significant injury.
- g. Brief description of incident
- h. Any other relevant factors or material

Incident recording

Marshalls will be asked to complete an incident report and return these to the event organisers at the conclusion of the event, this will be a high level summary of the incident.

The safety officer following completion of the event will make an initial summary of the incident(s) and circulate these to the senior officials for discussion and agreement. This ideally should happen in the week after the event whilst events are still clear in people's minds (should further information need to be collected).

Upon agreement of the summary this should be recorded into the register by the safety officer and saved electronically and distributed to club officials and interested parties (e.g. Other users of the venue).

Register review

Prior to any route planning for future events the register should be reviewed by Club officials at least one of which should not be associated with the route planning function to highlight any areas of concern or points for discussion to the organising team.

The intention of this review is to try and identify any trends that may have been overlooked due to familiarity with the venue such that the organisers can take reasonable action if deemed appropriate.

WEST WALES RALLY SPARES JAFFA STAGES

SUNDAY 28th December 2025

Marshals and Radio Car Event Briefing Note

This briefing note is in addition to your normal event paperwork and will provide you with key points giving you an overview on the format of the event.

IMPORTANT

Once you have arrived at your designated location make sure you park and position yourself in a safe location, if in doubt check with the safety car and/or stewards before the event starts. Make a note of the nearest marshalling / radio car location closest to you in case you need to contact them during the event.

The event is a single venue rally consisting of 6 stages with all 6 stages starting and finishing in the same location with only “in stage” variations as detailed below and on the stage maps the stages will run consecutively.

Each stage consists of 2 laps each with a “merge” and a “split”. and if you are a “Radio Car” when keeping your check sheets please record the passage of all cars on each lap

The route is altered after stages 2 and 4 to comply with MSUK regulations.

An Event Safety Car may be deployed on the event, this car may not traverse all stages but as a minimum will if deployed traverse stages 1, 3 and 5. The Safety Car may only do one lap.

A Spectator Safety Car will be available but may not traverse the stages as the spectator areas are close to HQ and can be monitored from there.

Spectator Crossing

At specific times spectators are permitted to cross the stage to the Service Area via the **ONE MANNED** crossing point. They will be permitted to cross before the Stewards and Safety Cars enter stage 1, and after that only when the stages are **NOT** Live and then only under the direction of the Radio Controller in conjunction with the Crossing Point Marshals.

As everything can be monitored and viewed from Rally HQ a Sweeper Car will not be required, although a Safety Car can be deployed if there is a requirement to check for any anomalies with the closing figures on any stage. Radio cars will be kept informed with regards stages being live at all times.

There will be route change crews moving around after stages 2 and 4.

Large parts of the route including chicanes are defined through the use of cones/tyres, please keep an eye on cones/tyres that may get moved or clipped when competitors pass, if it is possible for you to replace the cones/tyres to their correct location safely please do so but only if you are safe, if in doubt do not move the cones/tyres and report any concerns to the radio car / radio controller.

When recovery vehicles are recovering competitors they may need to short cut certain sections which may require moving cones / tyres, if you are able to assist with these we would be grateful, please return the cones/tyres to the correct location once the recovery crew has passed.

Red Flags

All mandatory radio locations are “Red Flag” locations, you will be made aware of this when you are allocated your location, if you are in a “Red Flag” location please make sure you have a red flag before leaving to go to your location.

All Red Flag locations will be required to display the Red Flags to the MSUK Steward/Safety Delegate, Event Safety Officer and all other official vehicles.

If you are a Radio Car in a **NON** Red Flag location do not use a flag if you have one in your vehicle.

If you are a Radio Car marshal please liaise with any “foot marshals” close to you and keep them informed of any relevant information regards the running of stages.

If you are a “foot marshal” please liaise with your nearest radio car as they will be able to keep you informed with relevant information during the running of the stages.

Incident record

Please keep a record of all instances where a competitor has left the track in an ‘unplanned’ manner (commonly referred to as an ‘off’). This just needs to be a brief summary of what happened, where it happened and where people (Spectators, Marshals etc) were standing in relation to the competitor. This can be photos or video record if you have no access to paper. Please send these to the chief marshal or hand to a senior event official at the event. This will aid our safety planning.

We thank you for your assistance in running this event and hope you have a very enjoyable and safe day. And please drive home safely and have a very happy new year.

All at Carmarthen Motor Club.

PREDICTED MARSHALS SCHEDULE

Arrival Control 2

Start Control 5 (includes start radio operator)

Finish Control 5 (includes finish radio operator)

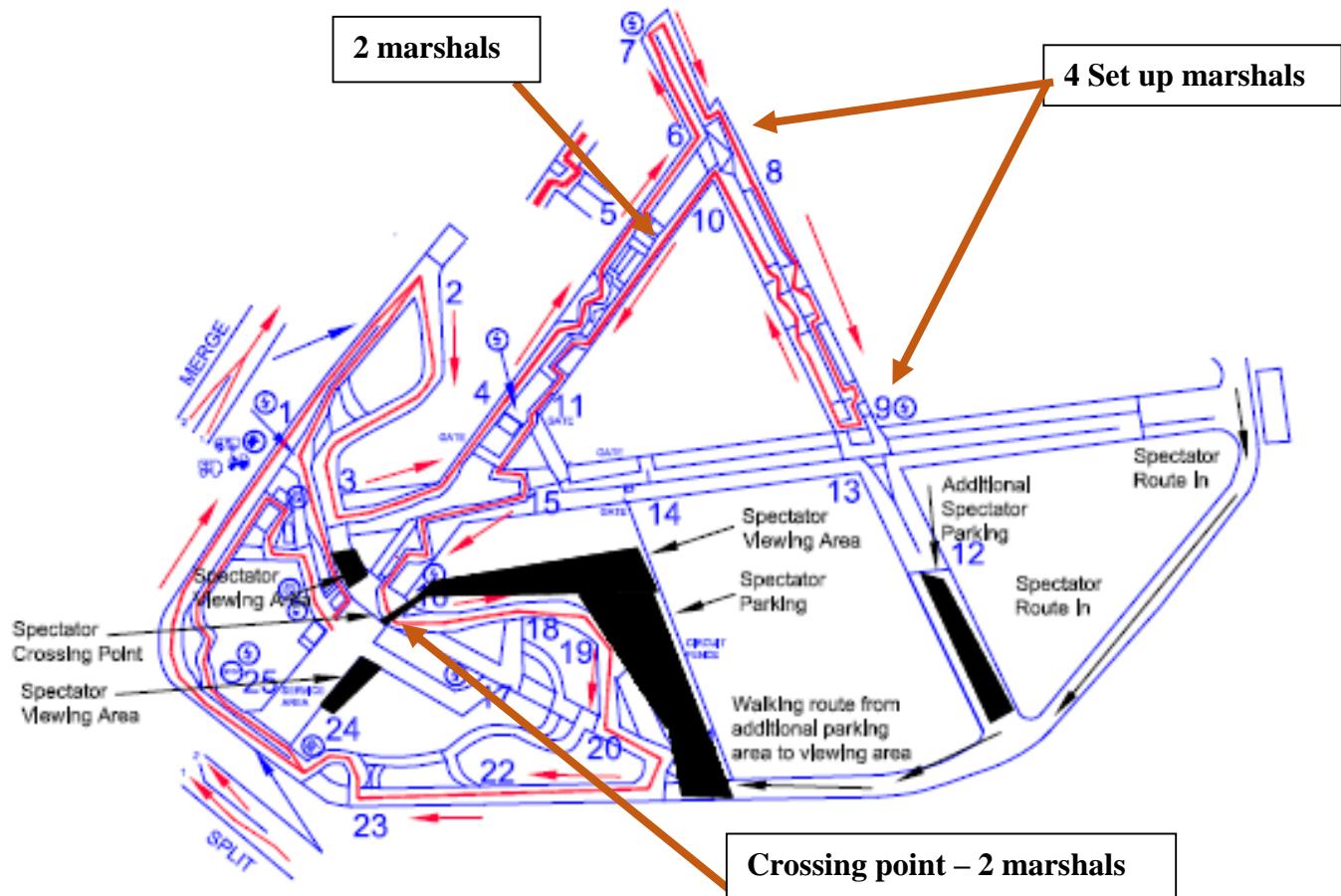
PC/MC 2

Split Judge 2

In stage Radios – minimum number of radio cars in all locations as per stage layouts, however the likelihood is that there will be additional Radio Cars on the event, locations for these have been planned and will be allocated on the day.

See plan below for other marshals

General Marshals for monitoring spectators and to look after areas where competitors may disturb tyres that outline the route and stage re-routing etc. are shown below, this includes stage set up crews.



WEST WALES RALLY SPARES JAFFA STAGES 2025

PROMOTED BY CARMARTHEN MOTOR CLUB Ltd.

Sunday 28th December 2025

ROUTE OUTLINE AND TIMES CAR 1

CONTROL	STAGE BOGEY	STAGE TARGET	TIME CAR 1
MC1/SSA1			9-07
STAGE 1	4mins 46secs	12mins	
SERVICE			
MC2/SSA2			10-07
STAGE 2	4mins 46secs	12mins	
SERVICE			
MC3/SSA3			11-41
STAGE 3	4min 56secs	12mins	
SERVICE			
MC4/SSA4			12-42
STAGE 4	4mins 56secs	12mins	
SERVICE			
MC5/SSA5			14-17
STAGE 5	5mins 00secs	12mins	
SERVICE			
MC6/SSA6			15-17
STAGE 6	5mins 00secs	12mins	
MC7			15.27

AT EACH STAGE FINISH PROCEED DIRECTLY TO THE PASSAGE CONTROL OR MAIN CONTROL AND HAND IN TIME CARD AND COLLECT NEW TIME CARD WITH DUE TIME AT NEXT CONTROL INDICATED. THESE CONTROLS WILL BE SITUATED AT THE ENTRY TO THE SERVICE AREA AFTER EACH STAGE FINISH. **NB.** ALL STAGES WILL BE RUN AT 30 SECOND INTERVALS (ie TWO CARS PER MINUTE)

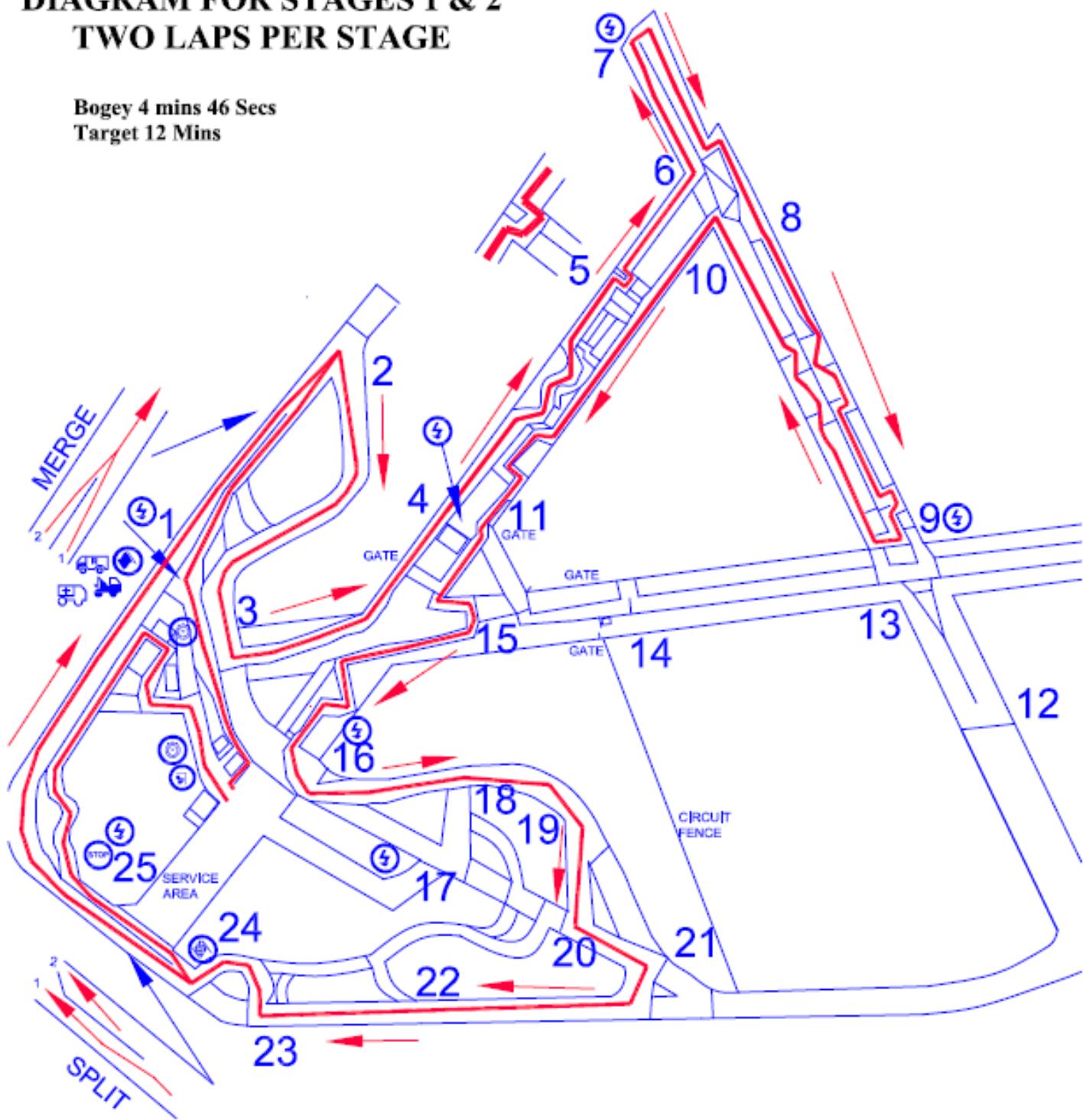
WEST WALES RALLY SPARES JAFFA STAGES

THIS STAGE PLAN IS
NOT TO SCALE

SUNDAY 28th DECEMBER 2025

DIAGRAM FOR STAGES 1 & 2 TWO LAPS PER STAGE

Bogey 4 mins 46 Secs
Target 12 Mins



CARMARTHEN MOTOR CLUB Ltd

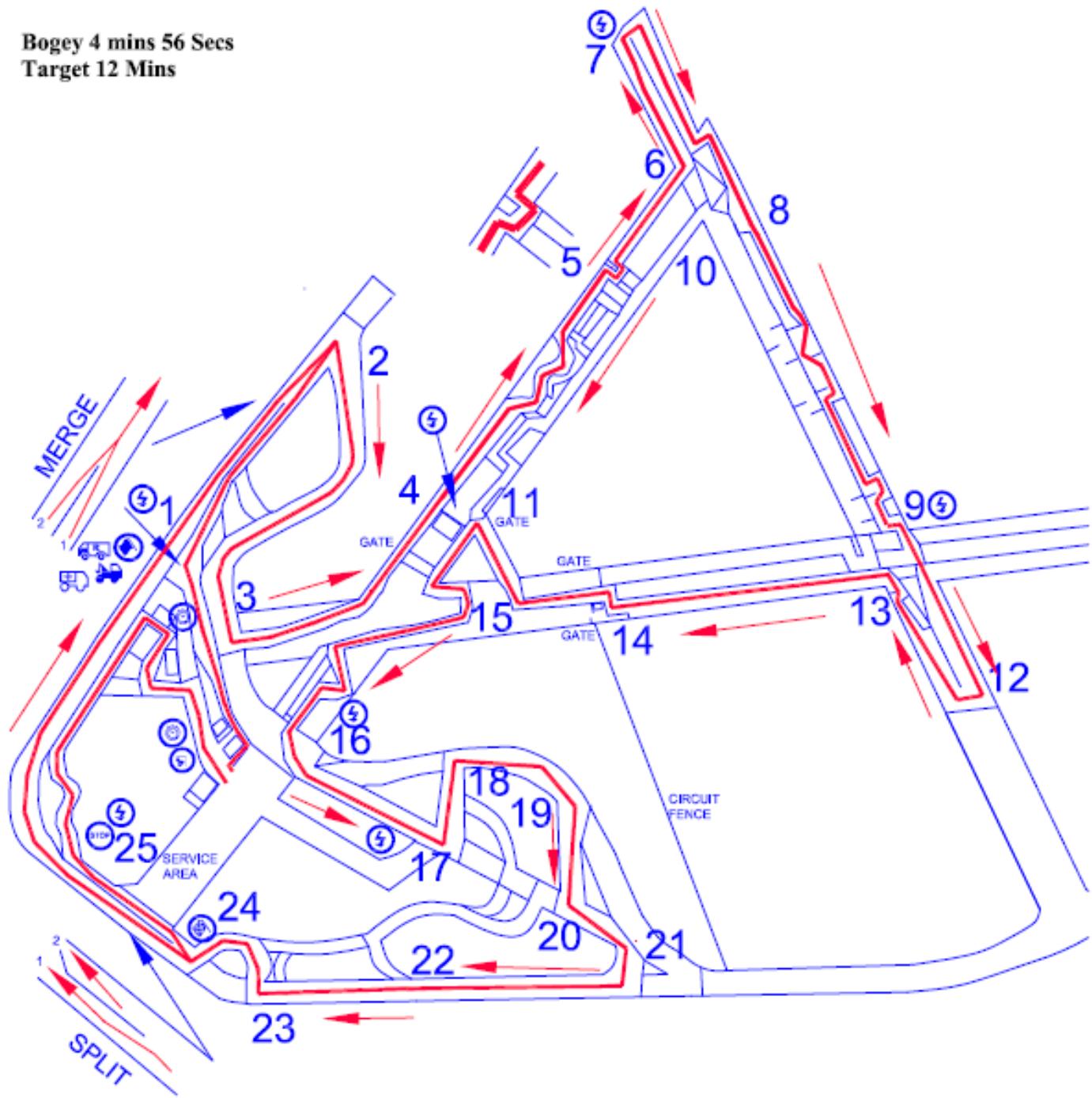
WEST WALES RALLY SPARES JAFFA STAGES

THIS STAGE PLAN IS
NOT TO SCALE

SUNDAY 28th DECEMBER 2025

DIAGRAM FOR STAGES 3 & 4 TWO LAPS PER STAGE

Bogey 4 mins 56 Secs
Target 12 Mins



CARMARTHEN MOTOR CLUB Ltd

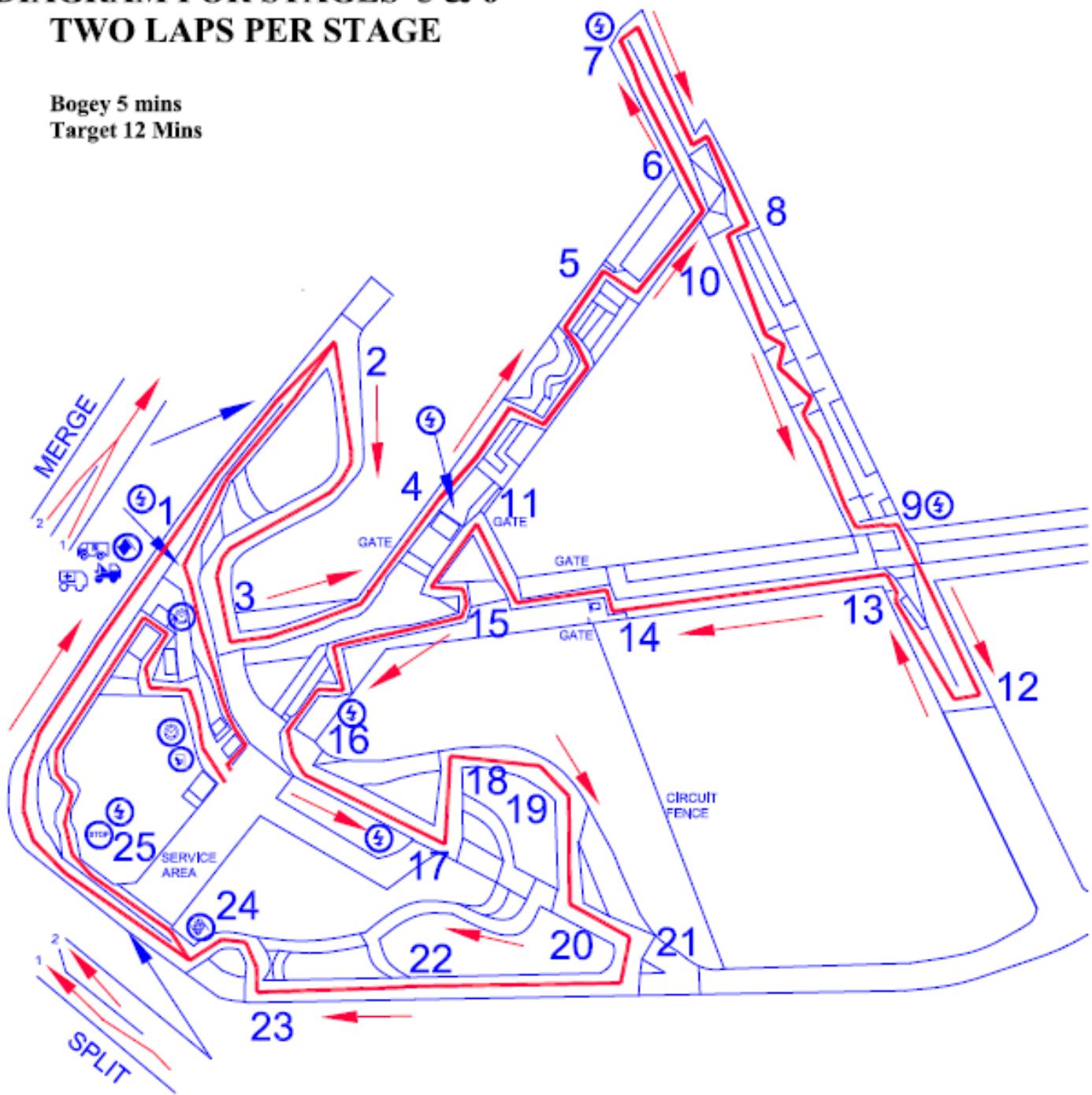
WEST WALES RALLY SPARES JAFFA STAGES

THIS STAGE PLAN IS
NOT TO SCALE

SUNDAY 28th DECEMBER 2025

DIAGRAM FOR STAGES 5 & 6 TWO LAPS PER STAGE

Bogey 5 mins
Target 12 Mins



CARMARTHEN MOTOR CLUB Ltd