

Edmonton Rally Club

Rallycross Event Safety Plan

Edmonton's Castrol Raceways



SANCTIONING GOVERNING BODY AND RULE BOOK

The ERC events are sanctioned by (new) ASN Canada and CARS. The CARS National Rally Cross rulebook is used and followed completely.

ORGANIZATION

1. The Rallycross Director oversees the event. Currently, the Rallycross Director is the combined efforts of the Executive, many of which have been a part of Rally and motorsports in general for many years.
2. Registrar is responsible for ensuring the waiver is signed by everyone in a competition vehicle and that the event registration form is filled out and signed by the competitor. Currently, the registrar is Samuel Whitney and Ryan Lemont.
3. Timer is responsible for keeping accurate times of the competitors and calling for re-runs when necessary (see "Re-runs"). Timing and scoring is handled by the Competition and Scoring Committee, which is lead by David Kind and Derek McKenzie.
4. Starter is responsible for starting competition vehicles at the appropriate time to ensure a safety spread is maintained between all competition vehicles on the course. Starter is controlled by the Competition and Scoring Committee.
5. Gatekeeper is responsible for ingress/egress to/from the competition area for all competition vehicles. Gatekeeper duties are spread out amongst several experienced competitors.
6. All people listed in above may be replaced by other trained club members, depending on who is available at a given event.

COMPETITION AREA

The Competition Area is Edmonton's Castrol Raceways, which is located 2.9km west of Highway 2 on the south side of Highway 19. Castrol Raceways is a motorsports facility and we will be using their Dirt Oval primarily. The Oval is a wide tracked dirt /clay combination with cement walls around its perimeter with access to an infield that is used for track design regularly. Spectator stands surround the Oval.

Castrol also has a gravel parking lot, which is approximately 500 yards wide by 500 yards long. It is surrounded by open runout area and the paddock area is a separate parking lot. Only people who have signed the waiver are permitted within the competition area. At least 15 feet is maintained between edge of the gravel and the competition track. 30 feet is maintained at corners. Spectators are kept outside the competition area at all times.

COMPETITION

Rallycross events are competitions of vehicles against the clock around the competition track. The track is defined by pylons that competitors must navigate through. The track has a starting

area, where vehicles pass between an infrared beam to start the clock on their run, and a finish area with another infrared beam to stop the clock. Each run is 1 - 2 laps around the competition area, as defined by the pylons.

Courses are laid out with controlling the top speed attainable, slowing the vehicles down before major turns, and ensuring that major ruts and bumps are avoided whenever possible. As the course deteriorates over the course of the day, modifications are made to the course between sets of runs, so all competitors run the same course.

Multiple competitors compete on the course simultaneously. A spread usually of 20 seconds is maintained between cars. More time is given if a faster car is starting after a slower one.

Marshals are placed at strategic locations in the competition areas, to reset knocked down pylons and report the vehicles that knocked them down. Marshals carry radios to communicate with timing and organizer.

REGISTRATION

All competitors must first complete registration at the beginning of the day. The competitor first signs the waiver, then fills out a registration form, which indicates that the competitor has completed the self-tech on their car and Personal Protective Equipment (PPE), to that it conforms to the CARS Rallycross standards. Minor competitors also have to sign the Minor Waiver and a parent or guardian is required to sign the parent waiver.

DRIVER'S MEETING

Second event of the day for competitors is the driver's meeting. Here, all last minute instructions are given to competitors about the day. Safety instructions are also given out. Competitors are told that passing is not permitted under any circumstances. If a faster vehicle catches a slower vehicle, they are to slow down and follow the vehicle through the remainder of the course, and they will be given a rerun (see "reruns"). If a vehicle stops on course, all other competitors are required to stop at the stopped vehicle's location, and then if it's determined the stopped vehicle will not be proceeding, the other vehicles are instructed to slowly return to the start area.

All new competitors are instructed on how the competition works, and any questions are answered at that time. Competitors are also asked to act as marshals when not out doing their runs. Marshals are to wear a provided orange and yellow safety vest, and carry a walkie-talkie with them when marshaling. Marshals are instructed to reset pylons only when it is absolutely safe for them to do so, and to be aware of competing vehicles around them at all times. Marshals are placed on the inside of the course, not on the outside of any turns.

COURSE DRIVE

At the conclusion of the Driver's Meeting, a course drive is held, with all competitors out on course simultaneously at slow speed (first gear only). The purpose is to familiarize the competitors with the day's course. This way, we are far less likely to have competitors going off course, and possibly interfering with another competitor.

RERUNS

If a competitor is slowed down by another competitor, whether they are simply faster than the vehicle in front, or the vehicle in front has a mechanical or tire failure, their time will be negatively impacted through no fault of their own. In these instances, the impacted competitors are allowed to start their runs over again in a re-run. This ensures that competitors do not feel compelled to try and pass a competitor they catch up to. The vehicle causing the re-run does not get a re-run.

FIRE

Competition vehicles can catch fire, so fires are a possibility. The facility is a standardized racing facility, so the chance of fire spreading beyond one vehicle is negligible. Two large 20 pound fire extinguishers are on site. One will be present at the starting/timing area, and the other will be placed strategically mid-track. The marshals near both extinguishers will be shown how to use them. In the rare instance of a fire that is not immediately put out, the closest fire department is 4.7km straight east on highway 19. They can be called by anyone at the Rallycross site by dialing 911. There is cell phone service at the competition site.

ACCIDENTS

Several members of the organizational crew and competitors have their First Aid Certificate and so are able to render first aid, in case of an emergency. In case of a more serious injury, the injured person(s) can be transported to the Devon General Hospital, which is 10 km west of the competition site, then straight north up Highway 60 another 1.4 km. In the most serious injury cases, Devon ambulances can attend injuries at the competition site. In this case, the Devon RCMP detachment would also be notified and would come to the competition site.