

FLYING FINISH CONTROL



GENERAL INFORMATION

Officials – Sign On and Uniform

Please ensure you always sign-on prior to competition commencing on the appropriate CAMS sheets provided by the event organiser

And ensure you are wearing the appropriate vests provided

What is a Flying finish

The Flying Finish is the end of a Rally Special Stage. It's called a flying finish because cars are timed through this point at speed and the officials recording the time are located in a safe position off the competition course.

Flying Finish officials note the time a competing car crosses between the two Flying Finish boards on the course – this is done either by electronic or manual means depending on timing method made available at the event.

The Flying Finish Official then conveys the finish time to the Stop Control official by two-way radio. The Stop Control is generally located between 100-300m from the Flying Finish.

The Time recorded for the Competitor at each special stage is expressed in hours, minutes and seconds.

Authorised Vehicles in a special stage

Only authorised vehicles are allowed to enter a special stage following "Set Up" status.

You can expect to see:

- ✓ **Set Up 1 &/Or 2**
- ✓ **000 (Triple Zero)**
Pre-checks all Clocks, Correct operation of time control, FIV (if Applicable are in place), Recovery, Start, SOS locations and Roads Closure are in position and have radio comms, flying finish (Clocks) and Stop point procedures and paperwork, In-stage security and safety (eg spectators), Road book information and instructions.
- ✓ **CAMS Officials & Stewards**
Be Courteous to them and answer any questions politely and to the best of your knowledge. CAMS can only enter a Special Stage before their official cut off time on the Running Schedule.
- ✓ **00 (Double Zero) This vehicle is the official car of the Course Checker**
(Treat this vehicle like a Competitor - giving times etc.)
00 Conducts all final checks and on completion of driving the Stage, will advise Rally HQ the Stage is "READY FOR COMPETITION".

Rally Headquarters will then notify the Stage Commander (Time & Start) and Assistant Stage Commander (Stop) of stage status. Stage Commander to then advise Time Control and Start.

Following confirmation of stage "READY FOR COMPETITION" Rally HQ will authorise for the 0 (Zero) car to commence the stage and also a time for the first competitor to start the stage. 0 (Zero) car may enter the stage earlier only on advice from Rally HQ in consultation with the Course Checker.

- ✓ **0 (Zero)**
(Treated this vehicle as a competitor for practice).
- ✓ **Competitors**
- ✓ **Fast Sweep**
Will enter stage after last car. Last competitors buddy
- ✓ **MIV (If applicable)**
The MIV Vehicle may traverse the stage 2 minutes after the last competitor. If an incident occurs that may involve injury within the Special Stage, this vehicle is to be allowed immediate access into the Stage, but only after confirmation by Rally HQ.
- ✓ **Sweep Car (will collect all relevant paperwork from Time/Start/FF/Stop Controls in Satchels)**
Will enter the Stage after all Competitors, Fast Sweep and FIV Vehicle (if applicable). On completion of driving the Stage will advise Rally Headquarters that the Stage is Clear, who will then advise the Stage Commander that the stage is closed and ready for dismantling if not being used again.
- ✓ **Recovery Vehicles**
Generally, follow after sweep, however these vehicles could be delayed if they have had to retrieve any competitors from previous stages.

When you arrive at your Flying Finish Control point

- Ensure you, your team and motor vehicles are located in a safe position well clear of track (vehicles will often be at maximum speed through the Flying Finish point).
- Check your radio communications with Stop Control.
- Set up tent/ gazebo, table chairs, paperwork, clocks.
- Set up Yellow Flying Finish Sign Board 100m before Flying Finish Line, clear from track.
- Set up Flying Finish Sign Boards on each end of the Line, clear from track.
- Liaise with Stop Control to set up 3-2-1 boards evenly spaced between Flying Finish and Stop.

PROCEDURES FOR FLYING FINISH OFFICIALS

Time Notation

All BSCC Rally events will use the **INTERNATIONAL 24 HOURS CLOCK**. Midnight is **0000 hours**, one minute after midnight is 0001, 1.00am is 0100, noon is 1200, and times after noon are 1300, 1400 etc. For example, 9.32.53 pm would be written as 21:32.53. There is no need to designate am or pm.

- Please ensure that all times are printed clearly.
- It is recommended to use the pencils provided as they are not affected by dust alternatively use Ball point pens to write on Control Records and Time Cards. (Ink from fibre-pens can run if paperwork becomes damp.)
- Each of the four separate Control Areas in a Road Section should be under the control of a **POST CHIEF** who is the only person authorised to mark the competitor's **TIME CARD** or, in the case of the Flying Finish, to advise of the Actual Time of passing the Flying Finish.

Special Stage Flying Finish Control Personnel

Post Chief

- Watches for car and number as it crosses the Flying Finish line
- Presses green input 1 button on Tag Heuer when car passes Flying Finish signs. This will record time on Clock Tape.
- **As soon as possible** clearly radios time and car number to Stop Control
- Records time on Flying Finish Recording Form (Sample Attached)
- Uses the grey arrow key to wind forward paper tape to note the car number on Printout Tape of the Tag Heuer
- Checks and confirms information when Stop Control repeats time and car number.

Back up Timer

- Sits alongside Post Chief,
- Presses button on Back Up Clock when car passes Flying Finish signs and records time as above on **FLYING FINISH BACK UP RECORDING FORM** (Sample attached).

NOTE: Back up time is only required if there is a failure of primary timing equipment.

Security : Ensures **NO** unauthorised persons gain access to the Control Area.

NOTE: All Control paperwork with TAPE from printout clock must be put in the Satchel/envelope supplied and given to the **SWEEP crew**.

Equipment Generally Supplied:

- CLOCKS: 2 (Tag Heuer)
- SIGNS: 2 x Red Chequered Flag – one either side of the road - Flying Finish, 1 Yellow Chequered Flag – Warning of Flying Finish – approx 100 metres before Flying Finish.
(Signs may already be in position when you arrive)
- RADIO: 2 x Hand held radio (One for Flying Finish and One for Stop Control)

Pack Up

- Pack up is generally not to commence until:
 - Fast Sweep has left the Stop Control, **and**
 - Deputy Stage Commander (at Stop Control) has confirmed all competitors are out of late time and then pack up may commence
- Yellow and Red Flying Finish Sign Boards are to remain in place until Slow Sweep has stopped to collect paperwork
- Care: After Fast Sweep has left Stop Control, other course cars (such as FIV, Recovery, etc) may proceed through the stage. Officials should be vigilant for traffic.

Your Stage Commander or Deputy Stage Commander will have advised arrangements for:

- All Stage Officials including Road Blocks to be collected and led back to Rally HQ
- All bunting, signs and other equipment to be collected and taken to Rally HQ.

Incident Reports

An Incident Report should be filled out if any violation of the Regulations or other unusual situation has occurred during the running of the Rally. (See Summary List of reportable Incidents – PRINTED on back of Incident Report). Be sure that the marshal who completes an Incident Report gives a telephone number where he or she or any witness may be reached in the next 24 hours, as the Report may become the subject of a protest to the Stewards.

Complete the Report as soon as possible, and radio in the pertinent information to the Stage Commander for attention, as it may be important for scoring purposes. Send the written Report into Rally HQ with your records and other paperwork.

This document should be read in conjunction with :


- General Terms & Definitions
- Code of Conduct for Officials
- What to take with you to an event
- Radio Terminology & Etiquette
- Radio Set Installation

These additional documents are available on the BSCC website - <http://bscc.asn.au/resources/officials>

Flying Finish Primary Control Form

Form 8

FLYING FINISH - PRIMARY


OFFICIAL		SPECIAL STAGE NO	
PHONE NO		SS	

NO of Cars Through Stage	CAR NO	Finish time Taken from Tape			NO of Cars Through Stage	CAR NO	Finish time Taken from Tape		
		Hours	Minutes	Seconds			Hours	Minutes	Seconds
1					26				
2					27				
3					28				
4					29				
5					30				

Flying Finish Backup Control Form

Form 9

FLYING FINISH - BACKUP

OFFICIAL		SPECIAL STAGE NO	
PHONE NO		SS	

NO of Cars Through Stage	CAR NO	FINISH TIME			NO of Cars Through Stage	CAR NO	FINISH TIME		
		Hours	Minutes	Seconds			Hours	Minutes	Seconds
1					28				
2					29				
3					30				
4					31				
5					32				

Incident Report Sample

INCIDENT REPORT

OFFICIALS NAME		Tick applicable location			
PHONE NO		TC	START	FF	STOP
SPECIAL STAGE NO	TC NO				
If incident is not at a control, please indicate the accumulative distance from the Stage Start or the Time Control				kms	
CAR NO	OTHER WITNESS		DATE		
TIME	PHONE NO		HQ ADVISED		
DETAILS OF INCIDENT					

SUMMARY LIST OF REPORTABLE INCIDENTS

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The following happenings should be entered on the Incident Report
Timing errors, changes or queries
Pushing or towing the car
Any infringement of "Prohibited Service".
Speed in Service Parks exceeding 30 kph.
Any infringement of Refuelling.
Any late arrival at the start of the Rally
The absence of a Time Card at a Time Control, or failure to hand in the Timecard at each Control
No assistance or repairs may take place within the control area. (First yellow warning sign to final beige sign).
Failure to follow the instructions of the Marshal in charge of any control.
Check in at all times in the correct sequence and in the direction of the Rally route. It is also prohibited to re-enter the control area.
Failure to wear properly fastened crash helmet, or Safety Harnesses.
Driving in the opposite direction to that of the Special Stage.
Failure to start the Special Stage within 20 seconds of the Starting signal being given.
A false start before the Starting signal has been given.
Stopping between the Yellow Flying Finish warning sign, and before the Red Stop sign.
Refusing to start a Special Stage at the time and in the position allocated by the Post Marshal.
Any actions by the crew preventing the time entry on their Time Card at the Stop Point.
Repairs or Refuelling carried out whilst in Parc Ferme/Control Area.

The above actions may result in the Crew being penalised or excluded from the Rally by the Stewards, so be sure to make accurate and clear notations on the Incident Report Form.