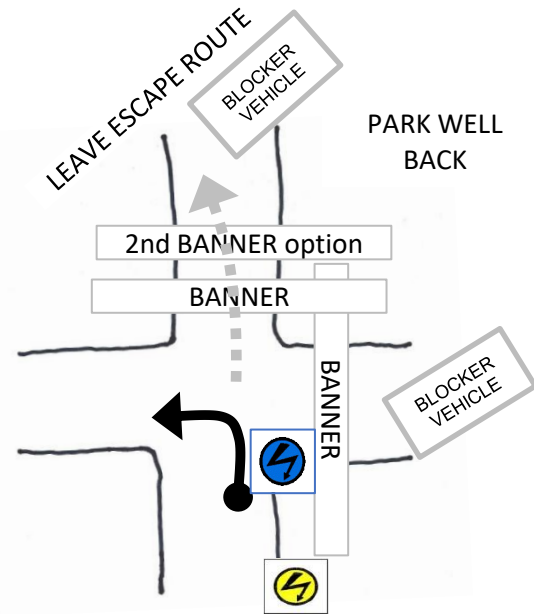
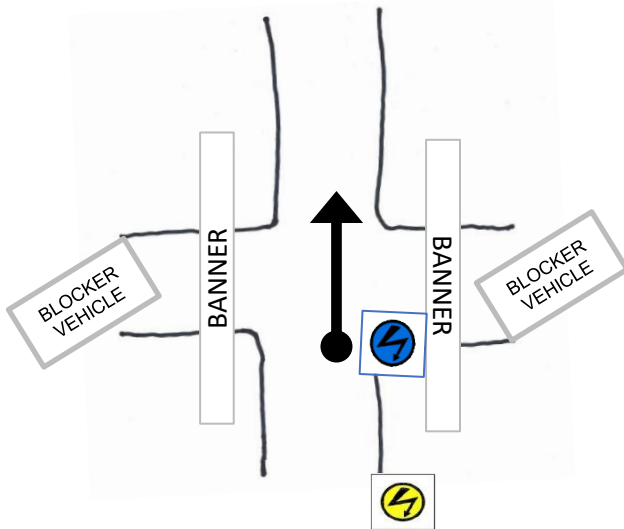


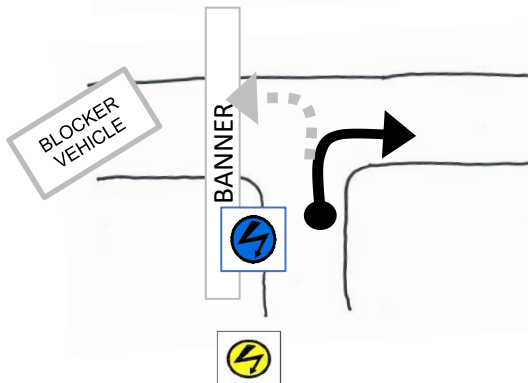
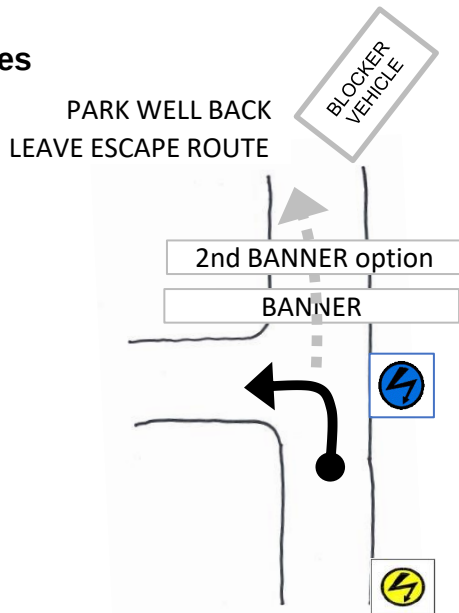
Typical Blocker Positioning

Use these diagrams to position Blockers at various intersections

Crossroads



Tees



In any location where BANNER is likely to be broken, a second row should be installed. Blockers should reset the broken tape as soon as safely possible.

NOTE about "ESCAPE ROUTES" -- strange things happen in the rally car, and there can be missed calls on the notes, or mechanical issues, like no brakes, coming into an intersection. PARK SAFELY, in a manner to block the road from outside incursion, but leave an escape route for an errant rally car.

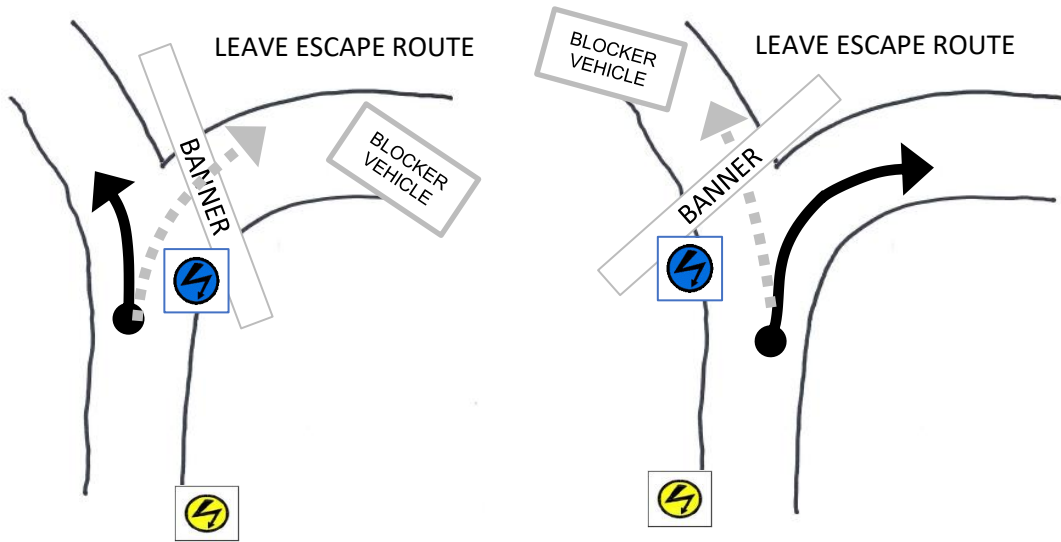
There is a fine line between BLOCKING from outsiders, and being SAFELY PARKED for your own protection. You want to assure that no one gets into the stage, and at the same time you don't want to be struck by thrown rocks, or by a rally car. You make the choice, and Course Opening Safety Cars may reposition you.

For Blockers parking, "take the distance you think is safe, and double it" is a good guideline

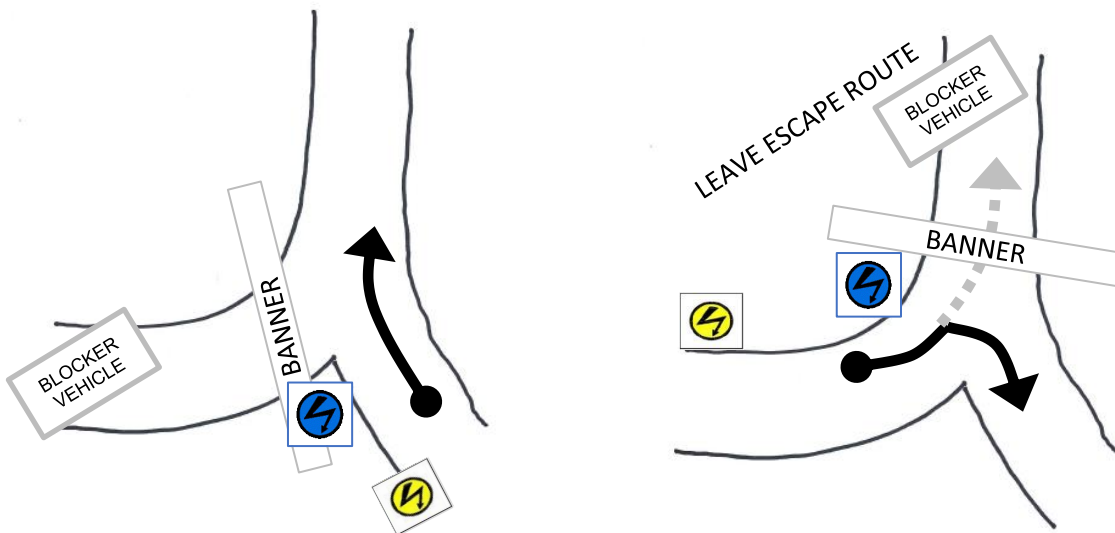
If you are blocking a square or 90° turn, the rally cars will be at a lower speed entering the junction and will not likely need a long escape route, however, park back far enough to be clear of thrown rocks... You will be surprised at how big, and how far, thrown rocks may be.

Typical Blocker Positioning

Wye

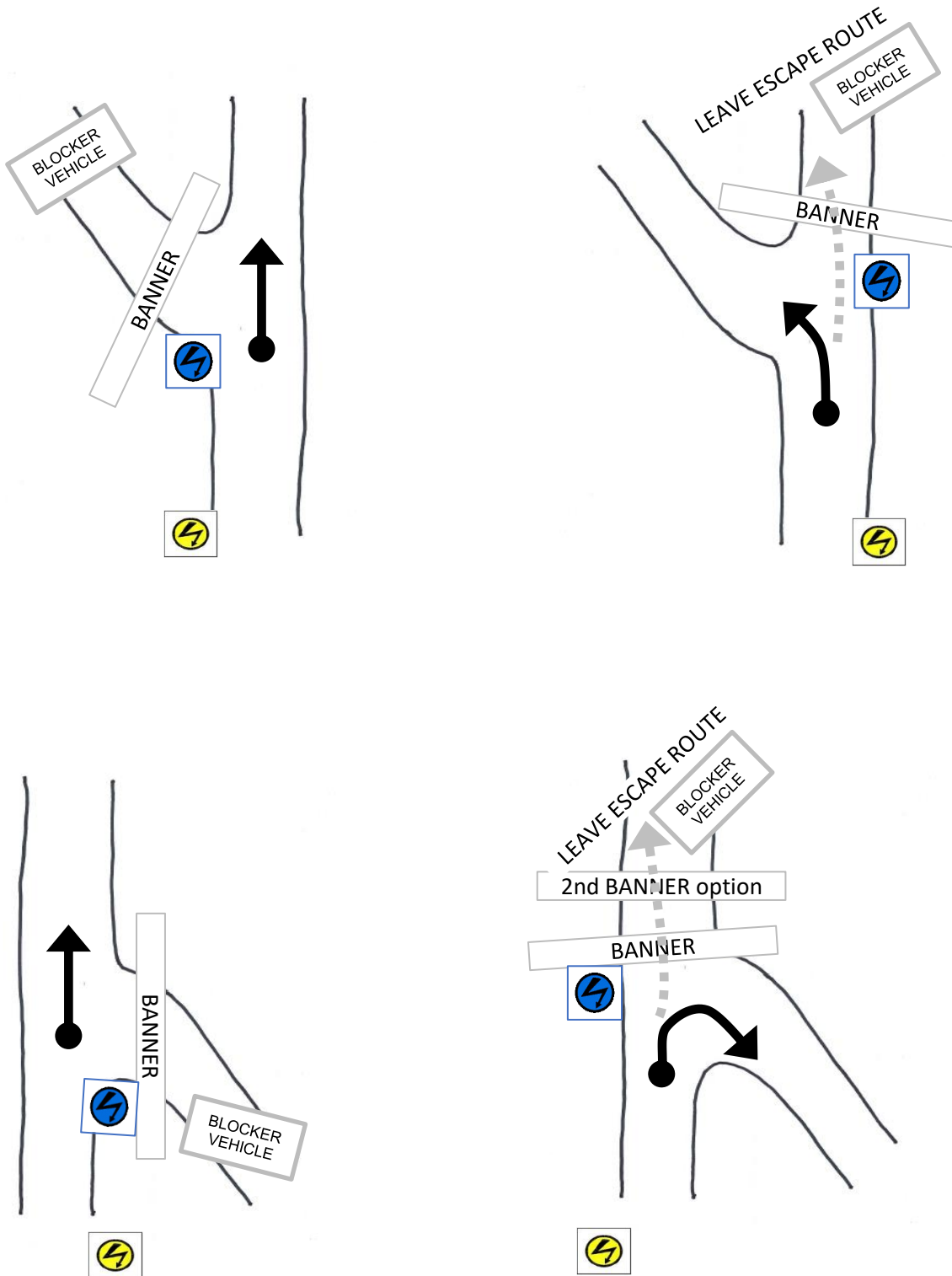


When considering escape routes for cars, blockers should try and envision where a car would 'naturally' go if they either miss the turn or mistake the blocked road for the rally route. This MAY be difficult to describe, and certainly not every situation will be the same. But.... 'park in the inside of a corner' might be a start.



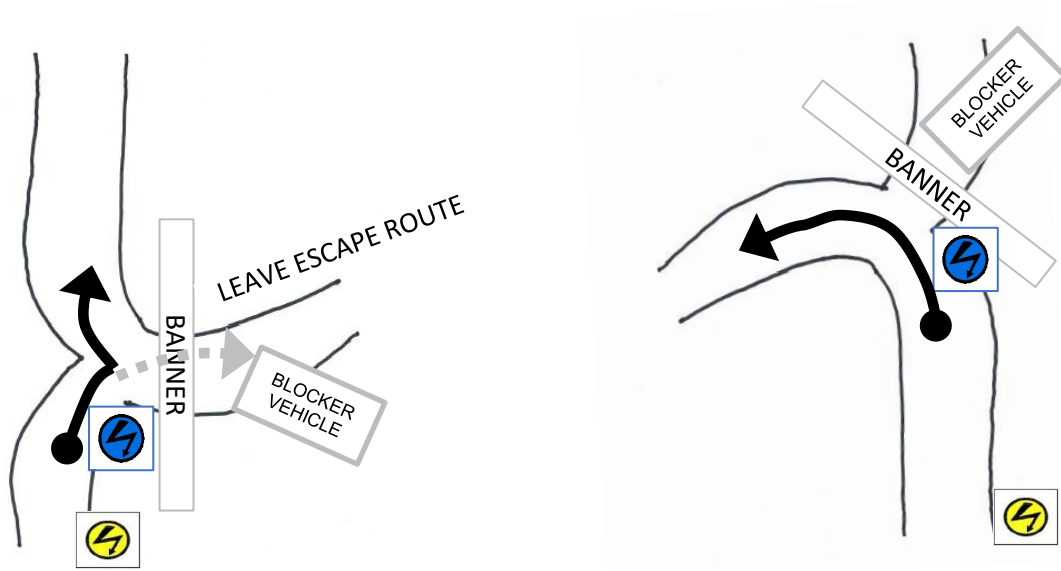
Typical Blocker Positioning

Key

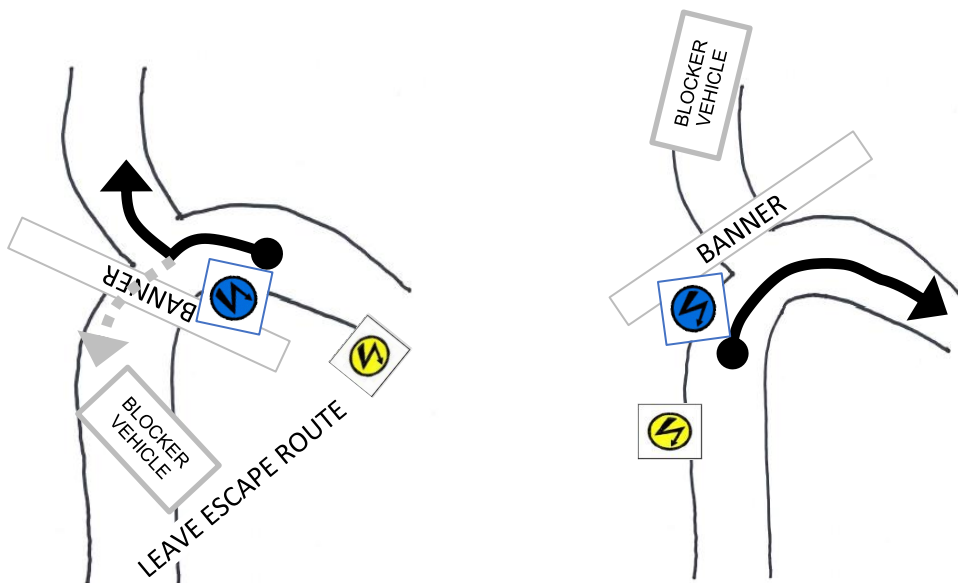


Typical Blocker Positioning

Hairpins



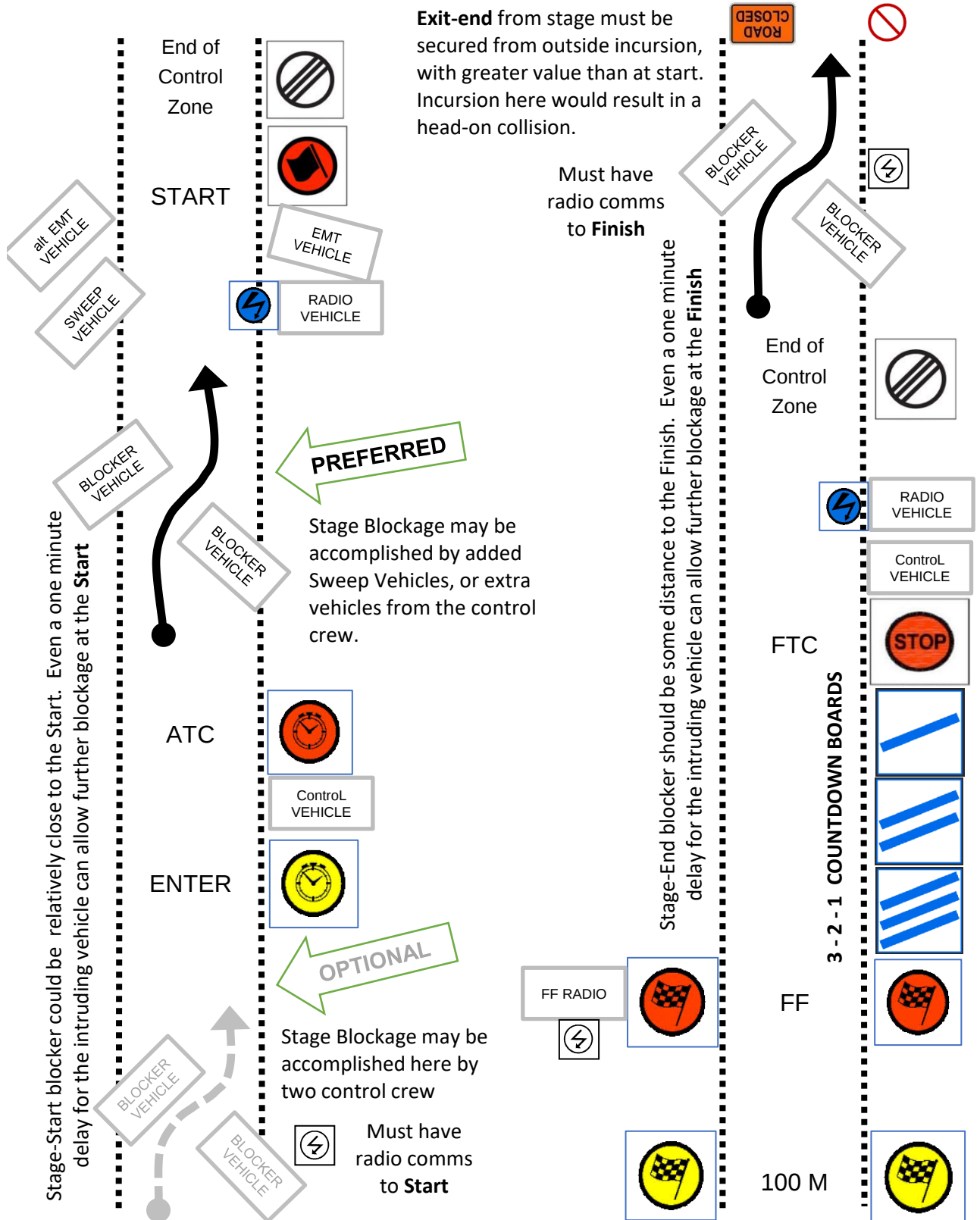
When considering escape routes for cars, blockers should try and envision where a car would 'naturally' go if they either miss the turn or mistake the blocked road for the rally route. This MAY be difficult to describe, and certainly not every situation will be the same. But.... 'park in the inside of a corner' might be a start.



Typical Blocker Positioning

Stage Start Entry

Stage Finish Exit



If there is not sufficient distance between ATC & Start for blockers, then the **OPTIONAL** location, outside the control, should be used.

Typical Blocker Positioning

Stage integrity at Start and Finish... A Course Opening guideline

A Safety item to keep in mind for overall stage staffing and personnel needs...

Recently we had an incursion that should not have happened, but it was a shakedown stage and off the beaten path, and there were plenty of staff at both ends...

Nevertheless, a pickup truck drove past the finish control, into the stage, while all staff were standing in the road frantically waving for the truck to stop.

He. Did. Not. Stop.

He was then head-on direction with a competitor at speed. Fortunately, there was no contact. This type of incursion could be a truck, car, motorcycle, mountain bike, or pedestrian.

Here is the outcome for that rally -- probably a future guide for all our events.

A **physical roadblock**, chicane, barricade, etc. shall be installed at the Start and Finish ends of any stage. This could include two vehicles staggered as a narrow roadblock such that only the competitor may pass. This may be staffed by at least one volunteer in their vehicle moving ahead or behind as needed to allow the passage of competitors but **block** the passage of anyone else. This will necessitate at least one additional Marshal/Blocker with a radio at a Finish location. Unoccupied Staff vehicles for the ATC/Start, or the FTC may be utilized as one or more of the needed vehicles. At least one Marshal/Blocker at each of these closures must have clear radio communication with their respective Control Radio. This is especially needed at the Finish control, blocking opposing traffic. An incursion through the ATC/Start is nowhere near as dire as a possible head-on collision from incursion through the Finish.

At Stage Starts, the blockage task should be performed by the E-Crew in the control zone. This would not require additional control staff with cars and radios. There are always two or more trucks at that location. Finish locations are more problematic due to incursion direction and no sweep staffing. So additional control staff and radios are needed.

In both Start and Finish locations if landowner or forestry gates are present leaving the main road, these could be staffed and only opened for approved rally traffic. This position must be a radio operator with clear comms to their respective Control Radio.

In either situation, even a small delay of a minute or two can give the Stage Captain and personnel a chance to close a chicane, warn traffic on stage, up to and including a Red Cross to stop the stage. This relies on all radio points to have, and to know the procedure for, a Red Cross stoppage. Please review this with all Blockers.

Current rules state no more than two vehicles inside the control zone (with addition of Sweep and EMT). This may need a sanction exception for Safety.

Ideally the blockage would be at the point where the stage road/transit leaves the public road. Again, this needs to be a Radio Operator in contact with their respective Control Radio or the Stage Captain.

We have seen several Organizers hire a marked Sheriff Unit, or other Law Enforcement Officer, to perform stage blockage tasks at the end of each stage. With the exception of mid-stage incursions, we have never seen an end-of-stage incursion at these events. Stage Captains, Sweep, and Course Opening must work together on this important Safety item. There would be one additional Marshal/Blocker needed, with vehicle, at each FTC.

This is what our Course Opening Team will be looking for...

As the Safe operation of the Stage is the final decision of Course Opening, please staff accordingly.