

## Annex R – Tightened Junctions

### Tightened Junctions on Stage Rally events

It is common practice to some tighten junctions on Special Stages to reduce the speed of competitors either prior to a hazard or to ensure compliance with the Stage Bogey Time (Ch. 13 App. 13 Art. 9.1b This Annex is provided to improve clarity and consistency with the set up and marking of Tightened Junctions.

Depending upon the degree of tightening the junction should either be marked as a junction, a Tightened Junction, or, by the additional of a second artificial element, be marked as a chicane. The important matter of consistency is to use the matching approach marker to the markings used at the junction. An approach arrow with an arrowed gate at the junction or a diagrammatic approach board with a chevron board on entry to a chicane.

As with all motorsport safety planning you need to consider the four key groups:

- Officials,
- Competitors
- Media and
- Spectators

#### Officials

1. Where will they park?
2. Where should they stand?
3. What is the procedure to follow if any element is damaged and may need to be replaced?
4. Make sure you have space for your Judge of Fact who will need to be located here.

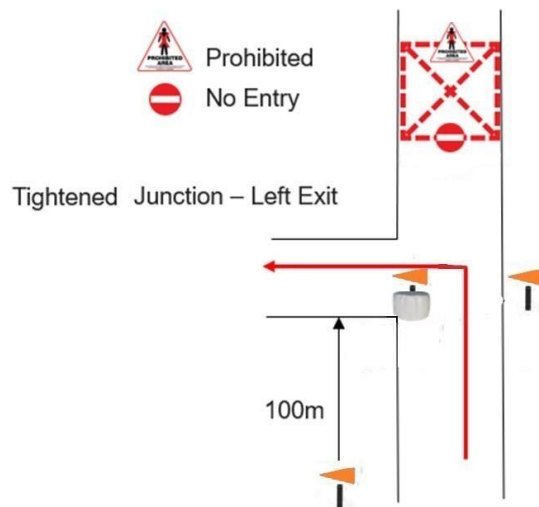
#### Competitors

5. Is the approach clear?
6. Does the road book/tulip clearly reflect what is on the ground?
7. Is the approach speed appropriate?

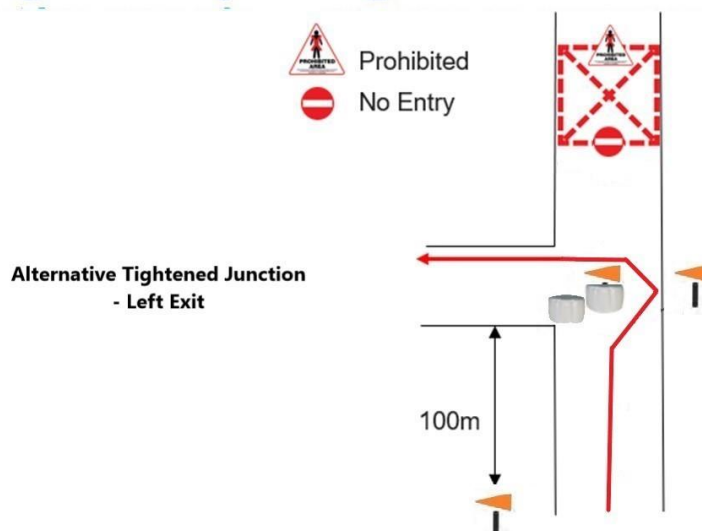
#### Spectators

8. Is there anywhere suitable for them to stand at this location?
9. Is it far enough away?
10. Do you have sufficient signage and notices of the right type?
11. If no suitable area for spectators how will you manage this?

## Stage Setup – Tightened Junction



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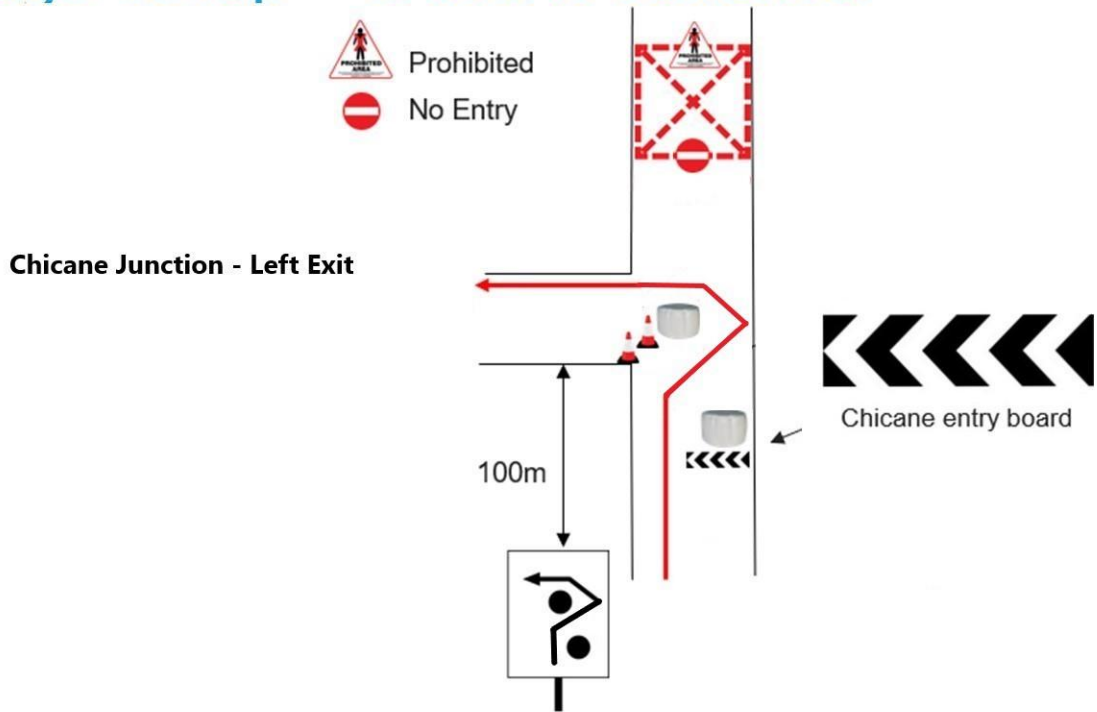


**A Tightened Junction, left exit**, illustrated with the use of a large round bale placed at the side of the roadway and marked as a junction with visible arrows, noting that the gate (Ch. 13 App. 12 Art. 4.1d.) is formed by the inside arrow being placed on or through the bale or feature if an alternative is used.

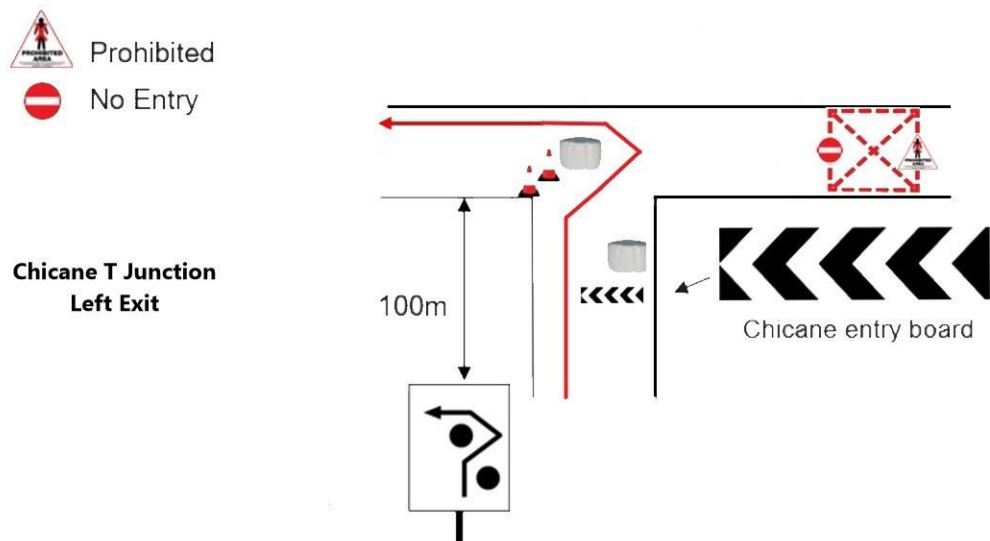
**For wider junctions**, where space is available, the junction can be tightened further by use of a second bale to significantly change the nature of the turn. If a second bale is not available, the internal element can be replaced by other means of “blocking”.

**Alternatively**, and for some wider junctions where more space is available it is possible to create a chicane with an entry bale placed on the approach road prior to the actual turn as in the following diagrams.

## Stage Setup - Chicane Junction



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Please note that this style of turn is particularly required where the traditional gate arrows will not be visible on approach, such as a T-Junction chicane, where the proposed gate is offset either to the left or right side of the junction forming a tighter turn.