

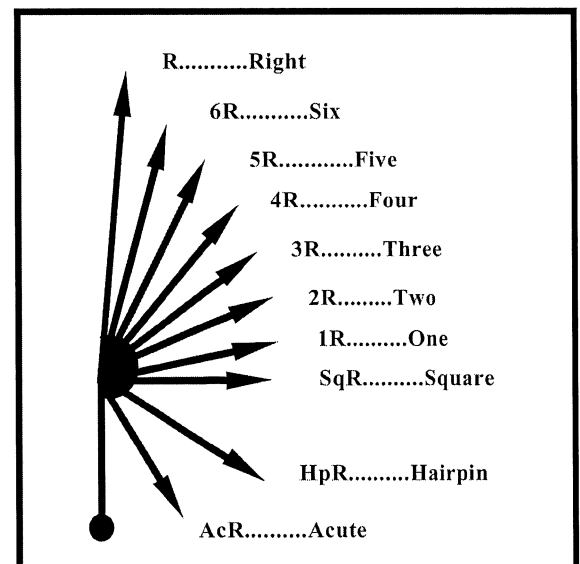
# INFORMATION BOOK - NOTES - 6 FAST No FIRST

These notes are designed to describe the road concerned. It is important to bear in mind that the description of bends etc., are relevant to a myriad of variables, including road width, surface conditions etc. These are not speed notes, they are route notes. They are made at slow speed. Bumps and jumps at rally pace must be treated with your own judgement. It is up to each individual to ascertain his own car/suspension/tyre/speed capabilities. It is up to each driver to assess the relevance of each feature with those before and after. As these notes are designed for a wide cross-section of drivers in differing cars, it is essential that you bear this in mind. Also, holes, rocks, mud, floods and fallen trees/logs etc. can appear. The onus is on you to check starts/finishes/junctions/chicanes etc. We comply when making the notes with the original information supplied by the organisers, but cannot guarantee on the day of the rally that the set-up will be exactly the same. In signing the indemnity when obtaining these notes you have agreed to the terms therein, accepting that there is no liability attached to the event organisers, or the author, and further that you will not reproduce or copy these notes for use by any other person, or for the use at any other time than the rally signed for. If for any reason you have not signed the indemnity, by dint of using the notes you are deemed to have agreed to the conditions. If you are not happy with this, please return these notes before the rally and apply for a refund. Please remember, copying these notes without permission is theft. Above all, please be reminded that your safety and those whom you may affect by your actions is solely and completely your own responsibility, nobody else's.

## Abbreviations

!	Caution
!!	Danger
!!!	Big Danger
Op	Open - faster than normal
<	Opens
>	Tightens
>>	Double Tightens
½Lg	40-50 yds      Lg..50-80 yds
CONTS	More than 80 yds
Grvl	Gravel
Br	Bridge
/	Over
TURN	Junction where you turn
Jnct	Junction which you pass
Bmp	Bump
Ċ	Flat Crest
C	Crest, going light
C bmp	Crest with bump
C jmp	Crest with small jump
Big Jmp	Big Jump
Suddn	Sudden, comes up quickly
Tyt	Tight/narrow      Neat..Keep it tidy      V..Very
⊕	Slightly more open      i/s..Inside      o/s..Outside
⊖	Slightly tighter      DC..Don't Cut      ?..Maybe
↑ Up	↓ Down      → Into      + And

## Bend Indications



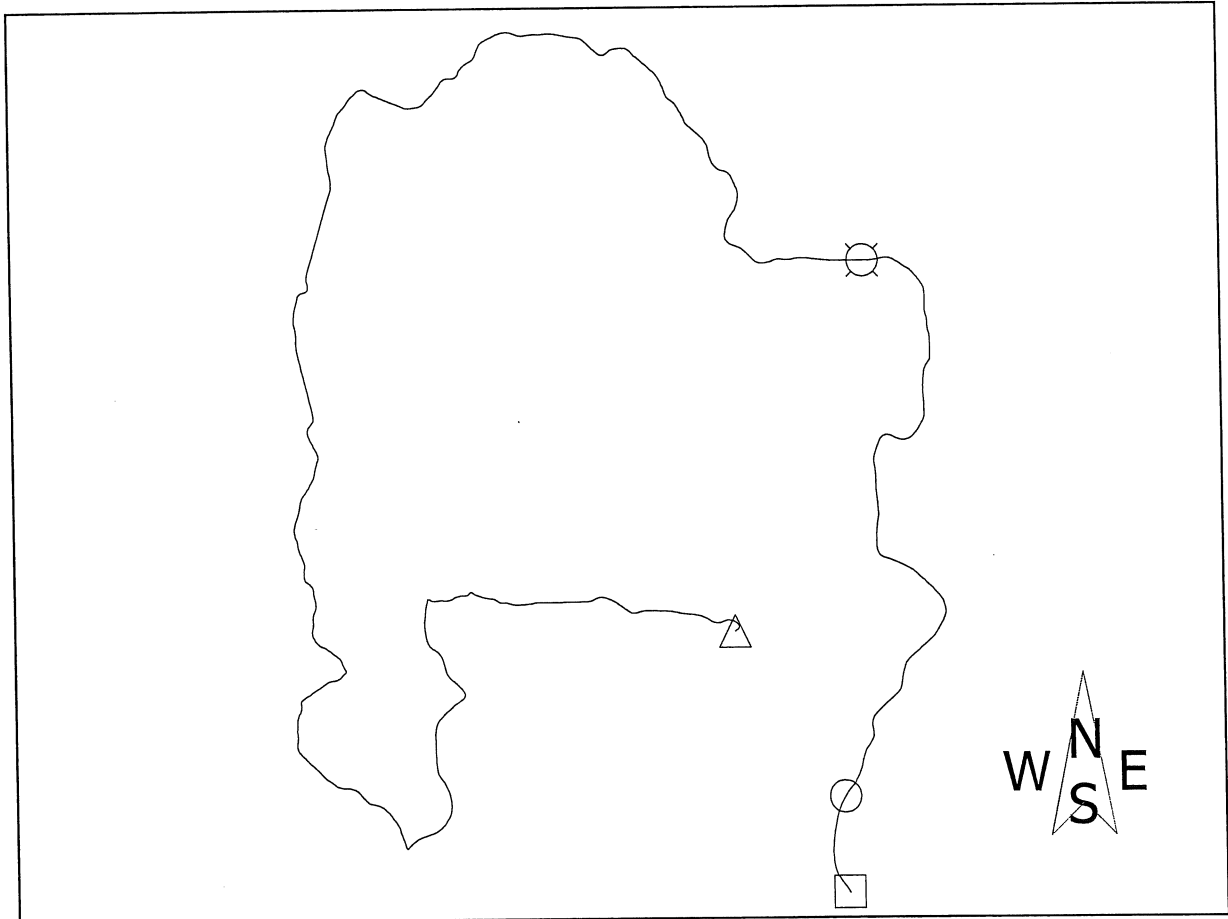
**Six Fastest - Number First**

Linking everything are distances in yards - even numbers up to 100 (40, 60, 80), odd numbers over that (130, 150, 170, 250). Short distances will be → (into) or (and) +. Into means that the steering wheel will just about straighten between two corners, + (and) will be longer - 20/30 yards. A line under a number of symbols means that they should be read quickly and together, to let the driver know what is coming up in good time. Also used to emphasise a note. The little boxes in the left hand margin denote junctions, with the Radio Point above where applicable, the distance to the finish is in brackets

Donegal International  
Rally 2017  
Six Fastest No's First  
Juniors

# Event: Donegal 2017

## SS 16-19 Atlantic Drive



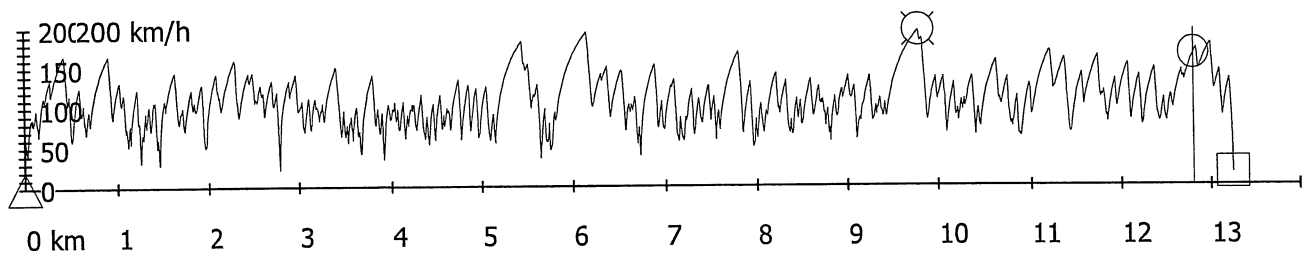
○ Length of stage to finishing line: 12800 m    Altitude: 13-117 (Interval: 104) m

□ Length of stage to stop line: 13236 m

○/ Length of stage to max speed point: 9785 m

Estimated stage time: 7:32

Estimated average speed on stage: 102 km/h



DC

Pst Jnct

**HpL → 4L      2R → Jmp → 5L +**

---

---

Think

**6R + 6L**

---

---

**80**

**4L Jmp 1R**

---

---

**60**

**4L → 2L + 4R**

---

---

**60**

Mid

Care Ahead

**Jmp**

---

---

**60 /  
Dip**

**Cjmp 5L**

---

---

**40**

Slowing

**Jmp 4R/Dip → 2L 1R →**

---

---

3/1.29 (11.80)

Down Mid

V Tyt Bales o/s

**2L 60 4R → TURNHpL →**

---

---

DC

**2R → 3L → 2R 40 1R →**

---

---

4/1.51 (11.58)

**TURNHpL + 6L/c 40 6L +**

---

---

DC

**3L/c + 2R 60**

---

---

6/2.00 (11.09)

Slowing

Down Mid

**4L → 5R/C → TURN1R      100**

---

DC

**4L ½ Lg      150      4L/C +**

---

For 150

**6RLg → 5R < CONTS      40**

---

7/2.85 (10.24)

DC

**4L      40      TURNAcR      80**

---

DC

**5L/Br      60      4L 2R      40**

---

**2L    40    4R > +**

$$2L \quad 40 \quad 4R > + \overset{DC}{3R/C}$$


---

$$100/Dip \quad C_{jump} \quad 40 \quad \overset{Pst \text{ Factory}}{3R} +$$


---

$$2L \rightarrow 1R \rightarrow 3L \quad 1R/C + \downarrow$$


---

$$\overset{2L/Dip}{2L/Dip} \quad \overset{Wall \ o/s}{SqR^{\oplus}/DC} \quad 60 \quad \overset{Mid}{C_{jump} \rightarrow}$$


---

8/4.00 (9.09)

$$Dip \rightarrow \overset{DC}{3R} \quad \overset{DC}{2L \ Lg} + \underline{TURN} \overset{DC}{SqL}$$


---

**40**      **3L 5R → 3L 4R →**  
=====

**2R/Jnct**      **3L 4R → 3L/Cbmp**  
=====

Up Mid                      Wall o/s                      Up Mid  
**40**      **1L + 2R**      **40**      **C 2L**  
=====

**40**      **3R 3L → 4RLg >**      **100**  
=====

**2R**      **40**      **2 C's**      **3L**      **60**  
=====

Radio  
9/5.06 (8.03)

Late	Care	Falls Away
<b>TURN2L</b>	<b>40</b>	<b>Cjmp + 1R +</b>

---

DC

**1L/Br** → **Jmp Dip**      **250**

---

Slowing

**6R**      **40**      **4L**      **5R →**

---

11/5.73 (7.36)

R Entry 3 Bales

Chicane      + **C** → **1R** + **1L** →

DC

---

Up Mid

**4R/Dip**      **300**      **5L**      **60**

---

<b>6R⊕/C</b>	<b>40</b>	<b>4R</b>
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Pst Shed DC

6R<sup>+</sup>/C

40

DC

4R

100

DC

3R →

DC

5L/C<sub>bmp</sub>

4R

+ ! 1R →

Pst Garage

Up Mid

SqR<sup>+</sup> → 6L/Br

150

C 3L

DC

40

2L

5R

+ 6L

Care

40

DC Tyt

1R

DC

+ 1L

3R

40

12/7.53 (5.56)

DC                      Pst Car Pk

$$\underline{\underline{1L}} + \underline{\underline{3RLg}} \quad \underline{\underline{40}} \quad \underline{\underline{4R}} \rightarrow$$

DC                                      DC                                      DC

$$\underline{\underline{5R}} \rightarrow \underline{\underline{2L}} + \underline{\underline{6R}} \quad \underline{\underline{40}} \quad \underline{\underline{6R}}$$

Stay Neat

$$\underline{\underline{100}} \quad \underline{\underline{! 2R}} \quad \underline{\underline{100}} \quad \underline{\underline{SqL^{\oplus}}} \rightarrow \underline{\underline{2R}} +$$

DC                      DC                                      DC

$$\underline{\underline{2RLg}} \quad \underline{\underline{4L}} \quad \underline{\underline{100/Sm C}} \quad \underline{\underline{4R}}$$

DC

$$\underline{\underline{80}} \quad \underline{\underline{2L}} \quad \underline{\underline{2R}} \quad \underline{\underline{40}}$$

4R /<sub>C</sub> → 4L 60

$$\underline{\underline{4R/C \rightarrow 4L \quad 60}}$$

For 80

$$\underline{\underline{4RLg \quad 5L \text{ CONTS} > + 2R \quad 40}}$$

Slowing

$$\underline{\underline{3R^{\oplus} < Lg \quad 40}} \quad \underline{\underline{5L \quad 40}}$$

DC

$$\underline{\underline{1L < Lg + 4R \quad 60}}$$

**4L Lg + 4R 4L 5R/Cbmp**

---

	L of Mid	Think Ahead
<b>60</b>	<b>Cjmp</b>	<b>130/Sm C</b>

---

Slowing DC		Slippy ?	Care
<b>6L/Cbmp</b>	<b>+ ↓</b>	<b>3R</b>	<b>40</b>

---

			DC
<b>Cjmp</b>	<b>3R/Dip</b>	<b>40</b>	<b>2R</b>

---

**40/C's**

Pst Jnct

**5L 4R → 4L 5R 80**

---

---

DC

DC

**2R → 3L 40 6L⊕ 60**

---

---

Radio  
13/10.43 (2.66)

Armco For 100

Hse Below

**4R CONTS> → ! 3R⊖ Lg 40**

---

---

Grvl i/s

**1L⊕ < 60 3L 40 6R**

---

---

Pst Jnct

Care

**130 6R 6L 60**

---

---

15/11.66 (1.43)

Pst Jct

Down Mid

2L Lg/C

80

6R

150

Deceptive

4RLg >

40

5R

130

DC

4L

80

3R

130

16/12.66 (0.43)

Pst Lane

Armco

DC

3L 1/2 Lg

+

3R

→

4L

80

! DC

Finish Thru Dip

6RLg

40/C

6L ⊕ Lg

130

Pst Jnct

**6L Lg**

---

---

**40**

DC

**4L / Sm C**

---

---

**80**

**STOP**

---

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