

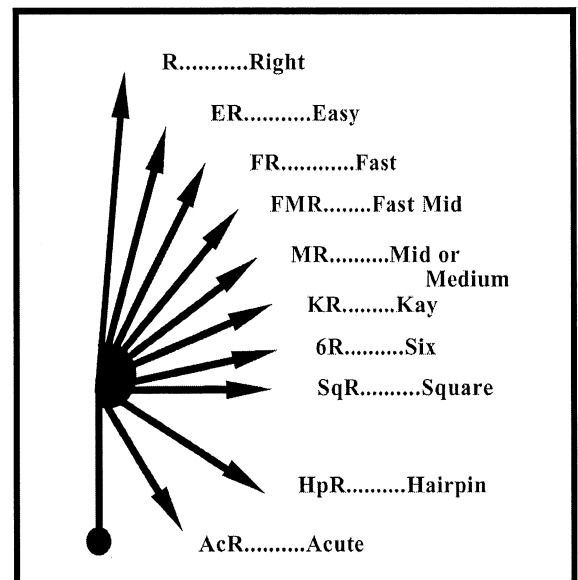
INFORMATION BOOK - NOTES - DESCRIPTIVE

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
Ĉ	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



Descriptive

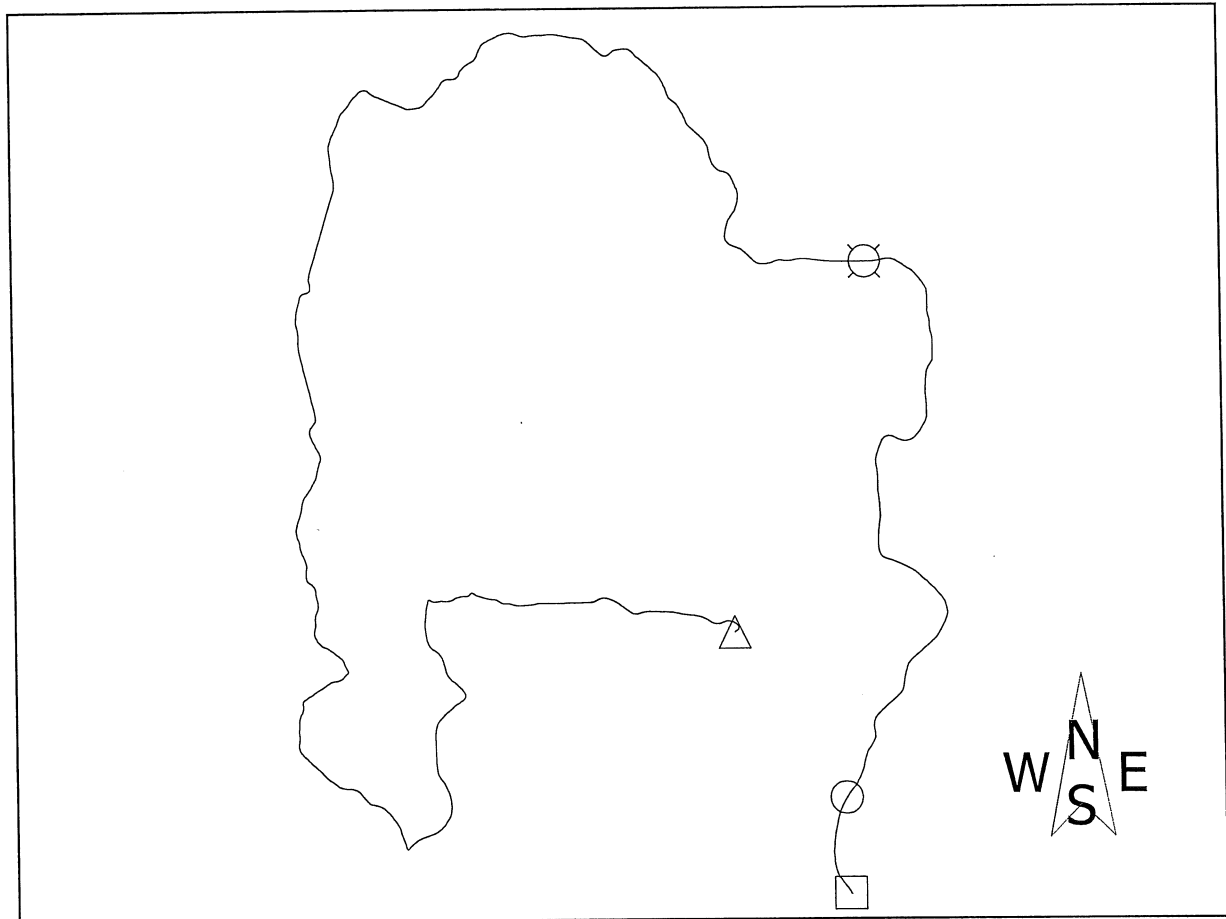
Linking everything are distances in yards - even numbers up to 100 (40, 60, 80), odd numbers over that (130, 150, 170, 250). Short distances will be → (into) or (and) +. Into means that the steering wheel will just about straighten between two corners, + (and) will be longer - 20/30 yards. A line under 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.

Produced on behalf of Patterson Agency Ltd.
PS Please check page numbers before the rally.

Donegal International
Rally 2017
Descriptive
Juniors

Event: Donegal 2017

SS 16-19 Atlantic Drive



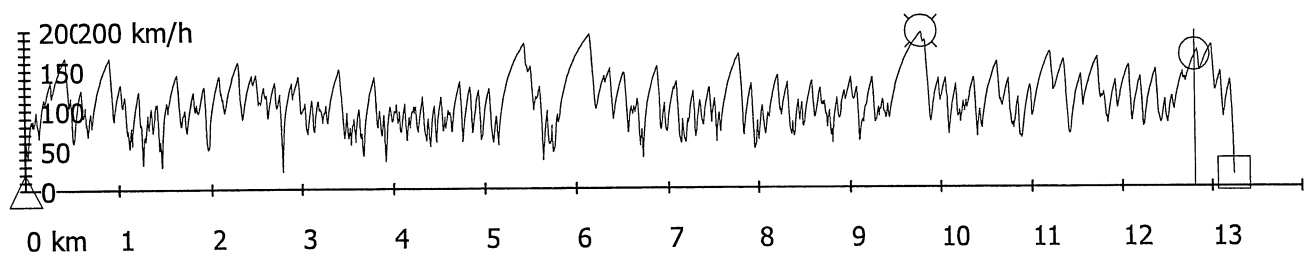
○ Length of stage to finishing line: 12800 m Altitude: 13-117 (Interval: 104) m

□ Length of stage to stop line: 13236 m

⊗ Max speed on stage: 195 km/h (pos: 9785)

Estimated stage time: 7:32

Estimated average speed on stage: 102 km/h



DC

Pst Jnct

HpL → FML KR → Jmp → FL

**+ ER + EL Think
80**

FML Jmp 6R 60 FML →

**KL + FMR 60 Mid
Jmp**

**60/Dip Cjmp FL Care Ahead
40**

Slowing

Jmp FMR / Dip → KL 6R →

3/1.29 (11.80)

Down Mid

V Tyt Bales o/s

KL 60 FMR → TURNHpL →

DC

KR → ML → KR 40 6R →

4/1.51 (11.58)

TURNHpL + EL/C 40 EL +

DC

ML/C + KR 60

6/2.00 (11.09)

Slowing

Down Mid

FML → **FR/C** → **TURN6R** **100**

DC

FML 1/2 Lg **150** **FML/C** +

For 150

ER Lg → **FR < CONTS** **40**

7/2.85 (10.24)

DC

FML **40** **TURNAcR** **80**

DC

FL/Br **60** **FML KR** **40**

KL 40 FMR > + MR/C ^{DC}

100/Dip Cjmp 40 MR + ^{Pst Factory}

KL → 6R → ML 6R/C + ↓

KL/Dip SqR[⊕]/DC 60 Cjmp → ^{Wall o/s} ^{Mid}

8/4.00 (9.09)

Dip → MR KL Lg + TURN SqL ^{DC} ^{DC}

40 **ML FR → ML FMR →**

KR/Jnct **ML FMR → ML/Cbmp**

Up Mid

40

Wall o/s

6L + KR

Up Mid

40**C KL**

40 **MR ML → FMR_{Lg} > 100**

KR**40****2 C's****ML****60**

Radio
9/5.06 (8.03)

Late	Care	Falls Away
TURNKL	40	Cjump + 6R +

DC

6L/Br → Jmp Dip 250

Slowing

ER 40 FML FR →

11/5.73 (7.36)

R Entry 3 Bales

		DC		
Chicane	+ C →	6R	+ 6L →	

			Up Mid
FMR/Dip	300	FL	60

ER ⁺ /C	40	FMR
--------------------	----	-----

Pst Shed DC

ER[⊕]/C

40

DC

FMR

100

DC

MR → FL/C_{bmp}

DC

FMR

+ ! 6R →

Pst Garage

Up Mid

SqR[⊕] → EL/Br

150

C ML

DC

40

KL

FR

+ EL

Care

40

DC Tyt

6R

DC

+ 6L

MR

40

12/7.53 (5.56)

DC

Pst Car Pk

6L + MR Lg 40 FMR →

DC

DC

DC

FR → KL + ER 40 ER

Stay Neat

100 ! KR 100 SqL[⊕] → KR +

DC

DC

DC

KR Lg FML 100/Sm C FMR

DC

80 KL KR 40

FMR/C → FML 60

For 80

FMR_{Lg} FL CONTS> + KR 40

Slowing

MR⊕ <Lg 40 FL 40

DC

6L <Lg + FMR 60 FML_{Lg} +

FMR FML FR/C_{bmp} 60

L of Mid

Think Ahead

Slowing DC

Cjump

130/_{Sm C}

EL/Cbump + ↓

Slippy ?

Care

MR

40

Cjump MR/Dip

40

DC

KR

40/_{C's}

FL FMR →

Pst Jnct

DC

DC

FML

FR

80

KR →

ML

40

EL⊕

60

Radio
13/10.43 (2.66)

Armco

For 100

Hse Below

FMR CONTS> → ! MR[⊖]Lg 40

Grvl i/s

6L[⊕] < 60 ML 40 ER

15/11.66 (1.43)

Pst Jnct

Care

Pst Jnct

130 ER EL 60 KL Lg/C

Down Mid

Deceptive

80 ER 150 FMR Lg >

DC

40 FR 130 FML 80

16/12.66 (0.43)

		Pst Lane	Armco
MR	130	ML $\frac{1}{2}$ Lg	+ MR \rightarrow

DC		! DC	
FML	80	ER Lg	40/C

Finish Thru Dip		Pst Jnct	
EL \oplus Lg	130	EL Lg	40

DC		
FML / Sm C	80	STOP
