

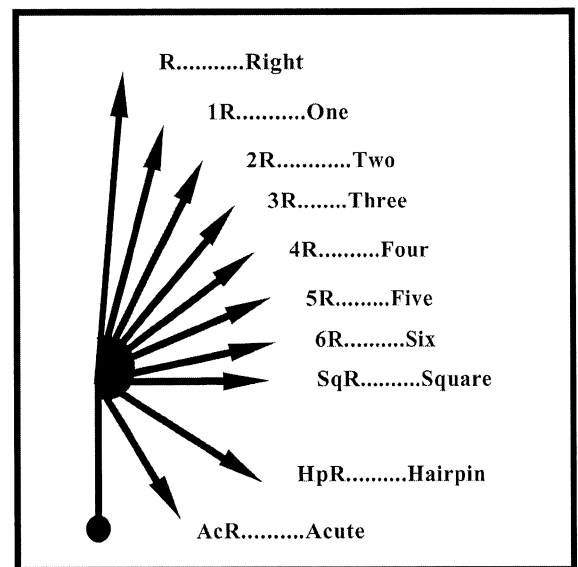
# INFORMATION BOOK - NOTES - NUMBERS

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
<	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
C	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
⊕	Slightly more open      i/s..Inside
⊖	Slightly tighter      DC..Don't Cut
↑	Up
↓	Down
→	Into
+	And

## Bend Indications



## Numbers

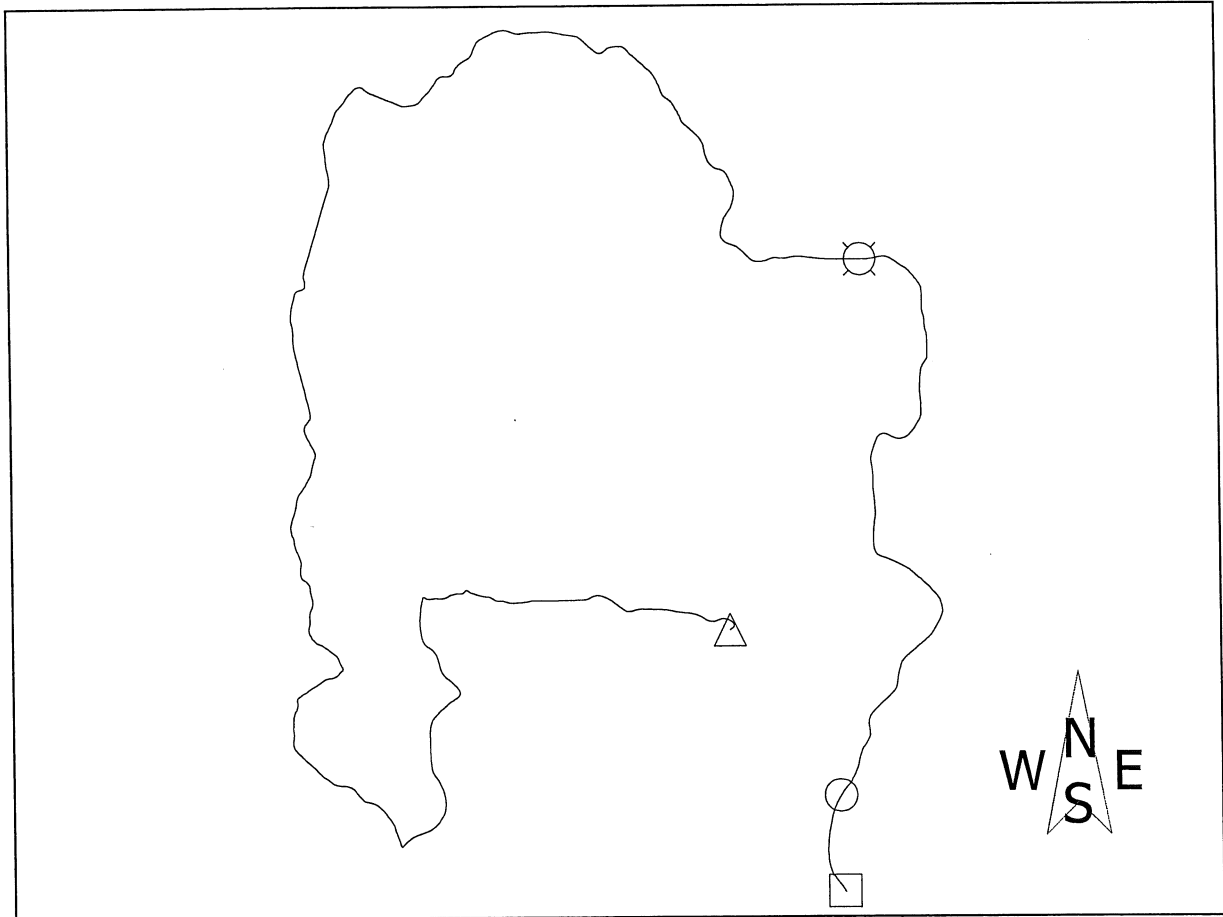
Linking everything are distances in yards - even numbers up to 100 (40, 60, 80), odd numbers over that (130, 150, 170, 250). Short distances will be → (into) or (and) +. Into means that the steering wheel will just about straighten between two corners, + (and) will be longer - 20/30 yards. A line under 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  
Numbers 1-6  
Juniors

# Event: Donegal 2017

## SS 16-19 Atlantic Drive



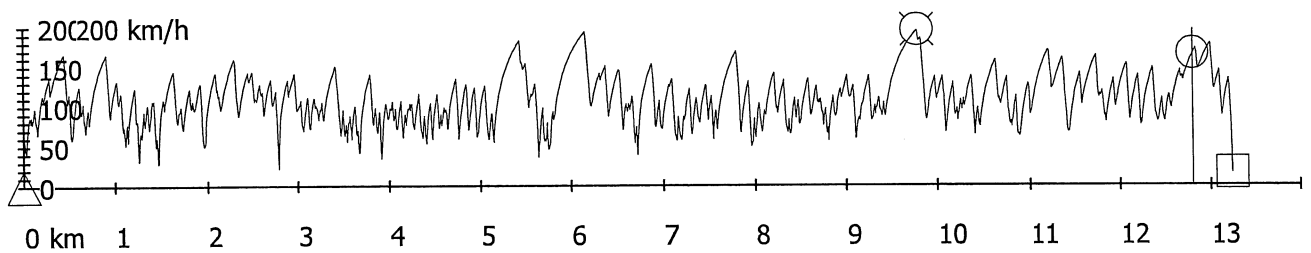
○ Length of stage to finishing line: 12800 m    Altitude: 13-117 (Interval: 104) m

□ 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 → 3L      5R → Jmp → 2L**

---

---

**+ 1R + 1L      Think  
80**

---

---

**3L Jmp 6R      60      3L →**

---

---

**5L + 3R      60      Mid  
Jmp**

---

---

**60/Dip      Cjmp 2L      Care Ahead  
40**

---

---

Slowing

**Jmp 3R/** → **5L 6R →**  
**Dip**

---

---

3/1.29 (11.80)

Down Mid

V Tyt Bales o/s

**5L 60 3R → TURNHpL →**

---

---

DC

**5R → 4L → 5R 40 6R →**

---

---

4/1.51 (11.58)

**TURNHpL + 1L/c 40 1L +**

---

---

DC

**4L/c + 5R 60**

---

---

6/2.00 (11.09)

Slowing

Down Mid

**3L → 2R/C → TURN6R**

**100**

**3L ½ Lg      150      <sup>DC</sup> 3L/C +**

For 150

**1RLg → 2R < CONTS      40**

7/2.85 (10.24)

DC

**3L      40      TURNAcR      80**

DC

**2L/Br      60      3L 5R      40**

5L      40      3R > + <sup>DC</sup> 4R/C

---

100/Dip      Cjmp      40      <sup>Pst Factory</sup> 4R +

---

5L → 6R → 4L    6R/C + ↓

---

5L/Dip      <sup>Wall o/s</sup> SqR<sup>⊕</sup>/DC      60      <sup>Mid</sup> Cjmp →

---

8/4.00 (9.09)

Dip → <sup>DC</sup> 4R    5L Lg    + <sup>DC</sup> TURN SqL

---

40    4L    2R → 4L

**40      4L   2R → 4L   3R →**  
 \_\_\_\_\_

**5R / Jnct      4L   3R → 4L / Cbmp**  
 \_\_\_\_\_

Up Mid		Wall o/s		Up Mid	
<b>40</b>	<b>6L + 5R</b>		<b>40</b>	<b>C 5L</b>	
	_____			_____	

**40      4R   4L → 3RLg >      100**  
 \_\_\_\_\_

**5R      40      2 C's      4L      60**  
 \_\_\_\_\_

Radio  
9/5.06 (8.03)

Late	Care	Falls Away
<b>TURN 5L</b>	<b>40</b>	<b>Cjmp + 6R +</b>

---

DC

**6L/Br** → **Jmp Dip**      **250**

---

Slowing

**1R**      **40**      **3L**      **2R →**

---

11/5.73 (7.36)

R Entry 3 Bales

DC

**Chicane**      **+ C →**      **6R**      **+ 6L →**

---

Up Mid

**3R/Dip**      **300**      **2L**      **60**

---



Pst Shed DC

1R<sup>⊕</sup>/C

40

DC

3R

100

DC

4R →

DC

2L/C<sub>bmp</sub>

3R

+

Pst Garage

! 6R →

Up Mid

SqR<sup>⊕</sup> → 1L/Br

150

C 4L

DC

40

5L

2R

+

1L

Care

40

DC Tyt

6R

DC

+ 6L

4R

40

12/7.53 (5.56)

DC                      Pst Car Pk

$$\underline{\underline{6L}} + \underline{\underline{4RLg}} \quad 40 \quad \underline{\underline{3R}} \rightarrow$$

DC    DC    DC

$$\underline{\underline{2R}} \rightarrow \underline{\underline{5L}} + \underline{\underline{1R}} \quad 40 \quad \underline{\underline{1R}}$$

Stay Neat

$$\underline{\underline{100}} \quad \underline{\underline{!5R}} \quad 100 \quad \underline{\underline{SqL^{\oplus}}} \rightarrow \underline{\underline{5R}} +$$

DC                      DC    DC

$$\underline{\underline{5R Lg}} \quad \underline{\underline{3L}} \quad \underline{\underline{100/Sm C}} \quad \underline{\underline{3R}}$$

DC

$$\underline{\underline{80}} \quad \underline{\underline{5L}} \quad \underline{\underline{5R}} \quad 40$$

$\underline{\underline{3R/C}} \rightarrow \underline{\underline{3L}} \quad 60$

$$\underline{\underline{3R/C \rightarrow 3L \quad 60}}$$

For 80

$$\underline{\underline{3RLg \quad 2L \text{ CONTS} > + 5R \quad 40}}$$

Slowing

$$\underline{\underline{4R^{\oplus} < Lg \quad 40}} \quad \underline{\underline{2L \quad 40}}$$

DC

$$\underline{\underline{6L < Lg + 3R \quad 60}} \quad \underline{\underline{3L Lg +}}$$

$$\underline{\underline{3R \quad 3L \quad 2R/C_{b\text{mp}} \quad 60}}$$

L of Mid

Think Ahead

Slowing DC

**Cjump**

**130**/<sub>Sm C</sub>

**1L**/**Cbmp**

+ ↓

Slippy ?

Care

**4R**

**40**

**Cjump 4R**/<sub>Dip</sub>

**40**

DC

**5R**

**40**/<sub>C's</sub>

**2L 3R** →

Pst Jnct

**3L 2R**

**80**

DC

**5R** →

DC

**4L**

**40**

**1L** ⊕

**60**

Radio  
13/10.43 (2.66)

Armco For 100

Hse Below

**3R CONTS> → ! 4R<sup>⊖</sup> Lg 40**

Grvl i/s

**6L<sup>⊕</sup> < 60 4L 40 1R**

15/11.66 (1.43)

Pst Jnct

Care

Pst Jnct

**130 1R 1L 60 5L Lg/C**

Down Mid

Deceptive

**80 1R 150 3R Lg >**

DC

**40 2R 130 3L 80**

16/12.66 (0.43)

		Pst Lane	Armco
<b>4R</b>	<b>130</b>	<b>4L ½ Lg</b>	<b>+ 4R →</b>
=====		=====	

DC		! DC	
<b>3L</b>	<b>80</b>	<b>1R Lg</b>	<b>40/C</b>
=====		=====	

Finish Thru Dip		Pst Jnct	
<b>1L ⊕ Lg</b>	<b>130</b>	<b>1L Lg</b>	<b>40</b>
=====		=====	

DC		
<b>3L / Sm C</b>	<b>80</b>	<b><u>STOP</u></b>
=====		=====