

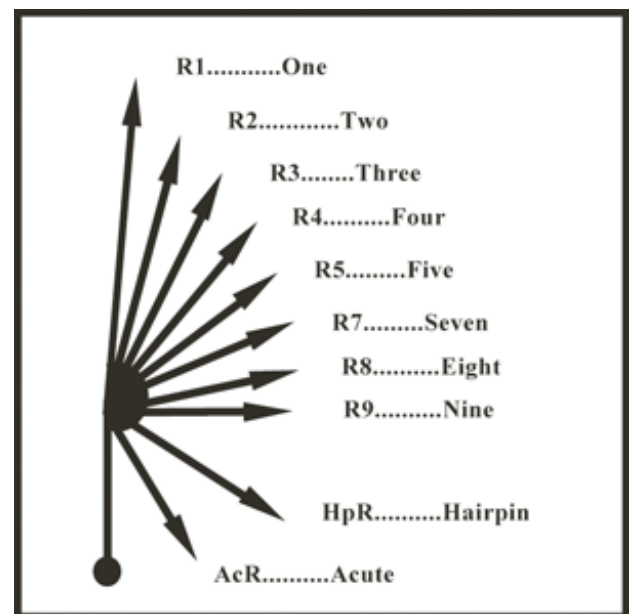
INFORMATION BOOK - NOTES - 1-9 NUMBERS

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
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
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



1-9 System

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.

NOTES START 0.15 FROM GATE @ STEEL WORKSHED ON R.

Thru Posts

L2 + R3_{Lg} → L5
=====

Care Ahead

40

2/0.15 (7.09)

Narr

R7[⊖] → Mid /_{Bmp} Br
=====

Thru Posts

40

Mid

C_{bmp}
=====

Bmpy

600

Mid

C_{jmp}
=====**80**

! DC

R4
=====

Down Mid

130**L5**
=====**400/_{C's} + Dips**

DC

R2
=====

Pst Lane

80

5/1.13 (6.11)

DC

! L7[⊕] → Mid /_{Br} → R7[⊕] →

DC

Slippy

Loose

DC

Stay Neat

L5 L_g > R8 → L7[⊕] → R9[⊕] →

L5 >/_c → R4[⊕] ½ L_g → L3 40

Late

R5 → L3/_C_{bmp} 100

Radio

7/1.78 (5.46)

! DC Rocks

R2 L5/_c 60 R3L_g 80

DC

Up Mid

Late

L3 → R3

130

R5 ⊕

60

Sm C

L4 → R2

+ L4½Lg →

8/2.27 (4.97)

Slowing

Loose

Sddn

R2

40

R3 →

TURNHpR →

DC

L4

40

! Sm C

R7/

Narr

Logs Cont

130

L7 ⊕ /c

60

L8½Lg + R4½Lg

DC

Logs

$$\underline{\underline{L8^{\frac{1}{2}}Lg + R4^{\frac{1}{2}}Lg > /_{Sm} C}} \qquad 40$$

Logs Cont

DC

$$\underline{\underline{R7^{\oplus} \rightarrow L8^{\oplus}Lg \qquad 100/C}}$$

! Logs Cont

$$\underline{\underline{R2^{\oplus} /_{Sm} C \qquad 60 \qquad L4^{\oplus} \qquad 170 \downarrow}}$$

Loose

$$\underline{\underline{! Sm Bmp \rightarrow L4 \qquad R5 /_{Narr} \rightarrow L3}}$$

Mid

$$\underline{\underline{40 \qquad C_{bmp} \qquad 40}}$$

$$L3^{\oplus} \ R5^{\oplus} /_{Narr} \rightarrow$$

DC DC Neat Slippy Care
L3[⊕] **R5[⊕]** / **Narr** → **L3½ Lg** →

DC Think
R7[⊕] ½ Lg → **Sm C** → **R2** **60**

V Deceptive DC
!! L4 → **R7** → **L4** → **R3** **40**

L7[⊕] ½ Lg **40** **R5 > →**

DC Logs Cont
! Sm C **L5** + ↓ **R4[⊖]** **40**

DC Loose

R9[⊕]

=====

More Logs

40

R3

=====

Down Mid

130

Narr Slippy

DC

Down Mid

! Sm C

L7[⊕] →

R7[⊕]

200

=====

Radio
9/4.17 (3.07)

Slowing

! Ditches

R4^½Lg + TURNL9[⊕]/_{Narr}

40

=====

Slippy Conts

L3

130

L2

40

R4

=====

=====

Care

40

10/4.49 (2.75)

$$\underline{\underline{R2 /_{Sm} C \quad > \rightarrow \quad R3 \rightarrow \quad Mid /_{Bmp} Br \quad +}}}$$

Stay Neat

$$\underline{\underline{L4 \quad 450 \quad R7 < \quad 40}}}$$

$$\underline{\underline{L5^{\oplus} \quad + \quad R1 /_{Sm} C \quad \rightarrow}}}$$

Loose

Slippy

$$\underline{\underline{R4 Lg /_{Narr} \quad > \rightarrow \quad R5 \quad 80}}}$$

Radio
11/4.96 (2.28)

$$\underline{\underline{L3^{\ominus} \quad 60}}}$$

Slippy Conts

For 130

R3 < → **R2** CONTS **80** **R2** →

L3^{1/2}Lg > → **L4** **40**

DC

Down Mid

R4 ⊕ **60** **R3** **170**

DC

R2 **40** **R5** ⊕ **40**

$$\underline{\underline{L3_{/Bmp} + R2_{/Bmp} \rightarrow L4^{\oplus} \rightarrow}}$$

$$\underline{\underline{R1_{/Sm\ C}}} \qquad 130 \downarrow \qquad \begin{matrix} \text{Slippy} \\ \underline{\underline{L7^{\frac{1}{2}}Lg}} \end{matrix} \qquad \begin{matrix} \text{Pst Quarry} \\ 40 \end{matrix}$$

$$\underline{\underline{Sty\ L \rightarrow R8^{\oplus} \rightarrow L5 \qquad 40}}$$

$$\underline{\underline{R3^{\frac{1}{2}}Lg/_C \rightarrow R4^{\frac{1}{2}}Lg/_{Sm\ C} \qquad 60 \downarrow}}$$

$$\underline{\underline{L7^{\oplus}^{\frac{1}{2}}Lg \qquad 80}}$$

! Stay Mid Pst Br
R4[⊕] 40 L3[⊖] Lg 60

!! DC Pst Rocks
R2 60 L3 → R2 60

! River o/s
R8[⊕] ½ Lg → L3 80/Sm C

DC
R4 + L3[⊕] Lg → R2 40

R4 40

DC Loose Finish

L4Lg →

R4Lg > → Thru Posts → L9 →

Mid /_{Br} Stop
