

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.

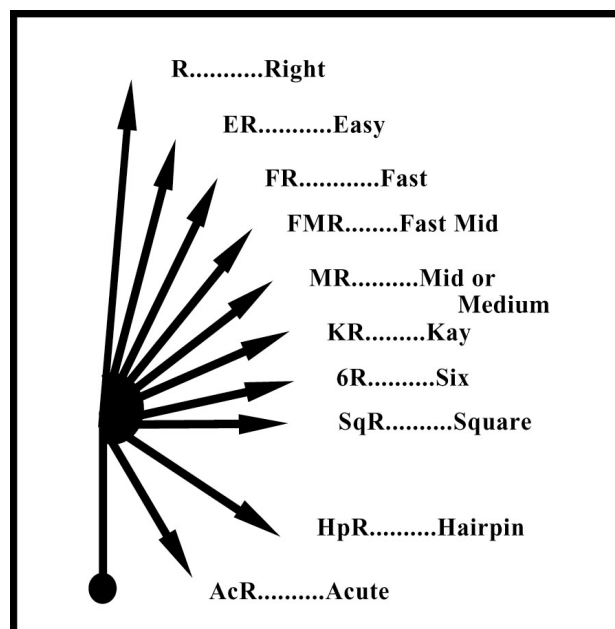
Abbreviations

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

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.

Bend Indications



Descriptive

Border
Counties
2023
Descriptive

Thru Posts

Care Ahead

EL + FR_{Lg} → ML

40

2/0.15 (7.09)

Narr

Thru Posts

Mid

KR[⊖] → Mid /_{Bmp} Br

40

C_{bmp}

Bmpy

Mid

! DC

Down Mid

600

C_{jmp}

80

FMR

130

DC

Pst Lane

ML

400/_{C's} + Dips

ER

80

!KL[⊕] → Mid /_{Br} →

5/1.13 (6.11)

DC
! KL $\oplus$ $\rightarrow$ Mid /_{Br} $\rightarrow$ KR $\oplus$ $\rightarrow$

Slippy Loose DC Stay Neat
ML_{Lg} > 6R $\rightarrow$ KL $\oplus$ $\rightarrow$ SqR $\oplus$ $\rightarrow$

ML >/_c $\rightarrow$ FMR $\oplus$ ½Lg $\rightarrow$ FL 40

Late
MR $\rightarrow$ FL/_C_{bmp} 100

Radio
7/1.78 (5.46)

! DC Rocks
ER ML/_c 60 FR_{Lg} 80

FL $\rightarrow$ FR 130

DC

FL → FR

Up Mid

130

Late

MR⊕

60

Sm C

FML → ER

+

FML ½ Lg →

8/2.27 (4.97)

Slowing

ER

40

Loose

Sddn

FR →

TURN

HpR →

DC

FML

40

!

Sm C

KR/

Narr

Logs Cont

130

KL⊕/c

60

6L ½ Lg

+

FMR½ Lg

DC

Logs

$6L \frac{1}{2} Lg$

$+ FMR \frac{1}{2} Lg$

$> /_{Sm} C$

40

Logs Cont

DC

$KR^{\oplus}$

$\rightarrow$

$6L^{\oplus} Lg$

$100 /_C$

! Logs Cont

$ER^{\oplus} /_{Sm} C$

60

$FML^{\oplus}$

$170 \downarrow$

Loose

$! Sm Bmp$

$\rightarrow$

FML

$MR /_{Narr}$

$\rightarrow$

FL

Mid

40

C_{bmp}

40

DC

DC Neat

Slippy

Care

FL[⊕]

MR[⊕]/Narr

→

FL ½ Lg

→

DC

Think

KR[⊕] ½ Lg

→

Sm C

→

ER

60

V Deceptive

DC

!! FML

→

KR

→

FML

→

FR

40

KL[⊕] ½ Lg

40

MR > →

DC

Logs Cont

! Sm C

ML

+

↓

FMR[⊖]

40

DC Loose

SqR⊕

More Logs

40

FR

Down Mid

130

! Sm C

Narr Slippy

KL⊕ →

DC

KR⊕

Down Mid

200

Radio

9/4.17 (3.07)

Slowing

FMR ½ Lg

! Ditches

+ TURN**SqL**⊕ / Narr

40

Slippy Conts

FL

130

EL

40

FMR

Care

40

10/4.49 (2.75)

$$\underline{\underline{\text{ER}_{\text{Sm C}} > \rightarrow \text{FR} \rightarrow \text{Mid}_{\text{Bmp Br}} +}}$$

Stay Neat

$$\underline{\underline{\text{FML} \quad 450 \quad \text{KR} < \quad 40}}$$

$$\underline{\underline{\text{ML}^{\oplus} + \text{R}_{\text{Sm C}} \rightarrow}}$$

Loose

Slippy

$$\underline{\underline{\text{FMR}_{\text{Lg}_{\text{Narr}}} > \rightarrow \text{MR} \quad 80}}$$

Radio
11/4.96 (2.28)

$$\underline{\underline{\text{FL}^{\ominus} \quad 60}}$$

Slippy Conts

For 130

FR < → ER CONTS 80 ER →

FL $\frac{1}{2}$ Lg > → FML 40

DC

Down Mid

FMR $\oplus$ 60 FR 170

DC

ER 40 MR $\oplus$ 40

$$\underline{\underline{FL_{/Bmp} + ER_{/Bmp} \rightarrow FML^{\oplus} \rightarrow}}$$

$$\underline{\underline{R_{/Sm\ C}}} \qquad 130 \downarrow \qquad \begin{array}{c} \text{Slippy} \\ \underline{\underline{KL\ \frac{1}{2}Lg}} \end{array} \qquad \begin{array}{c} \text{Pst Quarry} \\ 40 \end{array}$$

$$\underline{\underline{Sty\ L \xrightarrow{\text{Fence i/s}} 6R^{\oplus} \rightarrow ML \quad 40}}$$

$$\underline{\underline{FR\ \frac{1}{2}Lg_{/C} \rightarrow FMR\ \frac{1}{2}Lg_{/Sm\ C} \quad 60 \downarrow}}$$

$$\underline{\underline{KL^{\oplus}\ \frac{1}{2}Lg \quad 80}}$$

! Stay Mid

Pst Br

FMR $\oplus$

40

FL $\ominus$ Lg

60

!! DC

Pst Rocks

ER

60

FL $\rightarrow$ ER

60

! River o/s

DC

6R $\oplus$ $\frac{1}{2}$ Lg $\rightarrow$ FL

80/Sm C

FMR

+ FL $\oplus$ Lg $\rightarrow$ ER

40

FMR

40

DC Loose Finish

FML_{Lg} →

FMR_{Lg} > → Thru Posts → SqL →

Mid /_{Br} Stop
