

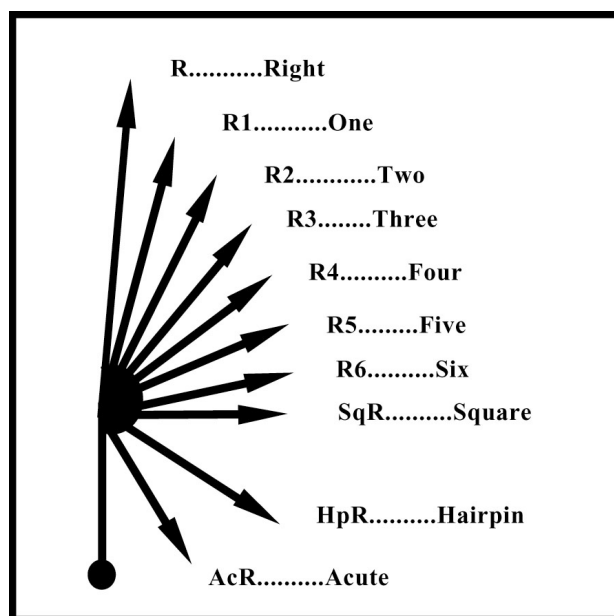
INFORMATION BOOK - NOTES - DIRECTION FIRST

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
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

Bend Indications



Direction First

Linking everything are distances in metres - 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.

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PS Please check page numbers before the rally.

Border
Counties
2023
Direction First

NOTES START 0.15 FROM GATE @ STEEL WORKSHED ON R.

Thru Posts

L1 + R2_{Lg} → L4

Care Ahead

40**2/0.15 (7.09)**

Narr

R5[⊖] → Mid /_{Bmp} Br

Thru Posts

40

Mid

C_{bmp}

Bmpy

600

Mid

C_{jmp}**80**

! DC

R3

Down Mid

130**L4****400/_{C's} + Dips**

DC

R1

Pst Lane

80

5/1.13 (6.11)

DC

! L5[⊕] → Mid /_{Br} → R5[⊕] →

DC

Slippy

Loose

DC

Stay Neat

L4 L_g > R6 → L5[⊕] → SqR[⊕] →

L4 >_{/c} → R3[⊕] ½ L_g → L2 40

Late

R4 → L2/_C_{bmp} 100

Radio
7/1.78 (5.46)

! DC Rocks

R1 L4/_C 60 R2L_g 80

DC

L2 → R2

Up Mid

130

Late

R4⊕

60

Sm C

L3 → R1

+

L3½Lg →

8/2.27 (4.97)

Slowing

40

Loose

Sddn

R1

R2 →

TURNHpR →

DC

L3

40

! Sm C

R5/
Narr

Logs Cont

130

L5⊕/
C

60

DC

Logs

$$\underline{\underline{L6^{\frac{1}{2}}Lg + R3^{\frac{1}{2}}Lg}} > \underline{\underline{/_{Sm} C}} \quad 40$$

Logs Cont

DC

$$\underline{\underline{R5^{\oplus} \rightarrow L6^{\oplus}Lg}} \quad 100/_C$$

! Logs Cont

$$\underline{\underline{R1^{\oplus} /_{Sm} C}} \quad 60 \quad L3^{\oplus} \quad 170 \downarrow$$

Loose

$$\underline{\underline{! Sm Bmp \rightarrow L3 \quad R4 /_{Narr} \rightarrow L2}}$$

Mid

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

$$L2^{\oplus} \quad R4^{\oplus} /_{Narr} \rightarrow$$

DC DC Neat Slippy Care
L2[⊕] **R4[⊕]** / **Narr** → **L2½ Lg** →

DC Think
R5[⊕] ½ Lg → **Sm C** → **R1** **60**

V Deceptive DC
!! L3 → **R5** → **L3** → **R2** **40**

L5[⊕] ½ Lg **40** **R4** > →

DC Logs Cont
! Sm C **L4** + ↓ **R3[⊖]** **40**

DC Loose

More Logs

Down Mid

SqR[⊕]

40

R2

130

Narr Slippy

DC

Down Mid

! Sm C

L5[⊕] →

R5[⊕]

200

Radio

9/4.17 (3.07)

Slowing

! Ditches

R3 ½ Lg

+

TURN

SqL[⊕]

/

Narr

40

Slippy Conts

L2

130

L1

40

R3

Care

40

R1

/

Sm C

>

→

R2

→

10/4.49 (2.75)

$$\underline{\underline{R1 /_{Sm} C > \rightarrow R2 \rightarrow Mid /_{Bmp} Br +}}$$

Stay Neat

$$\underline{\underline{L3 \quad 450 \quad R5 < \quad 40}}$$

$$\underline{\underline{L4^{\oplus} + R /_{Sm} C \rightarrow}}$$

Loose

Slippy

$$\underline{\underline{R3 Lg /_{Narr} > \rightarrow R4 \quad 80}}$$

Radio
11/4.96 (2.28)

$$\underline{\underline{L2^{\ominus} \quad 60}}$$

Slippy Conts

For 130

R2 $< \rightarrow$ **R1** **CONTS** **80** **R1** $\rightarrow$

L2 $\frac{1}{2}$ Lg $> \rightarrow$ **L3** **40**

DC

Down Mid

R3 $\oplus$ **60** **R2** **170**

DC

R1 **40** **R4 $\oplus$** **40**

$$\underline{\underline{L2/Bmp + R1/Bmp \rightarrow L3^{\oplus} \rightarrow}}$$

$\underline{\underline{R/Sm\ C}}$	130 ↓	Slippy $\underline{\underline{L5\frac{1}{2}Lg}}$	Pst Quarry 40
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	Fence i/s		
Sty L	→	R6[⊕]	→ L4 40

$$\underline{\underline{R2\frac{1}{2}Lg/C \rightarrow R3\frac{1}{2}Lg/Sm\ C}} \quad \quad \quad \mathbf{60\downarrow}$$

$$\underline{\underline{L5^{\oplus}\frac{1}{2}Lg}} \quad \quad \quad \mathbf{80}$$

! Stay Mid Pst Br

R3[⊕] 40 L2[⊖]Lg 60

!! DC Pst Rocks

R1 60 L2 → R1 60

! River o/s

R6[⊕] ½ Lg → L2 80/Sm C

DC

R3 + L2[⊕]Lg → R1 40

R3 40

DC Loose Finish

L3Lg →

R3Lg > → Thru Posts → SqL →

Mid /_{Br} Stop
