

GUIDE TO STAGE NOTES .

Whilst every care has been taken with the preparations and printing of these Stage Notes, competitors must realise that the grading of the corners which the Notes contain is inevitably a subjective matter which cannot take into account the capabilities of either individual cars or drivers. The responsibility for their own safety rests squarely upon competitors to remain within those capabilities.

These notes are intended to give a description of the road. They do not tell you how quickly to drive. It is essential that the driver and the co-driver understand in advance what all symbols and abbreviations, which appear, mean. In addition, the co-driver must read through all the notes in advance of the rally to ensure that he or she knows exactly what is to be said. You may also make underlinings where you think that you have a difficult combination to read. Look out for the continuity when you turn a page! We have made some underlinings where we think it is important to read a sequence in advance or together. One of the most critical parts in notes is a sequence where you have a number of corners following each other in the same direction and having a slow corner at the end. If you miss one of the first corners you may get in problems in the slow one. Watch out for such combinations!

If you are lost you will find some reference points. The most important aid in this case is however the distance information under some junctions and at the start of every line. Note that the running distance measurement starts at the start of the stage! The straits are measured from exit of one corner to entrance of next. When measured to/from crest it is to/from top of crest.

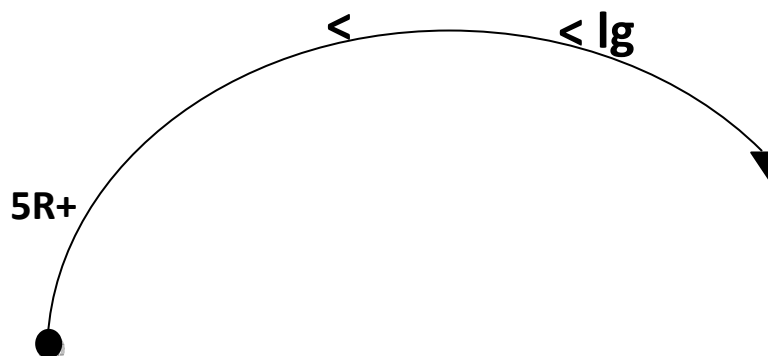
NOTE!! You are solemnly responsible to check that you have got all pages and that no information is missing, incomplete or not understood. Please certify before start at each stage that position of the start corresponds with the description in the notes.

When there is a corner as the first note you start in that corner.

Have fun and drive safely!

NOTE:

5R+ < <lg



TO HELP WITH THE READING OF INSTRUCTIONS THAT HAVE LONG CORNERS AND OPEN, I HAVE INTRODUCED THE WORD LONG "Lg" TO THE LAST "<" OF THAT PARTICULAR INSTRUCTION. PLEASE NOTE THAT THIS ONLY APPLIES TO VERY LONG CORNERS.

Abbreviations

Grade of corner (describes mainly the angle of the steering wheel or radius of the corner)

- 8** = Fastest Corner
- 1** = Slowest Corner
- +** = Character after the direction denotes a slightly faster corner
- = Character denotes a slightly slower corner than indicated

Directions

- R** = Right
- L** = Left

Straight = Distance in metres measured to/from entrance/exit of corner, top of crest or start of bridge

Kinks = You have an overview over a straight with undefined corners

Warning

- !** = Wake up
- !!** = Caution
- !!!** = Caution/Danger

Crest/brow

- SmCr** = Small crest/brow. You usually see the road after it
- Cr** = Crest/brow. You usually don't see the road after it
- Jump** = Jump, car may leave the group

Linked Corners

- >** = Corner closes one grade or to grade as indicated
- <** = Corner is immediately followed by a faster corner

/ = Over. Crest begins before end of corner so the crest will cause bad grip in the corner i.e. 4L/smCr (4 left over small crest)

Duration of Corner

- Short** = Duration is less than a normal corner of indicated grade but same angle
- Lg** = More duration than normal
- Vlg** = Very long duration

Miscellaneous

-][** = Bridge or cattle grid
- Jct** = Junction which you pass
- In jct** = Junction where you turn

dgw = Don't go wide

D/C = Do not cut

Kp = Keep

5R+ 120 ! Cr 8L>5 3R/Cr 4Llg 50][40 6R

In our descriptive system the line would be:

MR+ 120 ! Cr AL>M HpR/Cr KLlg 50][40 FR