

Stage Notes Description and Glossary

The official Stage Notes for the 2003 SCCA ProRally Championship will be produced by **P-Sport**. The latest version of the inertia based **Jemba Safety Notes System** will be used in the note development process. This system will provide a set of basic corner grading for all the SCCA events. A team was assembled from Europe and North America to develop the terminology and definitions for application to the SCCA Series. The Stage Notes will be produced in both figure based and descriptive formats. The Stage Notes are **safety notes** and **NOT PACE NOTES** where the individual driver defines his or her optimum line through the corners. The corner grades are measured, and sometimes adjusted manually, but may not provide all the information that can be included to optimize performance through the corner. The Stage Notes will provide information to **describe the road** as consistently as possible with this setup and provide knowledge to negotiate the corner safely. The Stage Notes provide much more information than a Route Book approach.

The figure based system is similar to that used in National and World Championship Rallies throughout the rallying world. The idea underlying the system is increasing number for increasing speed (gear). All corners except the fastest (6) and slowest (1) may have a plus (+) to indicate a slightly faster corner than that grade, or a minus (-) to indicate a slightly slower corner of the same grade. Further corner descriptors such as "opens" or "tightens" and duration of "long" or "very long" will also be used through abbreviations and indicate a longer duration corner than normal. Distance of straights will be supplied as well as the usual descriptors: crest, dips, etc.

Information within () is not aimed to be called to the driver but aimed to be a help for the codriver as a landmark when he or she is lost in the notes. Example: (house), (past jct), (lake). When this information is given without () it is our opinion that it should be called to the driver to guide him or her.

The descriptive format will mirror the same information as the figure based system in words rather than numbers. Descriptive notes have a different syntax in the respect that they give the grade **BEFORE** the direction. Although the descriptive system relies on common rally terms, they may be different to those that people are used to, and may require rethinking of assumptions of terms like hairpin or medium. Such descriptive terms give a preconceived notion which may vary between individuals. *It is suggested that people used to a descriptive system try the numerical system to avoid possible confusion of descriptive terms.*

Hint:

People new to Stage Notes may find that using "+" and "-" after corners provides too much information to be understood. Should this be the case the notes will work perfectly well without those additions, but they will obviously be less exact.

"Short" and "late" may also be omitted.

Dropping < is also possible, but will give less accurate straights. DO NOT neglect ">"!

The following definitions and abbreviations will be used:

Direction of corner

Direction is given as **R** (right) or **L** (left) **BEFORE** the grade of corner for numeric system and **AFTER** for descriptive.

Grade of corner

The grade of the corner is measured and describes mainly the angle of the steering wheel which corresponds to the radius of the corner. There are 14 graduations in the corner definitions with 6 primary grades and 8 plus or minus refinements. A (+) after the corner means a slightly **FASTER** corner. A (-) after the corner means a slightly **SLOWER** corner.

Additional descriptors for a corner are added after direction and grade.

Information	Note descriptive left	Note figure based left	Note descriptive right	Note figure based right
Flat (fastest corner)	FL	L6	FR	R6
Easy plus	EL+	L5+	ER+	R5+
Easy	EL	L5	ER	R5
Easy minus	EL-	L5-	ER-	R5-
Medium plus	ML+	L4+	MR+	R4+
Medium	ML	L4	MR	R4
Medium minus	ML-	L4-	MR-	R4-
Kay plus	KL+	L3+	KR+	R3+
Kay	KL	L3	KR	R3
Kay minus	KL-	L3-	KR-	R3-
Bad plus	BL+	L2+	BR+	R2+
Bad	BL	L2	BR	R2
Bad minus	BL-	L2-	BR-	R2-
Hairpin (Slowest corner)	HL	L1	HR	R1

Duration of corner

Information for duration is given after corner grade.

Information	Note
Length in yards is less than a normal corner of indicated grade but at least same angle. Note! This may be slower than the normal corner of same grade!	short
Normal duration	
More duration than normal	lg
Very long duration	Vlg
Still longer duration-Extra Long	Xlg
Extreme duration or where it is hard to define the position e.g. Cr/100 L6/150	/xxx

Further Corner Description

Further descriptions of corners are given **AFTER** the basic corner description (direction and grade).

Information	Note
Late or very late apex, where the first (fast) part of the corner is less important compared to the second (slow) part. The first part of the corner has been omitted in the notes. Example: R4late or MRlate	late
"Tightens" or "Closes". Corner is immediately, without any straight, followed by a slower corner in the same direction. The slower grade will be indicated if there is a difference of more than two steps in the grades as L6 >4, which means the L6 continues into a L4. In this example "L6 >4" is a short form for "L6 into L4"	>
"Opens". As above but indicating a faster grade. Grade is not given for the continuation.	<
"Opens and tightens". A combination where the first section is followed by a faster section and finally a slower section. Grade (but not direction) is usually given also for the last section. Note that the last section may be faster than the first section. This makes it possible to see combinations like: L3<>4 or (KL<>M). It may also be combined with duration(s) like L3<lg>4 or (KL<lg>M) or even L3</150>4 or (KL</150>M).	<>

Cautions - warnings

Information	Note
"Caution". Used as a Wake up - may be marked in road book and alongside the road with signs	!
"Double Caution". Beware, there is likely to be something difficult on or alongside the route - may be marked in road book and alongside the road with signs	!!
"Triple Caution". Danger, serious hazard - may be marked in road book and alongside the road with signs	!!!

Distances/Straights

Official distances are given in the left-hand column at the start of each line of the stage notes, and instruction numbers are given in the right hand margin – cumulative distances to each route book instruction are given under the appropriate stage note. These may be useful, should the co-driver lose his or her place in the notes, as a pick up point.

The numbers given in the right hand column show the distance left to the end of each stage.

Information	Note
A second corner/object (to/from entrance/exit of corner, crest, bridge, etc.) has to be taken into consideration for line on the road for the first corner/object, eg. L4 into R3, means that there is no time to change your line after the L4, and that the driver may need to take a slightly different line to allow for the R3	into
A brief distance between corners, less than 40 yards, just allowing change of line	
A slightly longer distance between corners/objects, usually between 40-60 yards	50
Distance in yards between corners/objects. Shorter distances than 50 yards are given only if it is very important, usually after crests eg. Cr 30 L4.	50, 70, 100, 120, 150, 180, 200, 250...
You have a view along a straight with undefined slight corners, or corner(s) over a straight may be less severe than the fastest grade of defined corners.	kinks

Road Descriptors

Information	Note
Small crest/brow. You usually see the road after it	smCr
Long small crest is where the crest continues over a longer distance.	lgsmCr
Crest/brow. You usually don't see the road after it	Cr
Big crest. Road falls away steeply on the backside of Cr - big loss of grip	BigCr
Action on top of crest (Example: turn L3 onCr)	onCr
Long crest is where the crest continues over a longer distance.	lgCr
Crest over 70 indicates a long crest over a straight of 70 yards	Cr/70
Small jump, car will lose some traction because of the crest	smJump
Jump, car may leave the ground	Jump
Big jump, car will leave the ground	BigJump
Bump, the road surface may be uneven as a result of ruts across the road, rocks poking up or other situations which will disturb the handling of the car when hit	bmp
Big bump, severe bump (potentially car damaging)	BigBmp
Dip, road in a shallow V shape	dip

Over

Information	Note
<p>"Over". Usually associated with Crest, which begins before end of a corner so the crest may cause bad grip in the corner. May also be used with a bridge, corner or other objects (e.g. /[]).</p> <p>Long crests or corners may be defined over distances (e.g. Cr/100 L6/350) where they are hard to define in terms of where they start and end or if the extension is extreme.</p>	/

Underlining-linked instructions

Tricky combinations may be underlined to indicate that parts belong to the same combination. Often used to indicate that a fast corner is closely followed by a slow corner which the driver should be made aware of early.

When the underlining ends with an arrow it means the same combination continues at next line

A sequence of notes could look like:

mi	Notes	to end
1.293	R6 120 ! <u>Cr L6>4+</u>	6.663
1.767	<u>R5/Cr into turn L4-lg</u>	6.317
2.113	50 [] R3 n.c.	6.286

The above would be read as follows:

Right six ____ one hundred and twenty ____ caution crest left six tightens four plus

Right five over crest into turn left four minus long

Fifty ____ bridge ____ right three no cut

Miscellaneous

The first page of the stage notes for each stage gives:

- the page number, and number of pages for the stage concerned*. NB. Crews should check that they have the correct number of pages in the correct order for each stage.
- the name of the event*
- the stage name, number, and length*
- detail of the actual start location
- a brief description of the stage
- the line at the bottom of each page, which is in different print, gives the notes from the first line of the following page*

*these details are repeated on each subsequent page

Glossary of terms/descriptions used in the stage notes

Self explanatory terms are not included in this glossary, only abbreviations and terms which need an explanation.

2*Cr, 2*dip, 3*smCr.... Two, three... of the same kind of feature

@T At T-junction. Don't overshoot!

@Y At Y-junction, usually given just as a navigational aid

& And, used to describe an additional road condition e.g. loose & down.

, Comma may be used to enhance the limitation of a block like "L5 soft R6" means L5 is soft whereas "L5 ,soft R6" means soft starts just before R6.

! Caution. As described under Cautions - warnings

!! Double Caution. As described under Cautions - warnings

!!! Triple Caution/Danger. As described under Cautions - warnings

|| Bridge

< Opens. As described under Further Corner Description

> Tightens. As described under Further Corner Description

? Denote something that may be true. Mainly water has got this information as it may change over time. It may be read "maybe".

at

bad

brake Considerable change of pace

bmp Bump. As described under Road Descriptors

chicane Artificial barrier to reduce speed

ditch Rut transversal to the road

down Downhill

DropR, DropL,

Drop outside Exposure/drop right, left or outside corner.

exit	At the exit of the curve
Finish	Flying finish of special stage
gap	A break in vegetation or terrain which may be deceptive
Guard	Cattle Guard
Hole	
inside	Inside a corner. Example: water inside
into	As described under section Distances/Straights
Jct	Junction which you pass (for co-driver reference)
late	Late apex
lg	Long. As described under Duration of corner and crest
loose	Loose surface of the road
nar	Road narrows
n.c.	No cut. Stone or other obstacle inside corner
next	Specified condition exists over a distance. E.g.: gravel next 900
o.c.	Off camber
onCr	On crest. As described under Crest/brow
outside	Something is present outside (usually at exit) of corner or you are told to stay outside something. Example: tree outside
past	You pass a landmark.
past Jct	You pass a junction without turning
RC	Radio control
rd	Road
r.r.	Railroad crossing
rox	Rocks
ruf	Rough
tarmac	Tarmac sealed road surface
slippy	Slippery
soft	Soft body of the road e.g. sand
Start	Start of special stage or specified condition
stay	Same as keep
stay L, stay R	Stay Left/ Right. Same as keep left/ right
stay out	Take an outside line through a corner. Same as keep out
straight	Main direction straight
Stop	Stop at time control
thru	Through
turn	Junction where you turn. Distance from start to junction is given under note Example: turn R4
up	Uphill
w.b.	Water bar
water	Water may affect the car