

Introduction

The 2010 Desert Storm organizer supplied notes were prepared from February 12-15, 2010, four weeks prior to the rally, with a system that gathered steering wheel input and odometer readings. A subsequent pass was made to refine this information. A final pass was made to add underlining, check consistency, and further refine feature descriptions. The 2009 notes were the basis for most stages. The updates to last year's notes plus the new stages (Wiley's Well, Graham Pass South) were made by Mike & Paula Gibeault.

It should be noted that the California stages had received grading in most areas (excluding the middle section of Chocolate Mountain) prior to preparing this year's stage notes. The Arizona roads had not received grading and were considerably rougher than 2009. Competitors should keep in mind that: 1) the roads may deteriorate due to additional rain between notes prep and the rally; 2) the roads may be graded prior to the event. **Teams should be prepared to make changes to the notes during recce, this year.**

The Desert Storm roads will provide a real challenge to driver and especially to co-driver, as they are extremely three-dimensional with complex combinations of dips and crests. As a result the following observations should be noted:

- The roads generally vary between faster open sections on higher ground and sections that cross the alluvial. Where the roads cross these stream beds, there are usually a series of crest-dip-crest combinations.
- In many cases only the most significant feature (either a dip or a crest) is noted. If the crest AND the dip or the dip AND the crest are both of significance to the driver, then both (or even all three) are noted. This is something the teams should keep in mind when ensuring that they are following the notes correctly at speed.
- Some small crests and small dips have been omitted if we did not consider them to be significant enough to be noted.
- Some information of less significance may be deleted in very complex instructions. Ex: L5-lg/smCr nar/Jmp/BigDip where the "lg" is not as critical as the other features, resulting in L5-/smCr nar/Jmp/BigDip.
- Teams should read the definitions of terms such as Dip, Jmp, Cr, rut and bump, as they will be a bit different from the same terms in other rallies' notes.

A convention that we "created" is a "•" (a dot) between two or three features or corners that are in VERY close proximity to each other. The word "into" would normally be used to connect these but produced too many syllables to be read quickly. It is suggested that these be read as if they were a single word.

Examples:

smJmp•L6•cr should be read "small-jump-left-six-crest"

R6•Cr•L6- should be read "right-six-crest-left-six-minus."

In order to make these easy to read quickly, some of the less important characteristics of the features may be deleted (ex.: R6short into Cr into L6-short n.c. would become R6•Cr•L6-n.c.).

Extensive use of underlining was used as a suggestion to the co-driver for reading combinations of features that are in close proximity or have a feature that the driver should be made aware of early in the grouping. This year we printed the underlining in light gray with the idea that teams might find it easier to modify or ignore (if they chose) as they did recce.

Some pages will have a number of "empty" lines at the bottom; that doesn't mean any text is missing.

The data acquisition system used should produce corner severities very similar to those used in other notes; however the corner lengths and distances between features will probably seem a bit different. However, they should be consistent across these notes.

Any suggestions / corrections from teams after using the notes will be appreciated. Have a fun, safe event!

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Glossary of Terms

CAUTIONS and DRIVING TIPS

!	Single caution. A characteristic of the road that requires care to negotiate - it may be deceptive, or rough, or difficult to maneuver at speed. It may cause you to damage your car or go off the road if not negotiated correctly.
!!	Double caution. As above for single caution but will certainly cause damage or an off if not taken correctly.
!!!	Triple caution. As above for single and double cautions, but will cause major damage or a crash if not taken correctly.
keep R or L	A recommendation for positioning the car in order to avoid something such as a rock, hole or bump.
Stay L or R	A recommendation for positioning the car over a crest or jump in order to position the car correctly for the next corner or feature.

CORNERS

<	Opens: A corner where the ending takes place very gradually.
>	Tightens: A corner where the curvature increases or tightens as the corner progresses. If the corner only tightens by one step (like 5- to 4+) the ending level will not be specified, as in "R5- >". If the corner tightens by more than one step, the level that it tightens to will be specified, as in "R5- > 4".
<>	Opens then Tightens: This is used when a corner continues in the same direction but reduces in curvature (opens) followed by a tightening of curvature. Such as R5<>4-. If the corner opens to the point where the car is going straight, then <> will not be used; instead they will be called as two separate corners such as R5 into R4-.
lg	Used in conjunction with a corner, indicates that the car will take longer to execute the corner than a normal corner of the same curvature, at the same speed.
Vlg	(See lg) A corner even longer than lg, but with the same radius.
Xlg	Corners even longer than Vlg, but with the same radius.
short	A corner that is shorter than a normal corner of the same curvature.
late	A corner that tightens with a late apex; the curvature at the end of the tightening is the significant one.

CRESTS and JUMPS

smCr(s)	Small Crest - A small crest is either: A: A crest where the road beyond the crest is not visible to the driver for some period (usually just before the crest). B: A crest where the driver can see the road beyond it but the road immediately over the crest is hidden from view.
Cr(s)	Crest - A crest where the road beyond the crest is never visible to the driver prior to reaching the crest.
BigCr	Big Crest: A crest where the road either rises up sharply into the crest or falls away sharply after the crest.
lgCr	A crest of longer length than normal.
lgsmCr	A small crest of longer length than normal.
/2nd Cr	Over second crest; used in a sequence to differentiate a characteristic from the first crest, as in L5-lg/Cr</2nd Cr where opens applies to the second crest only.
smJmp	A feature where you can expect the car to get light on the suspension or possibly airborne.
Jmp	A feature where you can expect the car to get very light on the suspension but it is more likely to get airborne.
BigJmp	A feature where you can expect the car to get airborne.
RufJmp	A jump that is also rough at takeoff or landing, such as over bumps or rocks.
kick	A crest or bump that will unsettle the car abruptly and possibly unevenly.

HAZARDS

Dip(s)	A place where the road undulates down and then up quickly in a U shape.
BigDip	A dip that drops dramatically, or drops and rises in a V shape - it would be easy to damage the car.
smDip	A dip that is noticeable but not very big.
rut(s)	A place where water has eroded a rut across or along the road surface; it will be felt in the car.
BigRut(s)	A deep rut running across the road, may cause damage.
SharpRut(s)	A rut that has a sharp edge or edges.
Wash	A dip where the stage road crosses a stream bed; the bottom may be loose or bumpy.
lgWash	The stage road crosses a wide stream bed.
loose	Loose footing (as in gravel).
soft	Sandy road surface.
ruf	The road surface becomes rough or uneven causing possible loss of traction.

bump(s)	A bump is where there is a feature (such as an imbedded rock or a hard mound of dirt) that will cause the car to jerk up.
BigBump(s)	A very large bump such as a mound of sand in a wash.
SharpBump(s)	A bump that has a noticeably sharp edge to it, like a step up.
rox	A section of road that runs in a rocky riverbed.

ROAD DESCRIPTORS

o.c.	Off camber.
n.c.	Don't cut; there is something hazardous on the inside of the corner.
skew	The road is not even from one side to the other resulting in an uneven takeoff or landing. Ex.: smSkewBump, skewCr, skewJmp.
down	The road descends significantly.
nar	The road narrows enough to possibly affect your line.
blind	A feature that is not visible to the driver until he or she is very close to it.
deceptive	A feature that may look different than it really is.
kink	A single corner that intrudes slightly on a driver's line before a more significant corner or other feature.
kinks	One or more corners of very slight curvature that intrude on a straightaway of a specified distance, ex.: kinks 250. These are different from a sequence of 6-'s in that a driver will be able to see through kinks.

OTHER CONVENTIONS

(rd R) (rd L) (sign R) (sign L) (house L)	Items in parentheses are included to aid the co-driver in maintaining the correct location in the notes; they are not intended to be read. If information is not in parentheses it should be read to the driver (ex., "80 past rd L into R6-/Jmp" at an intersection that is a bit deceptive).
(RC)	Location of a person with a radio who is in contact with the rally communications net(s).
(jct)	An intersection between the stage road and another road (or major trail) where the stage road crosses over the other road (could also be called rd R and L).
turn	An intersection on the stage where you must turn to follow the stage road, as in "turn R3".
2*Cr, 2*smDip	Two of the same feature in close proximity.
400/smDips	Small dips will be encountered over a distance of 400 yards.
kinks/smCrs/900	Kinks and small crests will be encountered over 900 yards.
start(s), end(s)	Beginning and ending of a road condition (such as soft starts or rox ends).
30, 50, 120, 450	Distances in yards between corners or features. Listed by 10's through 80, then by 20's through 300, by 50's for longer distances. May not be included for distances less than 70 yards unless it is an aid to the team in interpreting the upcoming conditions. 90 yards is rounded up to 100 or down to 80 to avoid confusion with the expression "90 R (or L)".