

Introduction

The 2009 Idaho Rally organizer supplied notes were prepared from June 23-27, 2009 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 by two experienced competitors to add underlining, check consistency, and further refine feature descriptions. The roads had not received a final grading at the time the notes were taken so some ruts may be gone and the surface may be looser by the time of the rally.

The three Idaho Rally roads are excellent stage roads and each has its own unique character. In general they are very smooth and flowing with few gotchas. The following observations should be noted:

- Some small crests have been omitted if we did not consider them to be significant or they were paired with a more important feature such as a cattle guard.
- Some information of less significance may be deleted in very complex instructions. Example: ! L4-Vlg DropOutside into L3+lg< into ! Jmp where the "<" is not as critical as the other features, resulting in ! L4-Vlg DropOutside into L3+lg into ! Jmp.
- When a short corner connecting two tighter corners is omitted - since it would be straightened by a driver taking a racing line and the driver can see past it to the next feature - a distance is provided to help identify the two major corners.
- Teams should read the definitions of terms such as kink, brake, smCr, and bump, as they will be a bit different from the same terms in other rallies' notes.
- Some trails and wide dirt driveways were NOT included as (rd R), (rd L), or (jct).

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. The two examples:

L4•stay R/smCr•L4- should be read "left four-stay right over small crest-left four minus".
R5•L5 into R4- n.c. should be read "right five-left five into right four minus don't cut".

Extensive use of underlining was used as a suggestion to the co-driver for reading together combinations of features that are in close proximity or have a feature that the driver should be made aware of early in the grouping.

Examples: R5+ into L4+lg< > into R3+lg 50 R4-/Cr lg brake 20 R2+lg

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 and corrections from teams after using the notes will be appreciated.

Have a fun and safe event!

The Organizer Notes Team: Mike and Paula Gibeault, Chrissie Beavis

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.
brake	A caution that specifically references the need for a drop in speed (such as from a straightaway into a tight corner such as a L2+). The road itself would not otherwise be considered tricky or deceptive.
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.
IgCr	A crest of longer length than normal.
IgsmCr	A small crest of longer length than normal.
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.

HAZARDS

rut(s)	A place where water has eroded a rut across or along the road surface; it will be felt in the car.
hole	A pothole deep enough to unsettle the car.
loose	Loose footing (as in gravel).
soft	Sandy road surface.
ruf	The road surface becomes rough or uneven causing possible loss of traction.
C.G.	Cattle guard.
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.

ROAD DESCRIPTORS

DropOutside	An exposure or dropoff on the outside of a corner.
o.c.	Off camber.
n.c.	Don't cut; there is something hazardous on the inside of the corner.
up	The road rises sharply.
down	The road descends significantly.
nar	The road narrows enough to possibly affect your line.

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) (2*rd L) (sign R) (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).
(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.
start, end busy reading	Beginning and ending of a road condition (such as soft or rox). A section with close mileages between features where instructions must be read very quickly.
30, 50, 110, 450	Distances in yards between corners or features. Listed by 10's through 160, 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.