

Introduction to the 2024 Organizer Supplied Notes

The 2024 Prescott Rally organizer supplied notes were originally prepared in September 2011 and have been updated regularly since then. This year the notes were reviewed two weeks before the rally by Mike and Paula Gibeault and Brent Ellzey. ***Teams should be prepared to add or delete hazards (such as ruts) during recce, depending on how much rain has fallen since.***

The notes were created with a system that gathered steering wheel input and odometer readings in two passes. Another pass was made to refine this information. Two final passes were made to add underlining, check consistency, and further refine feature descriptions. The original notes were prepared by Mike and Paula Gibeault, Chrissie Beavis, and Brent Ellzey.

These are very enjoyable and challenging stage roads. Most are high speed and smooth, and there are also fun twisty sections with very few hazards. The term “brake” was used frequently for big drops in speed. Milepost numbered signs were included along the stages to help the co-driver keep his or her place; therefore not all roads right and left were marked. All known radio locations were marked with “RC.” It should be noted that if there is rain just before or during the rally, several sections have enough clay to become very slippery – most notably the southernmost (top) four miles of First View (red clay).

Teams should read the definitions of terms such as sh (short), kink, brake, Cliff, smCr, Dip, and bump, as they will be a bit different from the same terms in other rallies’ notes. NEW: Danger Dots on the stages are included in the notes and mileages are listed in stage introductions.

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. Ex.:

L4•stay R/smCr•L4 should be read “left four-stay right over small crest-left four”.

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, or as a suggestion for pauses in reading.

Examples: R5+ into L4+lg<>4 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. Although the line of instructions from the top of the next page is copied as the bottom line of text, we made an effort to place page breaks where there is a reasonable distance, giving time for turning the page.

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 very much appreciated.

Have a fun, safe event!
The Organizer Notes Team

Glossary of Terms

CAUTIONS and DRIVING TIPS

!	"Care" (or "Single Caution" for some methods of calling). 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.
!!	"Caution" (or "Double Caution" for some methods of calling). As above for single caution but will certainly cause damage or an off if not taken correctly.
!!!	"Danger" (or "Triple Caution" for some methods of calling). 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+). When used without a "!", 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.
keep in, keep out	A recommendation for positioning the car in a corner either "in" - closer to the apex, or "out" - toward the outside of the corner, to avoid something such as ruts or a puddle.
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.
<>	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.
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.
sh (short)	A corner that is shorter than a normal corner of the same curvature. Note: in the interest of brevity, pluses and minuses are not included, ex. 6+sh, 6sh, and 6-sh
late	A corner where the tightest curvature occurs late in the corner (tightens late in the corner)
Vlate	A corner where the tightest curvature occurs very late in the corner (tightens very late in the corner)

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.
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.
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.
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.
water	Water crossing or standing in the road that may cause loss of traction - ex., a large puddle in an apex.
loose	Loose footing (as in gravel).
ruf	The road surface becomes rough or uneven causing possible loss of traction. May also be a descriptor, ex.: rufCr, rufDip, rufWash.
paved, tarmac	The road surface is paved.
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.
smBump(s)	(see bump) Smaller than a bump, it will still be felt in the vehicle.
rox	Loose rocks will be encountered across the road surface.

ROAD DESCRIPTORS

Cliff	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.
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 enough to affect braking and handling.
nar	The road narrows enough to possibly affect your line.
nar exit	Describes a corner where the road narrows to affect your exit line.

blind	A feature that is not visible to the driver until he or she is very close to it.
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

●	A "dot" may be used between two features or corners that are in VERY close proximity to each other. The word "into" would be appropriate but produces too many syllables for quick reading. It is suggested that these be read as if they were a single long instruction. Some of the less important characteristics of the features may be omitted in order to produce faster reading. Ex: "R6sh into Cr into L6- n.c." might be written as "R6●Cr●L6 n.c." and read as "right-six-crest-left-six-don't-cut".
(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".
sign	Usually a parenthetical - ex. (sign R), may include paddle-type markers for road numbers if so indicated in the Notes Introduction.
(tr R),(tr L)	A parenthetical indicating trail on right or left.
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.
?	(Question Mark) indicates a feature or characteristic such as a rut, that may not still exist on the day of the event; should be analyzed during recce.
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)".

This stage is a true test of your courage and car control. The first four miles follow an old railroad grade on hard-packed red clay, with fun twisties and sweepers but some significant dropoffs ("Cliff") and occasional bumps to unsettle the car. After the county road leaves the railroad grade at mile 3.93, the road becomes a high-speed steady descent on mostly wide, crowned gravel road. The section of imbedded rock ("ruf starts" to "end ruf") starting at 4.88 will really unsettle your car. Pay attention to the "brake" and caution warnings, as the road has claimed many a rally car at a few spots where it becomes off-camber, narrower, or has a rough surface. Watch for the cautioned short tarmac section at 5.65 after a R5-Xlg. Cattleguards are a bit narrow.

0.00 **Start/L4-Vlg (Cliff to mile 3.82)**
[11.5]

0.08 **R5 o.c.>3- nar lg Vlate into**
[11.4]

0.19 **L5-lg into R5+ into L4+>3+<lg 20**
[11.3]

0.37 **R5 into L6sh**
[11.1]

0.44 **kinks 80 L4+<lg 50**
[11.1]

0.55 **L5- into R4-<>4-Vlg<>4+lg 60**
[11.0]
----- L5 R4-Vlg L5+lg<lg 80

0.76 **L5 R4-Vlg L5+lg<lg 80**
[10.8]

1.04 **L4/bumps Vlg<Vlg R5+**
[10.5]

1.19 **L6sh R6 60**
[10.3]

1.31 **R5sh into ! L3+ nar Vlg ("The Cut")**
[10.2]

1.41 **R6sh into**
[10.1]

1.51 **L4+Vlg Vlate into**
[10.0]

1.54 **R6sh into L5+ 80**
[10.0]

----- R6 L6sh 100 R5Vlg 30

1.66 **R6 L6sh 100 R5Vlg 30**
 [9.9]

1.91 **! L4lg nar exit <lg 80**
 [9.6]

2.02 **R5+ 50 L5sh into R3+Xlg nar**
 [9.5]

2.19 **kinks 200 L6sh 120**
 [9.3]

2.42 **L6- into R5- into**
 [9.1]

2.52 **L6-<>5-lg into R3+ o.c. Vlg**
 [9.0]

2.73 **L5lg<>5-Vlg R5>4- 40**
 [8.8]

2.93 **L5<lg 60**
 [8.6]

3.05 **L5+lg 50 L4- (rd R)(RC) 70**
 [8.5]

----- L6>5- R3Vlg o.c. 80

3.17 **L6>5- R3Vlg o.c. 80**
[8.4]

3.36 **L5- 50 L3+Vlg**
[8.2]

3.52 **R5+ 60 L5lg R4+ 80**
[8.0]

3.82 **R4+Vlg into L6sh 40**
[7.7]

3.93 **L5 into R5 (2*rd L)(RC) into rut into**
[7.6] 

3.99 **R5<>6 into smCr into**
[7.5]

4.13 **L6>6-/Cr< 180 Cr 140**
[7.4]

----- R6+/smCr 100 Stay R/Cr 80

4.48 **R6+/smCr 100 Stay R/Cr 80**
[7.0]

4.60 **!! L6>5+ o.c. into**
[6.9]

4.75 **R5+lg 100 ! Stay R/Cr into**
[6.8]

4.88 **L5+/bump ruf starts 80 smCr 80**
[6.6]

5.06 **! R5<6-lg into**
[6.5]

5.19 **smJmp into L5-lg 50**
[6.5]

5.30 **R6- o.c./Cr lg (RC) into**
[6.2]

5.34 **smJmp end ruf 140**
[6.2]

5.55 **! L5- o.c. Xlg>4+/smCr into**
[6.0]

5.65 **R5-Xlg into ! tarmac kinks 200/smCr**
[5.9]


----- L6- (mp6) 180 (RC)

5.88 **L6- (mp6) 180 (RC)**
[5.6]

6.01 **smJump/C.G. 80 R6+lg>6 350**
[5.5]

6.39 **Cr 160**
[5.2]

6.49 **R6+/Cr 80 L6+Vlg 180**
[5.0]

6.94 **R6+Xlg (mp5) <lg/Cr into**
[4.6] 

6.91 **smCr into L6/Cr 140**
[4.6]

7.32 **L6/smCr 40**
[4.3]

7.34 **L6lg into R5 o.c. (RC) 180**
[4.2]

7.64 **R6/lgCr 70**
[3.9]

7.74 **L6-lg o.c. 140 R6lg (mp4) 70**
[3.8]

----- L6 (rd R) into Cr 60 R6lg 70

7.99 L6 (rd R) into Cr 60 R6lg 70
[3.5]

8.24 Stay L/smCr 60 L6/Cr 70
[3.3]

8.40 ! Jmp 30 R6 80
[3.1]

8.55 (rd R) L6+ into Cr into R6+ 180
[3.0]

8.68 smCr 100 L5< (mp3) into →
[2.8]

8.93 !! R5/Cr nar into L6- 80
[2.6]


9.04 R6 80 L6>5+Vlg into
[2.5]

9.27 ! R4+ down 100
[2.3]

9.37 R6 100
[2.1]

9.51 ! L5+/C.G. lg into Cr 100
[2.0]

----- smCr 260 Cr 100

- 9.64 **smCr 260 Cr 100**
[1.9]
- 9.95 **R6+Vlg>6 100**
[1.6]
- 10.03 **Cr 60 L6+ into Cr 100**
[1.5]
- 10.19 **L6/smCr/C.G. 20**
[1.3] 
- 10.27 **Straight past rd L (RC) 180**
[1.3]
- 10.38 **IgCr 280**
[1.1]
- 10.71 **R6/IgCr Xlg/2*kick inside (mp1)**
[0.8]
- 10.95 **650/smCrs L6Vlg/Finish 450**
[0.6]
- 11.52 **Stop**
[0.0]


This fun stage starts with a memorable set of banked 3's and 4's then opens into faster sweeping corners and straights with good traction if it's dry. Watch for three features connected by "●" at mile 0.37. Occasional rough (rocky or washboard) sections are not called out unless they will affect your cornering significantly. There are some cautions in the form of dips, and the !!! narrow bridge crossing at mile 3.98 is blind so be prepared! This stage has two dangerous corners marked on the road with Danger Dot signs, and in the notes with that symbol at lines 1.80 and 3.98.

- 0.00 **Start 60 smCr 40**
[7.7]
- 0.08 **L3 into ! R2+Vlg/dip 20**
[7.5]
- 0.17 **R4- into L3-lg<>3lg into R3+Vlg**
[7.4]
- 0.37 **L3+lg●Cr●kink into L3+ into**
[7.3]
- 0.49 **R4lg>3+ into L4lg< (mp24)**
[7.1]
- 0.57 **R5- into L4- into R4- into**
[7.1]
- 0.68 **L4-</Cr 50 L3+Vlg 140**
[6.9]
- **R5Vlg>4 into L5- 50**

0.87 **R5Vlg>4 into L5- 50**
[6.8]

1.08 **R5+lg kinks 200 L5 R5-lg<lg 220**
[6.6]

1.50 **R6lg<>6-/lgCr (RC)(mp25) 260**
[6.1]

1.80  **L6>5lg 160**
[5.8]

2.04 **C.G. 500 R6sh 450**
[5.6]

2.62 **(mp26)(RC) L6+lg>6 200 R6+ 100**
[5.0]

2.92 **L5lg 60 L6 80 R6-Xlg 80 (RC)**
[4.7]


3.32 **R5 80 L6- into Cr 70**
[4.3]

3.52 **L6+ into ! brake Stay R/Cr into** →
[4.1]

3.62 **L3-Vlg 70 R3lg<Vlg 100**
[4.0]

----- R6 140

3.83 R6 140
[3.8]

3.98  !!! blind L3/nar bridge into
[3.6]

4.00 R3+ 50
[3.6]

4.07 L6 60 L4-< R3+Vlg into
[3.6]

4.26 L5- 80 L6+ 80
[3.4]

4.46 L5 50 R5-Vlg (RC) 140 C.G. 40
[3.2]

4.74 L6 into brake R5+ into →
[2.9]

4.84 turn L3+lg<lg (RC) 100
[2.8]

4.96 L6+ kinks 220
[2.7]

5.13 Dip into L5>4-lg< 200
[2.5]
----- R5-Vlg<6lg into

5.38 **R5-Vlg<6lg into**
[2.3]

5.47 **! Dip (mp29) into Stay R/Cr (RC) 80**
[2.1]

5.61 **Dip•R5- into L5+>4**
[2.0]

5.75 **R5-lg< 50**
[1.9]

5.85 **Stay L/lgCr (rd L)(RC) 180**
[1.8]

5.98 **R6 down into L5Vlg>4+lg into**
[1.6]

6.17 **R5+ 70 (RC) bridge 140**
[1.5]

6.38 **R6lg 100**
[1.2]

6.48 **C.G. (mp30) 350 Cr 300**
[1.1]

----- R6+Xlg 180 (RC) L6-Vlg 100

7.01 **R6+Xlg 180 (RC) L6-Vlg 100**
[0.6]

7.34 **IgCr into Finish SHORT RUNOFF 80**
[0.3]

7.49 **IgCr 240 Stop**
[0.1]

This stage is just as fun going south as it is going north, with the famous very cambered set of 3's and 4's saved for the end when they are downhill. Watch out for the !! narrow bridge at mile 3.64, and watch for the cautioned dips. There are two dangerous corners marked on the road with Danger Dot signs, and in the notes with that symbol at lines 2.44 and 3.64.

- 0.00 **Start 200**
[7.7]
- 0.11 **IgCr (mp31) 200 IgCr 100**
[7.5]
- 0.40 **R6-Ig (RC) 220 L6XIg<Ig 280**
[7.2]
- 0.95 **smJmp 300**
[6.7]
- 1.16 (mp30) **C.G. 100 L6Ig 140**
[6.5]
- 1.42 **bridge (RC) 80**
[6.2]
- 1.46 **L5 into R5-XIg< into**
[6.2]
- 1.64 **Cr into L6- 100**
[6.0]
- IgCr (rd R)(RC) into

1.73 **IgCr (rd R)(RC) into**
[5.9]


1.78 **R6sh down into**
[5.9] 

1.88 **L5-Ig into ! R4+/bump<Ig into**
[5.8]

2.03 **L5- into Dip (rd L)(RC) 70**
[5.6]

2.14 **Stay L/Cr into ! Dip (mp29) into**
[5.5]

2.17 **L6->5-Vlg/smCr 200**
[5.5]

2.44 ** ! R5+>4 into Dip 120**
[5.2]

2.58 **smCr 70 R6+ 140**
[5.0]

2.80 **turn R3+Vlg (RC) into L5+ 50**
[4.8]

2.90 **R6+ 60 C.G (rd R)(RC) 120**
[4.7]

----- L5Vlg< (mp28) 50 R5+ 100

3.05 **L5Vlg< (mp28) 50 R5+ 100**
[4.6]

3.26 **R6+ 120**
[4.4]

3.38 **brake R5- into ! L3+Vlg**
[4.3]

3.49 **R4- 70 R6- 60**
[4.1]

—————→

3.64 **!! brake L3 into nar bridge into**
[4.0]

3.67 **R3+ kinks 160**
[4.0]

3.79 **L6- 80 L3 late Vlg<lg 70**
[3.8]

4.03 **R3-Vlg into L6sh 140**
[3.6]

4.18 **lgCr into R6 80 L5 (RC) 100**
[3.5]

4.55 **L6Xlg 100**
[3.1]

----- R6sh 80 R5lg< 100

4.64 R6sh 80 R5lg< 100
[3.0]

4.86 L6lg 200
[2.8]

5.01 R6Vlg (mp26)(2*rd L)(RC) 450
[2.6]

5.40 L6+ 500 smBump into C.G. 160
[2.2]

5.72 R5lg<lg 240
[1.9]

6.08 L6-/Cr Vlg (RC) 220
[1.6]

6.37 brake L4+lg R5+ kinks 160
[1.3]

6.56 L5+lg into
[1.1]

6.65 R5 into L4lg<lg>5lg 100
[1.0]

6.85 R3+Vlg 40
[0.8]

----- R4-/Cr into L4-lg into R4-

6.96 **R4-/Cr into L4-lg into R4-**
[0.7]

7.06 **L5- (mp24) into R4lg into**
[0.6]

7.15 **L3+Vlg into R3+ into**
[0.5]

7.24 **kink into R3+/Cr lg**
[0.4]

7.36 **L3+Vlg into**
[0.3]

7.40 **R3lg<>3-lg into**
[0.2]

7.47 **!! L4>3-/dip Vlg into**
[0.2]

7.56 **R3+/Finish SHORT RUNOFF 100**
[0.1]

7.63 **Stop**
[0.0]

This stage is challenging but, going this direction, less “dramatic” since it’s a significant uphill climb. Watch for “brake” and cautions, however, as it is still very high speed on a crowned gravel road. There is a very short tarmac section at 5.76 followed by the rough section of embedded rock starting at 6.17. At mile 7.46 the stage becomes an old railroad grade with tighter corners, less width, and significant dropoffs (“Cliff”) all the way to the finish. The road also becomes hard-packed red clay, not gravel. Throughout this section, watch for bumps that will unsettle you.

0.00 **Start 450**

[11.6]

0.34 **R6Vlg 650/smCrS**

[11.2]

0.81 **L6-Xlg/lgCr 280 lgCr 100**

[10.7]

1.15 **smJmp 120 (rd R)(RC)**

[10.4]

1.28 **! R6/C.G./smCr 80**

[10.3]

1.37 **Cr into R6+ into lgCr 120**

[10.2]

1.56 **L6-Vlg<>6- 80 Cr 260**

[10.0]

----- Cr 120

1.89 **Cr 120**
[9.6]

1.96 **Cr 40 ! R5/C.G. (rd R) 80**
[9.6]

2.14 **L6sh 70**
[9.4]

2.25 **L4+/Cr into R5+lg<lg 70 L6 60**
[9.3]

2.55 **R6- into L5+/Cr (mp3) into**
[9.0]

2.67 **R5+lg 140 smCr 140 smCr into**
[8.9]

2.89 **L6+ into Cr into R6sh into**
[8.6]

3.07 **L6>5+ 40 BigCr 50 R6</Cr 100**
[8.5]

3.30 **smCr L6lg into Cr 40 R6lg 80**
[8.2]

3.63 **L6lg (mp4) 120**
[7.9]

----- R6-<lg into L6/lgCr 100

3.80 **R6-<lg into L6/lgCr 100**
[7.7]

4.01 **smJmp 70 (rd R)(RC) L6->5-**
[7.5]

4.21 **R6lg<>6 160**
[7.3]

4.41 **R6/Cr into Stay L/Cr into**
[7.1]



4.52 **L6/Cr<>6lg<lg (mp5) 180**
[7.0]

4.87 **R6+Xlg 50 L6/Cr 550**
[6.7]

5.45 **L6-<>6 50 smJmp/C.G. (RC) 200**
[6.0]

5.65 **R6 180**
[5.9]

5.76 **tarmac into L4+Xlg into**
[5.8]

5.99 **R5-/Cr o.c. Xlg<lg 140**
[5.5]

----- Cr 20 (RC)! L6-lg o.c. ruf starts into

6.17 Cr 20 (RC) ! L6-Ig o.c. ruf starts into
[5.4]

6.32 R5- into smCr into
[5.2]

6.39 L5+Ig<>4+Ig kinks 220 (mp7)
[5.1]

6.66 R5+ keep out into
[4.9]

6.71 Stay L/Cr end ruf 120 L5Vlg into
[4.8]

6.89 R5+/Cr o.c./smBump 80
[4.6]

7.00 L6+/Cr 70 L6+Ig 60
[4.5]

7.15 IgBigCr 100
[4.4]

----- R6+>6/Cr Xlg

7.34 **R6+>6/Cr Xlg**
[4.2]

7.46 **L6>5lg (2*rd R)(RC) into rut into**
[4.1]

7.60 **L5sh into R5<>6sh into** →
[3.9]

7.63 **L4+Vlg 80**
[3.9]

7.84 **Cliff to finish L4<lg**
[3.7]

7.92 **R6>5 70**
[3.6]

8.03 **L5+ into R3+Vlg 40**
[3.5]

8.13 **R5- 80**
[3.4]

8.27 **blind L3+>3 o.c. lg< R5-< 80**
[3.3]

8.44 **(rd L)(RC) R4-< 50**
[3.1]

----- R6>5- 40

8.61 **R6>5- 40**
[2.9]

8.67 **L4-< R5-Vlg<>5lg into L3+Vlg**
[2.9]

8.94 **R5-lg<Vlg>5sh L5- into**
[2.6]

9.16 **R5sh 120 R6sh 220**
[2.3]

9.40 **! brake L3 nar late Xlg into**
[2.1]

9.49 **R6sh 50 L5 80 ! nar R4-lg**
[2.0]

9.73 **L5Vlg 80**
[1.8]

----- R6sh L6- into

9.82 **R6sh L6- into**
[1.7]

9.96 **R6- into nar L6- into R4+Vlg 50**
[1.6]

10.16 **kink into** →
[1.5]

10.21 **! R3+lg>3 nar exit ("The Cut") into**
[1.3]

10.24 **L5+ 60 L6- into**
[1.3]

10.35 **R6sh into L5 into**
[1.2]

10.47 **! R6->4+/bumps Vlg 50**
[1.1]

10.65 **R6-Vlg 30 L4-Vlg R5 50**
[0.9]

10.86 **L4+lg<>4-Vlg<>4- into R5- 30**
[0.7]

11.07 **R6>4 kinks 80**
[0.5]

----- R6sh

11.14 **R6sh**
[0.4]

11.23 **L5- into R5>3+/Finish lg<lg**
[0.3]

11.36 **L5+ into R5-lg into**
[0.2]

11.39 **L3- nar o.c. lg<Vlg R4lg/Stop**
[0.1]

This stage is going to be one of your favorites! After a series of curves and fast mostly uphill straights for the first six and a half miles, you can enjoy the great rhythm, predictable corners, and wide, hard-packed surface to the finish. If any significant rain has fallen, the occasional ruts across the road may get deeper - during recce be prepared to upgrade their caution. Cattleguards are a bit narrow.

- 0.00 **Start/L6>5+ into**
[11.1]
- 0.18 **R6/Cr<Vlg into Cr 220/ruts**
[10.9]
- 0.34 **!! Dip into L5+Vlg R6+ 400**
[10.7]
- 0.83 **R6>5+ into L5/smCr (rd R)(RC) 70**
[10.2]
- 1.03 **L6-/Cr Vlg/! Dip (mp21) 50**
[10.0]
- 1.18 **R5-lg L5+lg (2*rd L)(RC) into**
[9.9]
- 1.34 **smJmp 200**
[9.7]
- 1.46 **! Dip 120 R6Vlg 350**
[9.6]
- Cr 400 R5+ 160

- 1.86 **Cr 400 R5+ 160**
[9.2]
- 2.27 **L6- into brake R4- into C.G. 100**
[8.8]
- 2.38 **! Dip into L4lg 50**
[8.7]
- 2.53 **L6sh/Cr 140 R3+Vlg<Vlg 180**
[8.5]
- 2.84 **L5>4+lg 30 L4+lg/smCr**
[8.2]
- 3.03 **R6- 80 R6/Dip into**
[8.0]
- 3.21 **L6lg into brake R2+ Vlg<**
[7.8]
- 3.27 **kinks 200 L6sh 60 L6 60**
[7.8]
- 3.52 **L5+ 80 brake L3+lg<>3- (rd R) 50**
[7.5]

----- L6sh into Cr 140 R5lg late into

3.74 **L6sh into Cr 140 R5lg late into**
[7.3]

3.99 **L6-lg 50 (mp18) L5+lg/Cr 80 (RC)**
[7.1]

4.21 **L6>5 70 L6+ into R6 80**
[6.8]

4.53 **L6+lg 120**
[6.5]

4.66 **L6 into R6/Cr<>6 240 Cr 120**
[6.4]

5.08 **R6 (mp17) 100 L6+lg 800 (RC)**
[6.0]

5.76 **L6+ 350 R6+ (mp16) 160**
[5.3]

6.12 **L6 200 (rd R)(RC)**
[4.9]

----- R6>5- into L5+ into Cr 40

6.36 **R6>5- into L5+ into Cr 40**
[4.7]

6.48 **kink into !! R4 down into C.G. 40**
[4.6]

6.63 **Cr 80 smCr 120**
[4.5]

6.75 **(rd L)(RC) L6 kinks 260**
[4.3]

6.92 **brake R5 into C.G. 70 Cr 50**
[4.1]

7.06 **L5+<>5 (mp15) into R5 30** →
[4.0]

7.20 **R4- nar into L4sh kinks 120**
[3.8]

7.30 **L6- into smCr into R6sh 100**
[3.7]

7.49 **L4lg<lg/smCr 40**
[3.6]

----- R6- L6+/Cr>6/lgCr 60 (rd R)(RC)

7.60 **R6- L6+/Cr>6/lgCr 60 (rd R)(RC)**
 [3.4]

7.75 **R6 80 (rd L)(RC) L4+ into R5+/Cr**
 [3.3]

7.95 **kinks 140 L4 into !! Dip 20**
 [3.1]

8.10 **R4-lg 60 ! Dip (RC) 120**
 [2.9]

8.26 **smJmp into !! Dip into L5- into**
 [2.8]

8.31 **R4lg< L5 40**
 [2.7]

8.45 **L5+lg into R5sh/C.G.**
 [2.6]

8.57 **L4+ into R5 into L4+lg into**
 [2.5]

8.72 **R4-lg 240**
 [2.3]

----- **R6 (tr R) into L3Vlg late into**

8.90 R6 (tr R)(RC) into L3Vlg late into
[2.1]

9.01 R5<>5Vlg into
[2.0]

9.15 Cr into L5+Vlg 50 L5 (rd R)(RC) 50
[1.9]

9.37 Cr (RC) into R6-Xlg (rd L)(RC) into
[1.7]

9.62 L5lg into R6sh 80 R6 into
[1.4]

9.80 IgCr into L6 R6-Vlg 400
[1.2]

10.21 (mp12) brake R4+ into L4+lg 60
[0.8]

10.34 R5+ 120
[0.7]

----- R6 70

10.45 **R6 70**
[0.6]

10.54 **! R4+ o.c. lg (rd L)(RC) 50**
[0.5]

10.64 **R4+Vlg into L4+lg 100**
[0.4]

10.83 **L6/Finish/smDip 200 smDip 50**
[0.2]

11.04 **R6/Stop**
[0.0]

This stage is justifiably a big favorite. The first five miles are reasonably free of hazards and have mostly predictable, wide sweeping corners. Watch for the two close instructions connected by “●” at 3.64. After that, a series of long downhill straights ends with a !! brake R3+<> o.c. at mile 7.35 that must be treated with respect. The occasional rut may have gotten deeper if it has rained, so watch for this during recce. Cattleguards are a bit narrow. There is a dangerous corner at line 2.79 marked on the road with a Danger Dot sign and in the notes with that symbol.

- 0.00 **Start/L6 50 smDip 200**
[11.1]
- 0.19 **smDip into R6 100**
[10.9]
- 0.35 **R5-Ig into L4+Ig 30**
[10.7]
- 0.48 **L4+ o.c. Ig (rd R)(RC) 40 L6 100**
[10.6]
- 0.68 **L5+ 50 R4+ L4 (mp 12) 400**
[10.3]
- 1.09 **L6-VIg into R6 into IgCr 30**
[10.0]
- 1.28 **L6- 70 L6- into R5Ig 40**
[9.8]
- (rd R)(RC) L6-XIg (rd R)(RC) into

1.50 (rd R)(RC) **L6-Xlg** (rd R)(RC) **into**
[9.6]

1.65 **Cr 40 R5+/smRut** (rd L)(RC) **50**
[9.4]

1.76 **R5+Vlg into**
[9.3]

1.91 **L5-/Cr Vlg 40**
[9.1]


2.04 **L5- into brake R3Vlg<** (tr L)(RC) **into**
[9.0]

2.16 **L6sh 240 L4-lg into R4+ into**
[8.9]

2.40 **L5 into R4+ 40 L5sh/C.G.**
[8.7]

2.56 **R6-lg 50 Dip into R5**
[8.5]

2.65 **L4-lg into !! R5-</Dip 120**
[8.4]

----- (RC) ! Dip 40  L4-lg (mp14)

2.79 (RC) ! Dip 40  L4-Ig (mp14)
[8.3]

2.97 ! Dip into R4 kinks 140
[8.1]

3.13 L5/Cr into ! R4+ (rd R)(RC) 80
[7.9]

3.26 L6 (rd L)(RC) R6/IgCr L5+ 50
[7.8]

3.52 R4 Vlate/Cr 100
[7.5]

3.64 L6+ into Cr•R6- 50
[7.4]

3.76 kink into R5- into
[7.3]

3.82 L4+<>5- into R5<(mp15)>5+ 60
[7.2]

4.02 Cr 60 Stay R/C.G. into L5- 260
[6.9]

----- R6 (2*rd R)(RC) 140 smCr 40

- 4.28 **R6 (2*rd R)(RC) 140 smCr 40**
[6.8]
- 4.39 **smCr into C.G. into L4- 50**
[6.7]
- 4.53 **IgCr into R5+ into**
[6.5]
- 4.66 **L4+Ig 70**
[6.4]
- 4.75 **L6+/smCr (rd L)(RC) 220**
[6.3]
- 4.90 **R6 (mp16) 160 L6sh 350**
[6.2]
- 5.23 **R6+ (RC) 800 R6+VIg 80 (mp17)**
[5.8]
- 5.93 **! brake L6- 120**
[5.1]
- 6.02 **Stay R/smJmp 200**
[5.0]
- **L6<>5+ nar exit into R6 180**

6.21 **L6<>5+ nar exit into R6 180**
 [4.8]

6.48 **R6+ 100 L6- into R6+ 80**
 [4.6]

6.74 **Cr into R5<lg (RC) 120**
 [4.3]

6.90 **R5+/Cr (mp18) 100**
 [4.2]

7.01 **R6 into L5lg< 120**
 [4.0]

7.22 **lgCr into R6+ 50** →
 [3.8]

7.35 **!! brake R3+<>3 o.c. 70**
 [3.7]

7.49 **R5+ 50 R6sh kinks 300**
 [3.6]
 ----- brake L2+Vlg into

7.76 **brake L2+Vlg into**
[3.3]

7.81 **R6+ into smJmp into** 
[3.2]

7.89 **L6sh 80**
[3.2]

7.97 **L6- into !! blind R4+ 40**
[3.1]

8.13 **R4+<lg 180**
[2.9]


8.35 **L3+Vlg late 140**
[2.7]

8.47 **R6/Cr 80 R4+lg/Dip 50**
[2.6]

8.63 **Stay R/Cr/C.G. into L4-lg**
[2.4]

8.73 **R6 160 L5+ 450 Cr 300**
[2.3]

----- lgsmCr into L6Vlg 120

- 9.39 **IgsmCr into L6Vlg 120**
[1.7]
- 9.53 **! Dip 200**
[1.5]
- 9.65 **Cr 60 (2*rd R)(RC) R5+lg**
[1.4]
- 9.81 **L5-lg 50 (mp21)**
[1.2]
- 10.02 **! R6-/Dip Vlg/Cr 70 (rd L)(RC)**
[1.1]
- 10.05 **R5/smCr into L5+<lg 400**
[1.0]
- 10.44 **L6+ R5+Vlg into !! Dip 220/ruts**
[0.6]
- 10.81 **L6/Cr<>6/Cr/Finish**
[0.2] 
- 10.84 **SHORT RUNOFF into**
[0.1]
- 10.93 **R5+< 20 R6/Stop**