

# Glossary of Terms

## CAUTIONS and DRIVING TIPS

!	"Single Caution" (or "Care" 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.
!!	"Double Caution" (or "Caution" for some methods of calling). As above for single caution but will certainly cause damage or an off if not taken correctly.
!!!	"Triple Caution" (or "Danger" 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 <b>caution</b> 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 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. Also, at a Y intersection, take the left or right fork.

## 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 where the tightest curvature occurs late in the corner (tightens 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.
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.

## 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.
Wash	A dip where the stage road crosses a stream bed; the bottom may be loose or bumpy.
loose soft	Loose footing (as in gravel). Sandy road surface.
C.G. bump(s)	Cattle guard. 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.
rock	A single imbedded rock you may be able to avoid or clear.

## 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.
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.
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

●	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: "R6short into Cr into L6-short n.c." would be written as "R6●Cr●L6-n.c." and read as "right-six-crest-left-six-minus-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".
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.
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)".