

Smoothline

STAGE NOTES
By Steve Glenney & Bernie Webb
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Southern Safari 2016 Eastern Autobody



Sample

1-6 1-10
Medallion - Ten



Driver:
Co-Driver:
Phone:
Car:

If found please IMMEDIATELY contact team to arrange collection.



Welcome to the 2016 Eastern Autobody Southern Safari Rally

Organisers of this year's rally have arranged for Smoothline Stage Notes to be provided to everyone in the event.

While Stage Notes may be foreign to many, understanding a few basics will help you adapt quickly.

In Brief:

Stage notes are a corner-by-corner description of where the road goes. Much like a road book they describe what lays ahead, rather than "how fast to go" or "how hard to attack".

At their core, Stage Notes document how tight or open each corner is (the number), how long the corner goes for (short, ordinary, long, very long etc), the distance between corners (in metres) and any reason to respect that corner (apex position, camber, incline etc).

Using notes well:

Learning to use Stage Notes well takes time, but even from the outset you'll have much more useful info than "running blind". Just having accurate corner numbers is enough to make things safer, even if the driver is only using them to re-enforce what they're seeing.

We've included a good array of tips and tricks in this sample document. Making use of these hints will go a long way to helping you hit the ground running when it comes time for recce and again in the event.

In recce:

The purpose of recce in this event is to get used to the notes and learn what each call means on the road. The nav should be reading the notes out one corner at a time so the driver can make sure that what they hear lines up with what they see.

Don't be intimidated that you don't know what a 10 or a 3 means at the start of the first stage of recce. It is a relative scale and will become apparent to you during recce. Just remember not to put too much pressure on yourself, no one's expecting you to be able to take on Sebastien Loeb in your first noted event!

Remember to enjoy the experience!

Most teams in this event have a similar history with Stage Notes as you, you're all learning together. Using Stage Notes is much more engaging as a driver/nav combo than running blind so focus on working together and you'll be sure to enjoy the experience.

If you have any questions about the notes please just pick up the phone, Bernie's number is on the front cover of this sample and the notes themselves.

Have a great event!

Steve Glenney & Bernie Webb



Quick Start Guide...

At Smoothline we're dedicated to producing easy to use Stage Notes that contain all the information you need.... and nothing you don't.

Symbols: Intuitive symbols, abbreviations and formatting empower co-drivers to quickly recognise which information relates to each corner, avoiding imposing and lengthy lines of text.

Quick Tip: Co-drivers new to Smoothline may benefit from writing the meaning above each symbol in pencil for the first stage or 2 while they adapt to our system.

Gaining Full Value: Much of the value in our notes is gained through understanding the exact meaning of each call and the often subtle differences between terms. A full glossary is included (printed on yellow pages), but to get you started we have included the most commonly used terms and symbols here:

Distances:

Symbol	Called as	Description
&	And	A short straight between road features of 10 to 20 metres.
→	Into	A short straight between road features of 20 to 40 metres.
(str.)	Straight	A piece of road that is not straight, but should be treated as though it is.
50, 100.. Distances on the page		Wherever possible, we start each line or page with a significant distance. Distances are normally called with the preceding corner , but are placed on a new line to minimise the risk of co-drivers falling behind by "taking a breather" without being conscious of what is ahead, particularly late in an event.

Cautions:

©	Care	Highlights a section of road requiring increased care.
!	Caution	Indicates a section of road that presents a significant threat requiring a reduction in speed.
⚠	Danger	Extreme caution is required to safely negotiate these sections of road.

Driving Lines:

bec	Becomes	Indicates 2 corners blend together , eg 5R(bec 4), these drive as double-apex corners.
(IN)	In	Instructs the driver to not use the last metre or so of road width exiting a corner.
Hug	Hug	Instructs the driver to stay on the inside half of the road exiting a corner.
LE or RE	Left Entry or Right Entry	A bend in the road that immediately precedes an important tighter corner. This alerts the driver that corner speed should be sacrificed to set the car up for the following corner.

Road Features etc:

/	Over	Indicates that a feature of the road begins or occurs "over" a crest, brow or similar.
●	Bump	A bump/dip in the road that is likely to unsettle the car.
(cb)	Camber	Indicates that the road construction is "off camber" (falls outwards).
⤴	Brow	Small crest blocking view of the road, not expected to markedly unsettle the car.
C	Crest	A crest that is likely to unsettle the car.

If in doubt... please call Smoothline on 0402 256 395. Call as often as you need!

Smoothline Stage Notes are designed to provide rally teams with high-quality, succinct directions that are easy to digest. Our mission is to assist drivers and co-drivers to enjoy each event by empowering them to safely perform to the best of their potential. We drive the Smoothline because smooth is fast, and smooth is safe.

Who are Steve Glenney and Bernie Webb?

Steve & Bernie have more than 2 decades combined experience in rallying at all levels of the sport, during which time they have excelled in both Tarmac and Gravel disciplines. At the time of writing Steve and Bernie are piloting an RX8-SP for the Mazda factory team. An overview of their achievements can be found on the next page.

Where do Smoothline Stage Notes come from?

Creating good Stage Notes (or pacenotes as they are otherwise known) requires a blend of art and science. Good notes provide an exact description of where the road goes, and should assist the user in driving the perfect line through every corner. Likewise, good notes provide the co-driver with visual cues that facilitate the delivery of each note with correct timing. Creating such a set of notes requires the balanced input of both an experienced driver and co-driver.

At Smoothline we believe Stage Notes are more than a set of directions, rather they are what bonds a driver, a co-driver and a car. Stage notes that are used effectively can empower a team to perform well while safely enjoying the experience.

It is well known that not every driver likes a car to have the same handling characteristics, and the same is true for Stage Notes. Accordingly Smoothline offer 3 variants, each with the same measured consistency but prepared to different levels of complexity. This structure allows each team to determine exactly how much information is called during each competitive stage.

Preparation of Smoothline Stage Notes involves careful evaluation of all road features including crests, corner progressions and corner lengths, each of which affect the driving line. These Stage Notes help teams perfect the line through each corner, taking some on a gentle journey of discovery as subtle differences are revealed.

Our philosophy is to produce notes that allow a driver to “just listen and drive”, reducing the need to process excess information and make critical decisions at speed. In achieving this, each word is selected carefully, describing the nature of every corner without crowding the stream of information.



The co-driver's needs are given equal attention. Intuitive symbols and timing cues are used, and every line and page break are chosen carefully. These measures make smooth, timely delivery of the notes achievable. Frequent "cumulative distance" measurements are recorded in the notes along with visual landmarks. These give the co-driver confidence they are calling the correct notes and would help minimise the time spent "off notes" should anything go awry.

Should I use the 1-6 or 1-10 format?

Latte or cappuccino? STi or Evo? There are arguments for and against both, but in the end the decision is personal. That said, we encourage any crews who do not have a particular bias to walk the 1-10 path. Smoothline Stage Notes are available in both 1-6 and 1-10 formats, with both of our systems giving exactly the same number of options (because 1-6 uses halves).

When choosing which system to use, consider the time it takes a co-driver to say each word in any set of Stage Notes, remembering that the car is travelling toward the upcoming corner. In turn, limiting the volume of information in the Stage Notes gives the driver more time to hear, process and react to each call.

Consider these two options for calling the same pair of corners:

- "left five and a half into triple caution right two and a half"
- "nine left into danger three right"

What does Smoothline provide?

At Smoothline we provide a range of Stage Note options to cater for both your current and future needs. Our notes are crafted by one of the most successful pairings in Australian Rallying who are available to provide backup support by listening and assisting you wherever possible. Tapping into Steve and Bernie's experience through Smoothline can give you the confidence to safely drive to the best of your potential while enjoying the experience.



Record of Achievement - Steve Glenney / Bernie Webb

Tarmac



Targa Tasmania
Winners



Targa Wrest Point
(Classic) Winners



Rally Tasmania
Winners



ASP Adelaide Hills
Rally Winners



Rally Tasmania
Winner



Targa Wrest Point
(Showroom) Winner



Mt. Baw Baw
Sprint Winner

Gravel



Rally South
Australia Winners



ARC Privateers
Cup Winners



ARC Subaru
Challenge Winner



NSW Rally
Championship
Winner

Circuit




Super-Lap
Winner (Open)



Australian Production
Car Championship
Dual Winner

Stage Note Preparation Example (and a few features explained)



Event Name 2/12

Stage: <i>Example (10)</i>	Dist: 13.97 km
Prev. Page:	Base: 6.30 Av. Speed: 128.95

1.15

Turn

Straight
(str.) 300 4R Lng 250↓ T3L

Tricky

1.4

150 St.L / C $\xrightarrow{\text{Into}}$ 4R (Thru)

Yellow 35 1.7 BUSY

Care 5R / C $\xrightarrow{\text{Over}}$ &

Road on R 1.95

Caution 5L (bec3) *Becomes*

Danger 6L $\xrightarrow{\text{Brow}}$ 2R 2.5

Next Page:

200

Version 1:2011-10-05 of Pacernote Genius licensed for commercial use by Bernie Webb

Result of crumpling page corners

Contains slight insignificant bends

Distance measured in Metres

Road sign information

A crest that is likely to unsettle the car.

Corners blend together

Call as a phrase.

Call together quickly.

A small crest that is not expected to markedly unsettle the car.

1st call of next page

Smoothline Stage Notes

Handy Hints

At Smoothline we work to ensure each and every customer get the most from the Stage Notes. This ethos is what governs how we write, format and present the notes.

If you have any questions regarding Smoothline Stage Notes we will happily do whatever we can to help. Please call whenever (or as often as) you need!

The diagram shows a page layout for a stage note. At the top left is the logo 'Paceinote Genius'. To its right is the text 'Event Name' followed by a large page number '1/12'. Below the logo, there is a section for 'Stage: Example (10)' and 'Dist: 13.97 km'. Underneath, there is a 'Prev. Page:' field and a 'Base: 6.30' and 'Av. Speed: 128.95' section. A large section contains a 'Stage description:' with two bullet points: 'Describes location and general nature of road.' and 'May highlight tricky sections in the notes'. Below this is a 'Stage Start Checklist' section with a list of items: 'Helmets, HANS, Harness, Gloves, Lights, Windows, Zero Trip, Stopwatch, Camera, Focus'. At the bottom, there is a section with the text '100 4R 50' and '0.4'.

Notes are 1-10 version

Large page numbers for ease of checking at speed

Competition details

Stage Start Checklist

Understanding the notes:

Each term in the stage notes is chosen carefully and has a very specific meaning. Full explanations of each term are provided in the glossary (yellow section of each stage note book). Understanding the exact meaning of each term will help drivers extract more value from the notes, and can assist co-drivers in delivering the notes well.

Hint:

Some similar terms that are worth understanding the difference between are:

- Brow vs. Crest
- In vs. Hug
- Opens/Tightens vs. Becomes

Co-driver Tips

Underlining:

The layout employed by Smoothline helps co-drivers deliver the notes well. We utilise underlining to guide timing, as well as providing written cues to indicate where the nature of the road is about to get busier (requiring faster calling) and where some deceptive areas are lurking (marked as “Tricky”).

Hint:

It is important to remember that different cars and drivers will require notes to be delivered in a different fashion. During recce check and adjust the relevance of timing information the same way you would the number assigned to a corner.

Shorthand:

Most Stage Notes use some form of shorthand. At Smoothline we believe symbols are an important tool for allowing co-drivers to visually gather information quickly from the page (much quicker than reading a line of text). We use intuitive symbols wherever possible to make life easier for everyone.

Hint:

Anyone new to our shorthand would be well advised to write the meaning above each symbol before they begin using the notes. This will help both recce and the rally flow much better.

Turning Pages:

Being able to turn individual pages easily is a key component of doing a good job in the co-drivers seat. It doesn't take much imagination to work out some potential outcomes of turning 2 pages at once! We carefully choose the paper our notes are printed on, but there is more that can be done....

Hint 1:

Crumpling the top corner of each page (and then flattening out again) before the event can make pages easier to separate on the run. Be aware that this will make the corner of the book much fatter (but doing it the night before a rally can allow the pages to settle).

Hint 2:

Beware of dog-earring pages as they can have a tendency to clip together.

Highlighting:

Many co-drivers use highlighters to show where important calls are located. The calls you may like to highlight include:

- Cares, Cautions and Dangers
- Timing Cues
- Prominent visual features (bridges etc).

Hint:

It's a good idea to use different coloured highlighters for each feature. This makes it easier to know what's coming up in the notes.

Stage Descriptions and Checklists:

Smoothline routinely include a stage description at the beginning of each stage as well as start and finish checklists. The checklists can help you ensure you have everything in order before and after a competitive stage.

Hint:

Going through the stage description and checklist aloud just before a stage can help both driver and co-driver focus on the stage ahead.

Important information for Stage Note users

Corner Arcs

Each corner arc (given as a number) is a relative indicator of how open or tight the corner is, without reference to how fast it may be negotiated. The noted arc (and any variation to it) is based on the overall shape of the corner, irrespective of any inconsistencies in the inside or outside edges. Stage note users are solely responsible for how they negotiate each corner.

Driving lines

It is important that all Stage Note users check their interpretation of suggested driving lines, particularly where crests are involved. Individual driving lines may vary based on speed and driving style.

Cumulative Distances

Cumulative distances shown in the Stage Notes are an approximate guide only. Distances are measured by GPS, and are rounded to the nearest 50m. As a result they may not correlate with those given by event organisers.

Single Event License:

Smoothline Stage Notes are provided on a single event basis. The license fee for using Smoothline Stage Notes is specific to each level of notes and each event. Payment of this fee provides users the right to use Smoothline notes for one event only.

Glossary - Medallion Ten



Corner Arc Calls		
4L	Four Left	Corners are graded according to their arc, and assigned a number from 1 to 10. 1 represents a tight hairpin and 10 a very open bend. <u>It is important to note that the number assigned is an objective measurement of the corner's arc, not a subjective estimation of how fast it can be negotiated.</u>
6R	Six Right	
➤	Tightens	The arc of the corner changes becoming tighter.
◁	Opens	The arc of the corner changes becoming less tight.
bec	Becomes	The arc of the corner opens (without really becoming straight) before tightening to become the next corner. <u>"Becomes" is often used where 2 corners appear to blend together.</u>
50 bec	50 Becomes	There is a noteworthy distance between corners, but the road never really straightens before tightening to become the next corner.
Ea	Early	The apex of the correct driving line on this corner is earlier in the corner than expected. This often drives like an opening corner.
La	Late	The apex of the correct driving line on this corner is further around the corner than expected. <u>This often presents (and drives) like a tightening corner.</u>
RE or LE	Right Entry or Left Entry	A small, generally insignificant bend in the road that immediately precedes a tight corner. <u>Corner speed should be sacrificed to set the car up for the following corner.</u>
F	Fast	Describes a corner that requires very little deviation. May also be applied to other road features such as brows and crests.
Sli	Slight	Indicates that a variation is relatively subtle. Most frequently used as "tightens slight".

Corner Length Calls		
Sh 6L	Short	A corner that maintains its arc for less distance than usual.
6L		A corner of "standard" length.
6L Lng	Long	A long corner <u>(may also apply to crest or any other road feature).</u>
6L V.Lng	Very Long	A very long corner <u>(may also apply to crest or any other road feature).</u>

Distances Between Corners

6RL	Six Right Left	This is used where two corners of the same arc and length, but of different direction are located immediately after each other. The call represents a shorter version of Six Right, Six Left.
6R 7L		Where no distance is given between corners, the second corner immediately follows the first with no straight road in between. The example is read simply as "Six Right, Seven Left".
Imm	Immediate	As above where no distance is given between corners. This infrequently used call may be included if it is believed that a driver is likely to miss the second corner otherwise.
&	And	A measured distance of 10 to 20 metres
→	Into	A measured distance of 20 to 40 metres
50	Fifty	A measured distance of 50 metres. Distances are given for 40, 50, 70, 100 and each 50 metre increment over 100m as measured.
(str.) 100	Straight 100	A piece of road that is not straight, but for the purposes of the stage note simplicity, is called as such. Often this piece of road will contain multiple insignificant bends, and may extend beyond the driver's field of view.
(Kinks) 100	Kinks 100	Similar to "Straight" but with more pronounced corners.


Warnings

©	Care	Highlights a <u>section</u> of road requiring increased care and concentration to negotiate safely. <u>As with other warning calls, care is often used to signify that a potentially dangerous corner is 1 or 2 corners ahead.</u>
!	Caution	Indicates a section of road that presents an obvious threat to any driver. Such a section of road often requires drivers to reduce their pace.
	Danger	Extreme caution is required to safely negotiate these sections of road. The nature of the road "flow" often changes dramatically and unexpectedly (frequently out of sight to the approaching driver) where "danger" is used.
	Don't Cut	Indicates that a hazard exists close to the road on the inside of a corner.
(AIR)	Air	Indicates it is likely that a competition car will become airborne while negotiating the associated road feature, and appropriate caution should be used.
(Light)	Light	Indicates it is suspected that a competition car may become airborne or have the suspension unweighted while negotiating the related road feature, and appropriate care should be used.
<u>Optional Information</u>		Underlined information above the main line of Stage Notes is optional further information. Co-drivers should make their driver aware of this information in reconnaissance.
Accidents Common		Highlights areas where accidents have often occurred. The driver should be made aware of these. In some cases details are provided to alert users to the risks specific to that section of road.
[Quick Pg Change]		Instruction to turn page quickly as the nature of the road changes early on the following page, or where a busy section starts or continues on the following page.





Driving Line Calls

In	In	The correct driving line for this corner will not continue to the outside of the corner on the exit. <u>Often referred to elsewhere as “Keep In on exit” or “Don’t go Wide”</u> . Generally the correct driving line requires the driver to place the car at least 1m inside the outer edge of the road at the exit of the corner. <u>This call is often used to ensure potential hazards are avoided.</u>
Hug	Hug	The correct driving line for this corner follows the apex for some distance (as opposed to apexing briefly). Generally the correct driving line will have the car exiting the corner no further out than the middle of the road. This call is <u>generally used to set the car up for the approach to the next corner, but may be used in some instances to ensure a potential hazard is avoided.</u>
St.L	Stay Left	Tells the driver to place the car on the Left side of the road to maintain the correct driving line. <u>The same applies to St.R – place the car on the right side of the road.</u>
(Mdl)	Middle	Tells the driver to place the car in the middle of the road to maintain the correct driving line.
Braking	Braking	Indicates that the road ahead requires a marked reduction in speed and therefore recommends that <u>the driver be braking (as opposed to accelerating or coasting) through the road feature</u> associated with the braking call (eg “50 Braking” or “Long Crest Braking”).
S.O.	Straight On	Indicates the presence of an intersection at which the stage continues straight ahead (although not necessarily following the normal flow of traffic).

Road Features

	Brow	Small crest blocking view of the road ahead – not expected to markedly unsettle the car. When used in isolation, it is implied that no significant directional deviation is associated with the brow.
C	Crest	A crest that is likely to unsettle the car. When used in isolation, it is implied that no significant directional deviation is associated with the crest.
Shp	Sharp	Generally used to describe a crest over which the road “drops away quickly”.
Big	Big	Generally used to describe a crest which is larger than most.
↑	Uphill	Road goes uphill
↓	Downhill	Road goes downhill, often requiring increased care to negotiate braking areas, corners etc.
STP	Steep	Indicates the presence of a severe incline or decline. <u>May be used as “STP C” to indicate that the road tends steeply downward after a crest.</u>

Road Features (Continued)

(cb)	Camber	Indicates that the road construction is “off camber”, or in other words leans outward – drive with care!
	Bump	A bump/dip in the road that is likely to unsettle the car.
	Dip	A dip in the road.
	Hump	A defined hump in the road (such as a speed hump).
J	Jump	A larger or sharper defined hump in the road that is likely to cause a competition car to become airborne.
#	Grid	A feature that crosses the road at ground level and that has been designed to limit the passage of stock. <u>Grids are often uneven and may offer less grip than the surrounding road.</u>
	Gate	Indicates that the course passes through a gate/gateway. <u>Gates may be narrower than the surrounding road and often incorporate solid posts located on/near the road-side.</u>
][Bridge	Man-made structure of any material that is <u>generally flat</u> in nature and designed to allow vehicles to cross a depression in the ground. May or may not have sides. Watch for slippery surfaces (eg wood) particularly when wet.
Ford	Ford	Man-made structure of any material, designed to allow vehicles across a depression that is <u>generally contoured</u> in nature. May or may not have sides.
X-Ing	Crossing	Indicates that the travels over a railway crossing.
T	Turn	Indicates that the stage route takes a driver from one road to another at a <u>defined road junction</u> .
K	Keep	Indicates that the stage route takes a driver from one road to another at an intersection that is <u>generally less defined</u> or where then corner joining the two roads is more open than at a traditional “square intersection”
Blind	Blind	Indicates that a road feature (normally an intersection) is difficult or impossible to see on approach.
Twice	Twice	Indicates that the same corner appears twice in a row. <u>Used to avoid confusion for crews, particularly those who utilise repeated calls.</u>
DbI	Double	As above, but used for features other than corners that are in immediate succession.
Tpl	Triple	Indicates that 3 of a particular feature occur in immediate succession.
NRW	Narrow	The road through the corner is narrower than the road approaching it.

Road Features (Continued)

R.A.	Roundabout	Applies to a roundabout <u>regardless of any splinters or traffic islands</u> . <u>Care should be taken in reconnaissance to ensure that drivers obey the road rules by driving around the roundabout via the appropriate route regardless of the route indicated in the Stage Notes or the route to be taken in the event.</u>
Z	Slippery	Indicates an area believed to have a surface more slippery than the road approaching. <u>This may be qualified by a condition eg Z-Wet (meaning slippery if wet).</u>
Damp	Damp	Indicates a section of road that has been noted to be wet when the surrounding road surface is dry. Examples of where this may occur are under dense tree cover and where the water from the surrounding area drains across the road after rain.
Rough	Rough	Indicates an area of rough road surface that may unsettle the car.
Bumpy	Bumpy	Indicates a section of road featuring a number of bumps that are likely to unsettle the car.
Traffic Bumps	Traffic Bumps	Indicates the presence of large solid mounds on the road. Generally these are brightly coloured and replace “splinters” at an intersection.
Gravel	Gravel	Indicates an area where a significant amount of gravel has been noted (on an otherwise tarmac-surfaced section of road). This may have been noted either during reconnaissance or in previous events.
Tar	Tar	Indicates that the road surface changes to become sealed.
Dirt	Dirt	Indicates that the road surface changes to become un-sealed.
Surf	Surface	Indicates a change in road surface construction. Does not indicate whether a subsequent change in grip level will be experienced.
§	Chicane	A series of objects placed on the road by organisers to slow vehicles during the rally. These are generally not in place during reconnaissance and their exact location may be difficult to accurately determine before the day of competition.

Relative Locations

Note: *Some location markers occur in the “information row” of the stage notes and are not intended to be called in competition.*

@	At	Used as a visual reference to indicate that a feature of the road begins or occurs at a defined point (eg post or tree).
ON	On	Used as a visual reference to indicate that a feature of the road begins or occurs at a defined point (eg crest or bridge).
/	Over	Used as a visual reference to indicate that a feature of the road begins or occurs in conjunction with a defined road feature (eg crest or brow).
w	With	Used to indicate that two road features exist in unison (eg 5R with dip).

Relative Locations (Continued)

Cont.	Continues	Indicates that the nature of the road continues beyond a set point.
Thru	Through	Used as a visual reference to indicate that a corner or straight continues through a defined feature (eg dip or gate).
Around	Around	Used as a visual reference to indicate that the road travels close to and around a defined point (eg post).
Und	Under	Used as a visual reference to indicate that a feature of the road begins or continues beneath a defined point (eg bridge or tree).
@End	At End	Indicates that a particular road feature is located at the furthest point on the road that a driver can see.
@Top	At Top	Indicates that a particular road feature is located at the top of a climb.
E	Entry	Denotes a particular feature as being at or near the start of a corner.
X	Exit	Denotes a particular feature as being at or near the end of a corner.
IS	Inside	Denotes a particular feature as being at or near the inside of a corner.
OS	Outside	Denotes a particular feature as being at or near the outside of a corner.

Timing Indicators

BUSY	The section of road ahead contains a series of corners that occur in a rapid sequence.
V.BUSY	The section of road ahead contains a series of corners that occur in a very rapid sequence.
<u>Single Underline</u>	Indicates which calls refer to a single corner / road feature.
<u>Double Underline</u>	Highlights a “phrase” containing a series of calls that should be delivered in more rapid succession than normal. <u>These phrases are a timing indicator and are intended to ensure the driver receives an important piece of information (eg a tighter corner at the end of a phrase) earlier than they would otherwise.</u>
<u>Dashed Underline</u>	Highlights a “phrase” containing a series of calls that should be delivered together in <u>very rapid</u> succession. <u>These phrases are a timing indicator and are intended to ensure the driver receives an important piece of information (eg a tighter corner at the end of a phrase) much earlier than they would otherwise.</u>
<u>▶</u>	Used at the end of a line to alert the co-driver to the fact that the current “phrase” continues on the next line.

Stage: Stage Name (M10)	Dist: 4.30 km
Prev. Page:	Base: Av.Spd:
1.1 <u>250</u> / <u> </u> <u>FC</u> → <u>FL</u>	
1.7 Yellow Truck 350 7L 50 <u> </u> <u>6L</u>	
50	
Rd on L <u>Hug 10R</u> / <u> </u> & 6L (w <u> </u>) & 7R	
Next Page:	100

Stage: Stage Name (M10)	Dist: 4.30 km
<i>Prev. Page:</i>	<i>Base:</i> <i>Av.Spd:</i>
2.3	
100 <u>8R</u> \leftarrow \rightarrow <u><u>© 8R</u></u> \frown <u>6L</u>	
2.5	
100 <u><u>! 8R (_T>5)</u></u> [Surf] <u>2L</u>	
[Surf] 2.7	
50 <u><u>Hug 6R 4L</u></u> & <u>5R(IN)</u>	
[Surf] 3.1	
100 <u><u>© 9R (bec 6)</u></u> \frown <u>3L</u>	
3.3 Gravel on L	
150 <u><u>© 3R</u></u> \leftarrow (Z-Wet)	
<i>Next Page:</i>	150 ©

Stage: Stage Name (M10)	Dist: 4.30 km
Prev. Page:	Base: Av.Spd:
3.6	
150 <u>©</u> <u>7R & 3L</u>	
[Surf]	BUSY
50 <u>8R</u> _T > <u>5L</u>	
4.05	
50 <u>9R</u> / <u>^</u> Hug 50 5L ^{SH}	
4.3 Gravel Rd on L	
<u>(str.) 50</u> <u>StyR</u> / <u>C</u> 50 <u>6L</u> / <u>FF</u>	
200 EASE OFF	
Stopwatch, Camera, Stage Time, Zero Trip, Stage Comments, Tyre Pressures	