

INFORMATION BOOK - NOTES - 'Six Fastest'

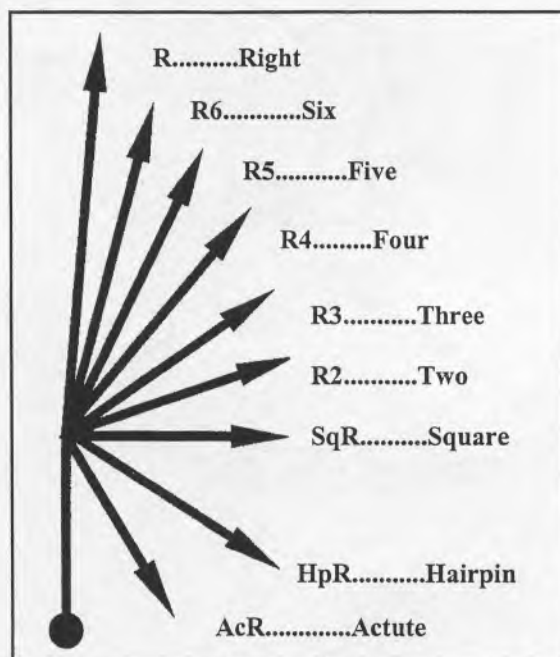
These notes are designed to describe the road concerned. It is important to bear in mind that the description of bends etc., are relevant to a myriad of variables, including road width, surface conditions etc. These are not speed notes. It is up to each individual to ascertain his own car/tyre/speed capabilities. It is up to each driver to assess the relevance of each feature with those before and after.

As these notes are to be used by a wide cross-section of drivers in differing cars, it is essential that you bear this in mind. In signing the indemnity when obtaining these notes you have agreed to the terms therein, accepting that there is no liability attached to the event organisers, or the author, and further that you will not reproduce or copy these notes for use by any other person, or for the use at any other time than the rally signed for.

Abbreviations

!	Caution
!!	Danger
!!!	Big Danger
Op	Open - faster than normal
<	Opens
>	Tightens
>>	Double Tightens
Grvl.	Gravel
Br.	Bridge
/	Over
TURN	Junction where you turn
Jct.	Junction which you pass
Bmp.	Bump
C	Flat Crest
Ĉ	Crest, going light.
C bmp	Crest with bump
C jmp	Crest with small jump
Big jmp	Big Jump
Sudden	Sudden, comes up quickly
Tyt	Tight/narrow
V	Very
↑ Up	↓ Down
→ Into	+ And

Bend Indications



Linking everything are distances in metres - even numbers up to 100 (40, 60, 80), odd numbers over that (130, 150, 170, 250). Short distances will be → (into) or (and) +. Into means that the steering wheel will just about straighten between two corners, + (and) will be longer - 20/30 metres. A line under a number of symbols means that they should be read quickly and together, to let the driver know what is coming up in good time. Also used to emphasise a note. The little boxes in the left hand margin denote junction no's, distance and if it is a radio point.

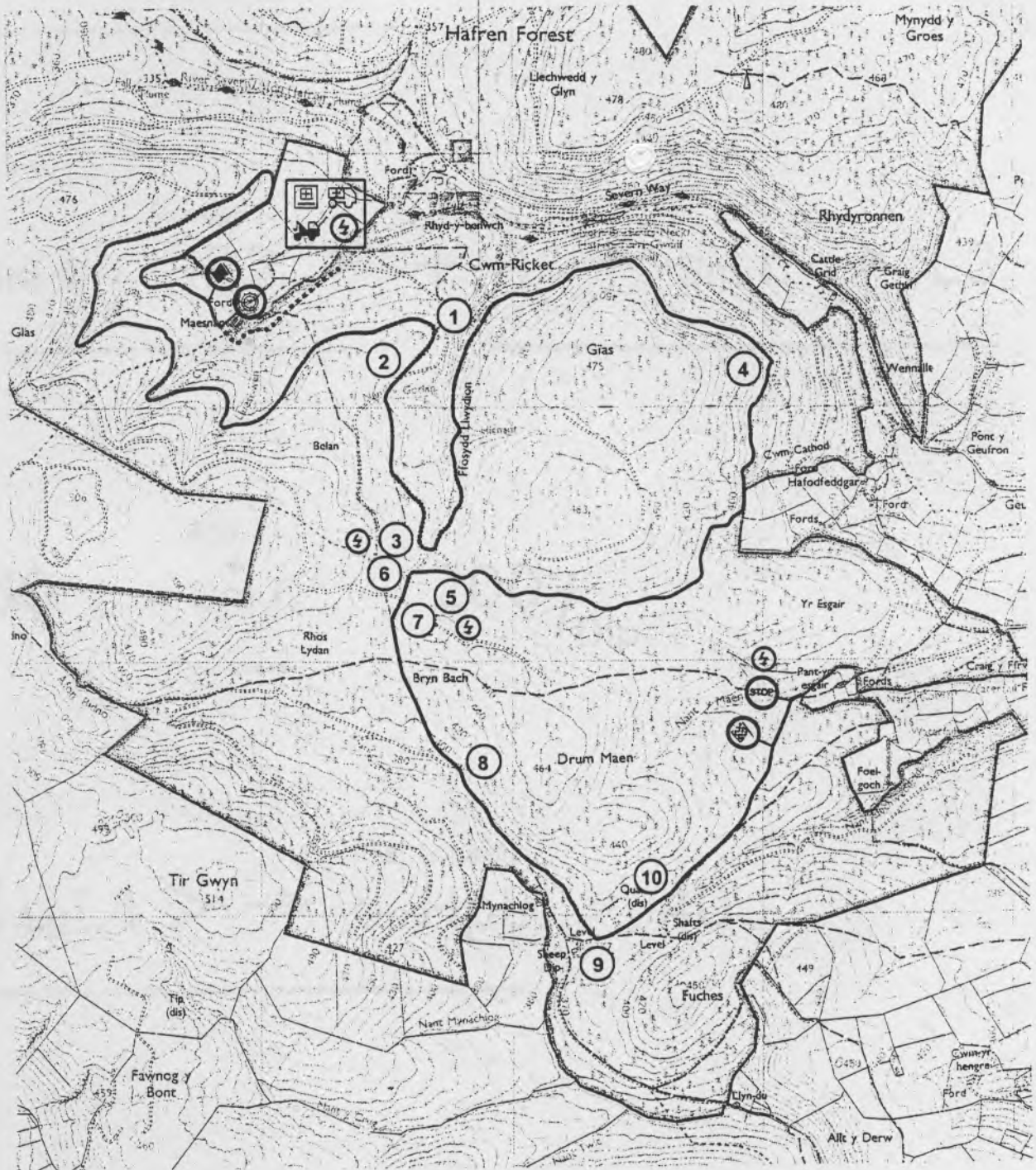
Brian Patterson

PS - Please check page numbers before rally.

Bulldog Rally
2002
Six Fastest System
Type 'C'

STAGE 1 - HAFREN SOUTH

7.97 miles



NOTES START 1.22 MILES FROM MAIN ROAD

+ Sm C → L3 60

Sm C ^{Deceptive} Lg R2 > + R → Sm C → L3

60 ^{Mid} Sm C 200 / Dip

! Lg L4 > → ^{Past Logs} Op HpL 40

Sm C R5 40

NEXT

Cjmp + L6 → !! R6

Mid

Cjmp + L6 → !! R6 /_{Bad Bmp C} +

R6 → LgC 40 ! R /_{Jmp} →

L3 → Op L2 !! 60 /_C SqL →

Tyt Up Mid
R2 80 R4 100

1.35

Dont Cut
! HpL 80

NEXT R6 /_{Sm C} 40 !R3

R6 /_{Sm C} 40 ! R3 /_{Pot Holes}

80 ^{Deceptive} !! R2 L2 → SqR 40

LgR4 /_{Rock Bmps} 60 ^{Tyt} ! HpL

100 R6 /_{Sm C} 80

! LgOp R2 /_{Mud} 40 ^{Dont Cut} ! HpL

NEXT

80 L3 + L5 / _C

Up Mid

80

Past LayBy

L3 + L5/C

Logs Ahead

60

Up Mid

L4

80 /
Ruf

Mid

! C

+ R3

Logs Conts

60

Lg R4

60

L5 /
Bmp

130

1/2.73

Op R2

+ ! R3

Suddn

→

TURN

Tyt

SqR

+

R3

60

NEXT

L + R6 → Jnct

2/2.87

L + R6 → ^{Past}Jnct → ^{Past Lane}L5 40

L2 40 R6 60 R/Sm C

60 L5 40 R →

! L4 Lg R3 >> 60/Sm C

NEXT

!TURN Op HpL → TURN

R
3/3.34

! TURN Op HpL → TURN HpL

40 R3 → L3 + ↓ R5 →

L2 40 R6 80

! Lg R3 → Op SqL → R3 + R6

Down Mid

200 R6 100

NEXT

R4 / Bmp	40	!R2
-------------	----	-----

$$\frac{R4 /_{Bmp} \quad 40 \quad ! R2 /_{Big \ Bmp} \quad +}{\underline{\underline{\hspace{10cm}}}}$$

$$\frac{L6 \quad \begin{matrix} \text{Up Mid} \\ 100 \end{matrix} \quad ! L6 \rightarrow R3 \quad \begin{matrix} \text{Fresh Air} \\ 170 \end{matrix}}{\underline{\underline{\hspace{10cm}}}}$$

$$\frac{! Op R2 \quad + \quad Sm \ C \quad R6 \quad 40}{\underline{\underline{\hspace{10cm}}}}$$

$$\frac{L6 > \rightarrow L4 \quad 40}{\underline{\underline{\hspace{10cm}}}} \quad \frac{L6 /_{Sm \ C} \quad R5}{\underline{\underline{\hspace{10cm}}}}$$

$$100 /_{Bmps}$$

NEXT

!! R5 + R2 / Hole

!! R5 + R2 /_{Hole}

Down Mid

80

4/4.84

TURN Op SqR 40

Lg R5 → L4

+ Sm C 40 Op R2 + ! Op SqL

40 R6 40 ! Op SqR 40

HpR + !^{Tyt} L2 60

NEXT

Lg L5 → Op R2

Lg L5 → Op R2 L of Mid
 60 / Sm C R5

Up Mid
 150 L5 R3 <> + L5 40

L6 R5 → ! L5 + R2 40

R
5/6.13

Past Jct Past Jct
 ! C → Op SqL + R2 40

6/6.22

L5 60 / Sm C TURN Op SqL 40

NEXT Sm C → R6 / X-RDS

7/6.3

Sm C → R6 /_{X-RDS} + Op L2 + Sm C
Mid

8/6.76

80 L6 250 Lg L5 → R5 →
Past Jnct

L6 60 R5 → L6 130
Down Mid

L6 40 R6 60 R4

Down Mid
80

NEXT

L6 → !! Sm C →

9/7.31

$L6 \rightarrow !! Sm C \rightarrow$
Past Lane
 $L2$
+
Past LayBy
 $L / Sm C$

10/7.51

200
 $R \rightarrow L6 / C$
Up Mld
 300

$Lg L6 CONTS / C \rightarrow R6$
 $60 \downarrow$

Dont Cut
 $L5 + R4 \rightarrow$
FINISH
Slowing
 100

$!! L Sm C R2$
STOP
