

# INFORMATION BOOK - NOTES - NUMBERS

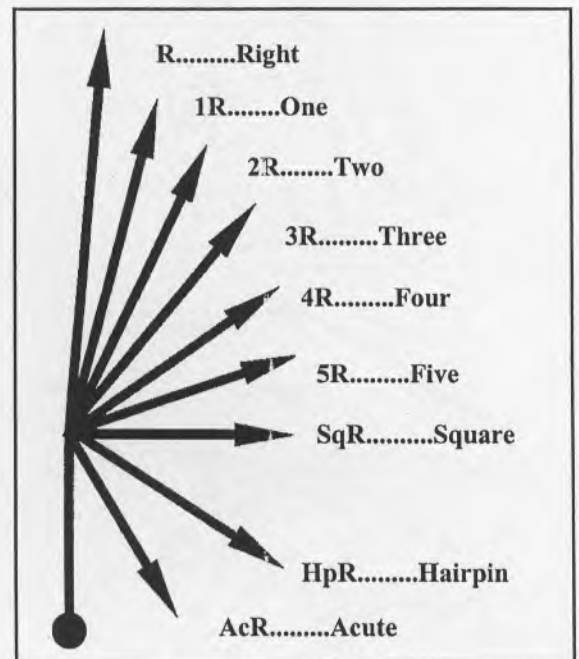
These notes are designed to describe the road concerned. It is important to bear in mind that the description of bends etc., are relevant to a myriad of variables, including road width, surface conditions etc. These are not speed notes. It is up to each individual to ascertain his own car/tyre/speed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

As these notes are designed for 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   |
| Jnct.   | Junction which you pass   |
| Bmp.    | Bump                      |
| C       | Flat Crest                |
| C       | Crest, going light.       |
| C bmp   | Crest with bump           |
| C jmp   | Crest with small jump     |
| Big jmp | Big Jump                  |
| Suddn   | Sudden, comes up quickly  |
| Tyt     | Tight/narrow              |
| V       | Very                      |
| Ruf     | Rough, uneven surface     |
| ↑ Up    | ↓ Down    → Into    + And |

## Bend Indications



Linking everything are distances in yards - 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 yards. 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 junctions, posts or landmarks, with the Radio Point 'R' above where applicable.

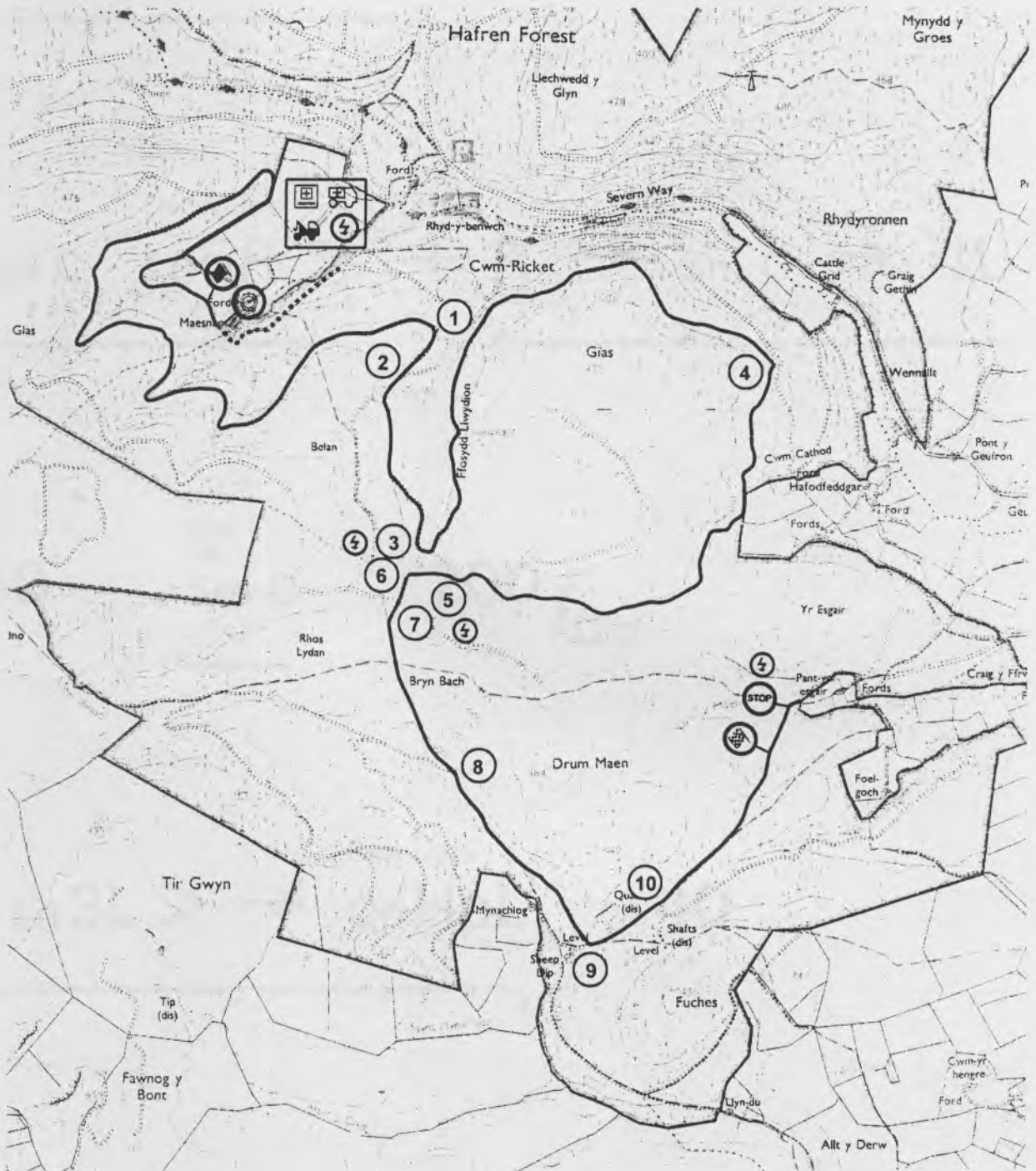
Brian Patterson

|               |
|---------------|
| Bulldog Rally |
| 2002          |
| Numbers       |
| Type 'B'      |

PS Please check page numbers before the start.

# STAGE 1 - HAFREN SOUTH

7.97 miles



NOTES START 1.22 MILES FROM MAIN ROAD

+ Sm C → 4L 60

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Sm C <sup>Deceptive</sup> Lg 5R > + R → Sm C → 4L

---

---

60 <sup>Mid</sup> Sm C 200 / Dip

---

! Lg 3L > → <sup>Past Logs</sup> Op HpL 40

---

---

Sm C 2R 40

---

---

NEXT

Cjmp + 1L → !! 1R

Mid

C<sub>jmp</sub> + 1L → !! 1R /<sub>Bad Bmp C</sub> +

---

1R → LgC 40 ! R /<sub>Jmp</sub> →

---

4L → Op 5L !! 60 /<sub>C</sub> SqL →

---

1.35

Tyt

Up Mid

Dont Cut

5R

80

3R

100

! HpL

---

80

NEXT

1R /<sub>Sm C</sub> 40 !4R

1R /<sub>Sm C</sub> 40 ! 4R /<sub>Pot Holes</sub>

80 <sup>Deceptive</sup> !! 5R 5L → SqR 40

Lg 3R /<sub>Rock Bmps</sub> 60 <sup>Tyt</sup> ! HpL

100 1R /<sub>Sm C</sub> 80

! LgOp 5R /<sub>Mud</sub> 40 <sup>Dont Cut</sup> ! HpL <sup>Up Mid</sup> 80

NEXT

|                           |
|---------------------------|
| 4L + 2L / <sub>C</sub> 60 |
|---------------------------|

$4L$     <sup>Past LayBy</sup> +  $2L/C$     Logs Ahead  
60

$3L$     <sup>Up Mid</sup>  $80/Ruf$     <sup>Mid</sup>  $!C$  +  $4R$     Logs Conts  
60

$Lg 3R$      $60$      $2L/Bmp$      $130$

1/2.73

$Op 5R$  +  $!4R$     <sup>Suddn</sup> → TURN    <sup>Tyt</sup>  $SqR$  +

$4R$      $60$

NEXT

L + 1R → Jnct



2/2.87

Past
Past Lane  
 L + 1R → Jnct → 2L 40  


---

5L 40 1R 60 R / Sm C  


---

60 2L 40 R →  


---

! 3L Lg 4R >> 60 / Sm C  


---

|        |
|--------|
| R      |
| 3/3.34 |

! TURN Op HpL → TURN HpL 40  


---

NEXT

|             |
|-------------|
| 4R → 4L + ↓ |
|-------------|

4R → 4L + ↓ 2R → 5L

40      1R      80      ! Lg 4R →

Op SqL → 4R + 1R      <sup>Down Mid</sup> 200      1R

100      3R /<sub>Bmp</sub>      40

! 5R /<sub>Big Bmp</sub> + 1L      <sup>Up Mid</sup> 100

NEXT

!1L → 4R 170



Fresh Air  
**! 1L → 4R**      170

---

Fresh Air  
**! Op 5R +**

---

Sm C    1R      40

---

1L > → 3L

---

40      1L / Sm C      2R

100 / Bmps

Down Mid  
**!! 2R + 5R / Hole**      80

---

4/4.84

TURN Op SqR      40

---

NEXT

Lg2R → 3L + Sm C

$$\underline{\underline{\text{Lg 2R} \rightarrow \text{3L} + \overset{\text{Mid}}{\text{Sm C}} \quad 40}}$$

$$\underline{\underline{\text{Op 5R} + \text{! Op SqL} \quad 40 \quad \text{1R} \quad 40}}$$

$$\underline{\underline{\text{! Op SqR} \quad 40 \quad \text{HpR} + \overset{\text{Tyt}}{\text{! 5L}}}}$$

$$60 \quad \underline{\underline{\text{Lg 2L} \rightarrow \text{Op 5R}}} \quad \overset{\text{L of Mid}}{60} / \text{Sm C}$$

$$\underline{\underline{\text{2R}}} \quad \overset{\text{Up Mid}}{150}$$

NEXT

|               |
|---------------|
| 2L 4R <> + 2L |
|---------------|

2L 4R <> + 2L 40

---

1L 2R → ! 2L + 5R 40

---

|        |
|--------|
| R      |
| 5/6.13 |

Past Jnct

! C → Op SqL + 5R

---

Past Jnct

40

|        |
|--------|
| 6/6.22 |
|--------|

2L 60 /<sub>Sm C</sub> TURN Op SqL 40

---

NEXT

|                      |
|----------------------|
| Sm C → 1R /<br>X-RDS |
|----------------------|

7/6.3

Sm C → 1R / <sub>X-RDS</sub> + Op 5L + <sup>Mid</sup> Sm C

---

8/6.76

80      1L      250      Lg 2L → <sup>Past Jct</sup> 2R →

---

1L      60      2R → 1L      <sup>Down Mid</sup> 130

---

1L      40      1R      60      3R

---

Down Mid  
80

NEXT

1L → !! Sm C →

9/7.31

1L → !! Sm C → <sup>Past Lane</sup> 5L + <sup>Past LayBy</sup> L/Sm C

---

10/7.51

200      R → 1L/C      <sup>Up Mld</sup> 300

Lg 1L CONTS /C → 1R      60 ↓

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2L + <sup>Dont Cut</sup> 3R → FINISH      <sup>Slowing</sup> 100

---

!! L Sm C 5R      STOP

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