

INFORMATION BOOK - NOTES - DESCRIPTIVE

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, they are route notes. They are made at slow speed. Bumps and jumps at rally pace must be treated with your own judgement. It is up to each individual to ascertain his own car/suspension/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. Also, holes, rocks, mud, floods and fallen trees/logs etc. can appear. The onus is on you to check starts/finishes/junctions/chicanes etc. We comply when making the notes with the original information supplied by the organisers, but cannot guarantee on the day of the rally that the set-up will be exactly the same. 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. If for any reason you have not signed the indemnity, by dint of using the notes you are deemed to have agreed to the conditions. If you are not happy with this, please return these notes before the rally and apply for a refund. Please remember, copying these notes without permission is theft.

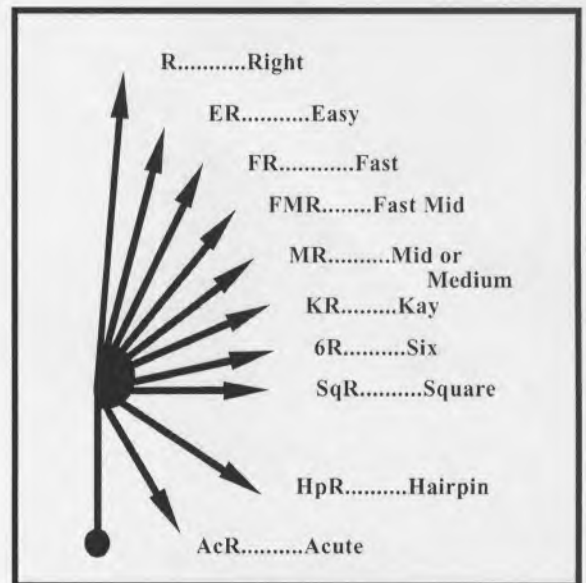
Abbreviations

!	Caution
!!	Danger
!!!	Big Danger
Op	Open - faster than normal
<	Opens
>	Tightens
>>	Double Tightens
Lg	Long, after note.
Grvl.	Gravel
Br.	Bridge
/	Over
TURN	Junction where you turn
Jnct.	Junction which you pass
Bmp.	Bump
Ĉ	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
⊕	Slightly more open i/s..Inside o/s..Outside
⊖	Slightly tighter DC..Dont Cut ?..Maybe
V	Very
↑	Up
↓	Down
→	Into
+	And

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, with the Radio Point 'R' above where applicable.

Compiled by Brian Patterson on behalf of Patterson Agencies Ltd.
PS Please check page numbers before the rally.

Bend Indications



Descriptive

Bulldog
Rally
2004
Descriptive

NOTES START 80 YDS INSIDE FOREST GATE @ GATE ON L.

Up Mid

+ FL + FR → KL 150 FL

40 FR + EL Lg → ER Lg / Sm C

1/0.71

200 EL Trees Down 80 Past Jct FR / Sm C

2/0.91

200 Past Jct !! ER / C + TURN 6R →

Sm C → ER 100 / Sm C

NEXT

KL ⊕ 60 EL +

KL⊕ 60 EL + ER 80

Sm C Fresh Air Drop i/s FR →

 + FR EL 80 FR →

3/1.47

Past Jnct

FML 40 ER → FR < 200

ER 80 Sm C 40 MR +

4/1.94

Thru X-rds J5

! EL → Sm C 40 TURN SqR 80

NEXT

FR 40 !6L →

R
6/2.11

FR Past Jnct 40 ! 6L → SqR[⊕] → R Past Jnct7

40 ! Sm C SqL[⊕] + MR →

FL ER 60

MR Deceptive ! FML > FMR Up Mid 130

NEXT

FLLg → !! Sm C +

FL Lg → !! Sm C + SqL[⊕] + FR →

!! Sm C SqR[⊕] → SqL 40

6L + FL 40 Hole i/s SqR + KL +

ER L / Sm C → MR Lg > FML +

8/3.40

FL 40 TURN 6L 60

NEXT

KL + EL 130 / Bmps

KL + EL

130 /
Bmps

EL FR

60

KR → ER Lg →

3.8

!!! FL /
Sm C → 6L 80

Fresh Air

L of Mid

Sm C

60 ↓

!! KL + FR

Fresh Air

Down Mid

80

FMR → KL 40

NEXT

FML 150 /
Sm C

FML 150 / _{Sm C} EL 200

!! FL > → KL ^{DC} HpR ML Lg 60

EL ER + ! 6R 60

9/4.89

KR FL 40 ! TURN ^{DC} SqR →

TURN ^{DC} SqR + Sm C →

NEXT

KL <> KR FL

KL < > KR FL 40 ^{Tyt} MR Lg

40 L/Sm C 40 FL 40

R
10/5.38

V Narr
!! 6R + FMR FML_{Jnct} R/Sm C

60 ^{Tyt} ! ML ^{Suddn J11} → TURN SqL ^{Log i/s} → ML +

Hole i/s
KL 130 MR 60

NEXT

FML	60	FLg
-----	----	-----

Hole i/s	Past Logs		L of Mid	Down Mid
FML	60	FL Lg	+ Sm C	100
=====		=====		

DC			Down Mid
FR	40	FR + MR	60
=====		=====	=====

Tyt		Slippy	
! HpR	+ FML >	→ KL Lg	80
=====	=====		

		Hole i/s	
EL/C	100 ↓	HpR	40
=====			

NEXT

FLg > 40 !SqL

FL Lg > 40 ! SqL 6R 6L

130 KL/Bmps + EL/C 80 ↓

Hole i/s
! HpR 100 KL⊕ Up Mid
80

Hole i/s Hole i/s Tyt Hole o/s
!! 6L → HpR 80 ! KR → KR

100 / Bmps Mid
Sm C 40

NEXT

EL + !EL / C Jmps

EL + ! EL / ^{Logs i/s} C Jmps → ER 40

L of Mid
Cbmp 60 FML / Cbmp 40

!! Bmp ^{Logs i/s} HpR > + FMR Lg > Thru Dip 200

Mid
Sm C 150 MR +

FINISH
! Sm C 80 ↓ Holes each side HpL ⊕ Lg STOP 80 KR
