

# 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.

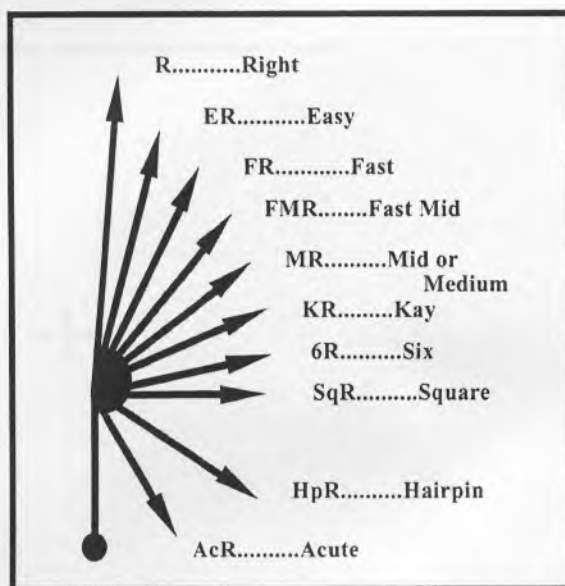
## Abbreviations

!	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  
2005  
Descriptive

ER Lg + FL Sm C + FMR →

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1/0.24

Sm Dip → !FR > → TURN HpR

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Up Mid  
80

FL ER KL → MR +

---

---

Slowing Tyt  
!! KL Lg KR → HpL 60

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NEXT

FR> → MR → KL

FR > → MR → <sup>DC</sup> KL + MR +

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KR → FL/C 40 EL < → Sm C

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100 FR → Sm C EL + FMR >

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40 KR → <sup>Mid</sup> Sm C's + ↓

---

2/1.3

FMR 40 TURN 6R → FMR Lg >

---

NEXT

100 TURN HpL

3/1.48

		DC		Up Mid		Mid
100	<u>TURN</u>	HpL		60		C
	=====					=====

Past Jnct 4		Camber			
100	FMR	+ EL		60	
	=====				

5/1.81

**! ML** → Mid / Bmp Jnct      40 ↓

=====

FML<sub>C</sub> FR      100 ↓

=====

<b>! Bmp Dip</b>	KR	60	C	FL	40
=====			=====		

NEXT

!! Sm C → TURN KR

R
6/2.1

!! Sm C → <sup>Drop o/s</sup> TURN KR Lg > 40

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Sm C Bmp + ↓ ML FMR Lg +

---

Sm C → !! FMR <sup>Logs i/s</sup> 6L / Slippy + ↓

---

7/2.43
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6R HpL⊕ → Thru Posts TURN SqR

---

40 <sup>Thru Posts</sup> ! KL 40

---

NEXT

!6L / Bmp Br	>	+	Sm C
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! 6L / <sup>40</sup> <sub>Bmp Br</sub> > + <sup>Mid</sup> Sm C → <sup>Down Mid</sup> 60 →

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8/2.69

FL / C<sub>bmp</sub> + ! FR <sup>Suddn Thru Posts</sup> → TURN HpR →

---

6R KL 40 + !!! FMLLg > →

---

Fresh Air

6L > KR 40

---

For 100

ML FMR CONTS > 40

---

NEXT

FL 40 !! FR →

FL 40 !! FR → KR 6L →

FMR / Sm C      Down Mid 130      FML + <sup>Tyt</sup> ML

150      ! Ditch i/s ML Lg      + ! 6R > +      Deceptive

R
9/3.62

TURN      Log i/s HpL ⊕ Lg →      <sup>Tyt</sup> 6L Lg      40

FL + FR Lg      80      FR      <sup>Up Mid</sup> 60

NEXT

KR + ML Lg / C's +
--------------------

$$\underline{\underline{KR}} + \underline{\underline{ML_{Lg} / C's}} + \underline{\underline{FMR}} \rightarrow$$

Deceptive

Drop o/s

$$\underline{\underline{!! FL}} + \underline{\underline{6R_{Lg} >}} + \underline{\underline{KL_{Lg}}} +$$

$$\underline{\underline{FMR_{Lg}}} + \underline{\underline{MR < 50}} + \underline{\underline{80 PR EL}} \rightarrow$$

$$\underline{\underline{MR}} \quad 40 \quad \underline{\underline{FML_{Lg}}} \quad 100$$

NEXT

$$ML \rightarrow !R / \text{Sm } C +$$



R  
10/4.87

ML → ! R / <sup>Logs i/s</sup> Sm C + TURN 6R Lg →

11/4.97

KL → <sup>Mud</sup> TURN HpR 350 <sup>Logs i/s</sup> FR

130 <sup>L of Mid</sup> Sm C 350 FR 100

12/5.70

<sup>Logs i/s</sup> ! ER / Jnct 40 KL ⊕ + EL Lg / Sm C

80 FMR 40

NEXT

FML 40 !KR →

FML 40 + <sup>Past Lane</sup> ! KR → <sup>Tyt</sup> 6L <sup>Up Mid</sup> 130

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<sup>Mid</sup> ! 2 Sm C's → <sup>Tyt</sup> MR Lg / Dip + ! FMR →

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13/6.40

<sup>Past Jct</sup> 6L + FL → ER Lg 60

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14/6.60

TURN 6R > <sup>Up Mid</sup> 80 <sup>Possible Logs</sup> MR 130

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R
15/6.83

TURN <sup>Tyt Logs o/s</sup> SqL 40

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NEXT

FMR <sub>g</sub> > + FR 100
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FMR<sub>Lg</sub> > + FR 100 > <sup>Camber</sup> !! HpL<sup>⊕</sup>

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130 FR > → <sup>Tyt</sup> MR<sub>Lg</sub> 80

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6L < 40 FMR + <sup>Mid</sup> Sm C 130

---

KL<sup>⊕</sup><sub>Lg</sub> + <sup>Slippy</sup> FR < > 40 FMR →

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EL 80 <sup>Deceptive</sup> !! 6L > + Sm C →

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NEXT

MR <sub>Lg</sub>	80	!! ER
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MR<sub>Lg</sub>      80      <sup>Slippy</sup> !! ER<sub>Lg</sub> > →

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FMR    +    <sup>Drop o/s</sup> !! KR      <sup>Down Mid</sup> 100      EL

---

100      <sup>Deceptive</sup> !! Sm C → HpL<sup>⊕</sup><sub>Lg</sub> →

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FMR > /<sub>Sm C</sub>    +    EL →

---

16/8.87

<sup>Deceptive</sup> !! C    MR<sub>Lg</sub>      60      <sup>Past Jnct</sup> KL <<sub>Lg</sub>    +

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NEXT    L /<sub>Sm C</sub>    80 ↓    FR

L/Sm C      80 ↓      FR + FR Lg <

130 ↑      ! KR/Sm C +

For 130      Past LayBys  
FMR CONTS > + EL      60      L →

Mid - Slowing      V Fresh Air  
Sm C      60      !!! KR > + FMLLg >

60 ↓

NEXT

!! FMR <> + KL

Drop o/s  
**!! FMR** < > + Tyt KL → FMR FL FMR

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+ L → Finish **!! ER** 40 Drop o/s TURN HpL →

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Thru Posts  
**MR** → STOP / Grass

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