

INFORMATION BOOK - NOTES 1- 9 NoS

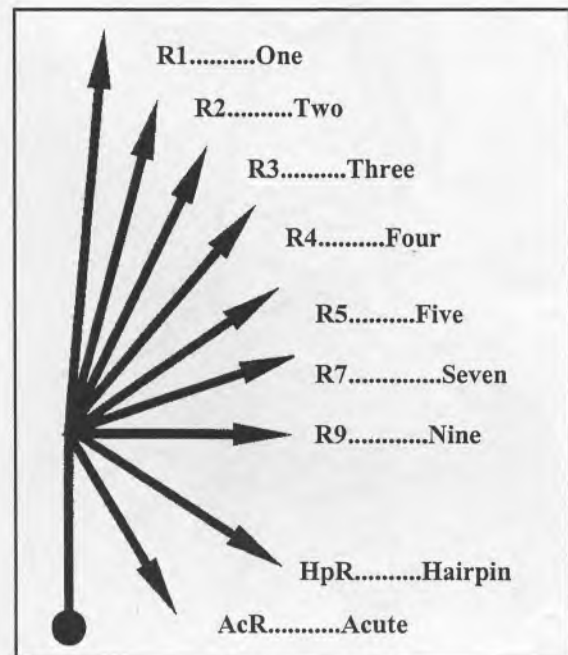
These notes are designed to describe the road concerned. It is important to bear in mind that the description of bends etc., are relevant to a myriad of variables, including road width, surface conditions etc. These are not speed notes. It is up to each individual to ascertain his own car/tyre/speed 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
Junct.	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 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, and where applicable a Radio Point 'R' above.

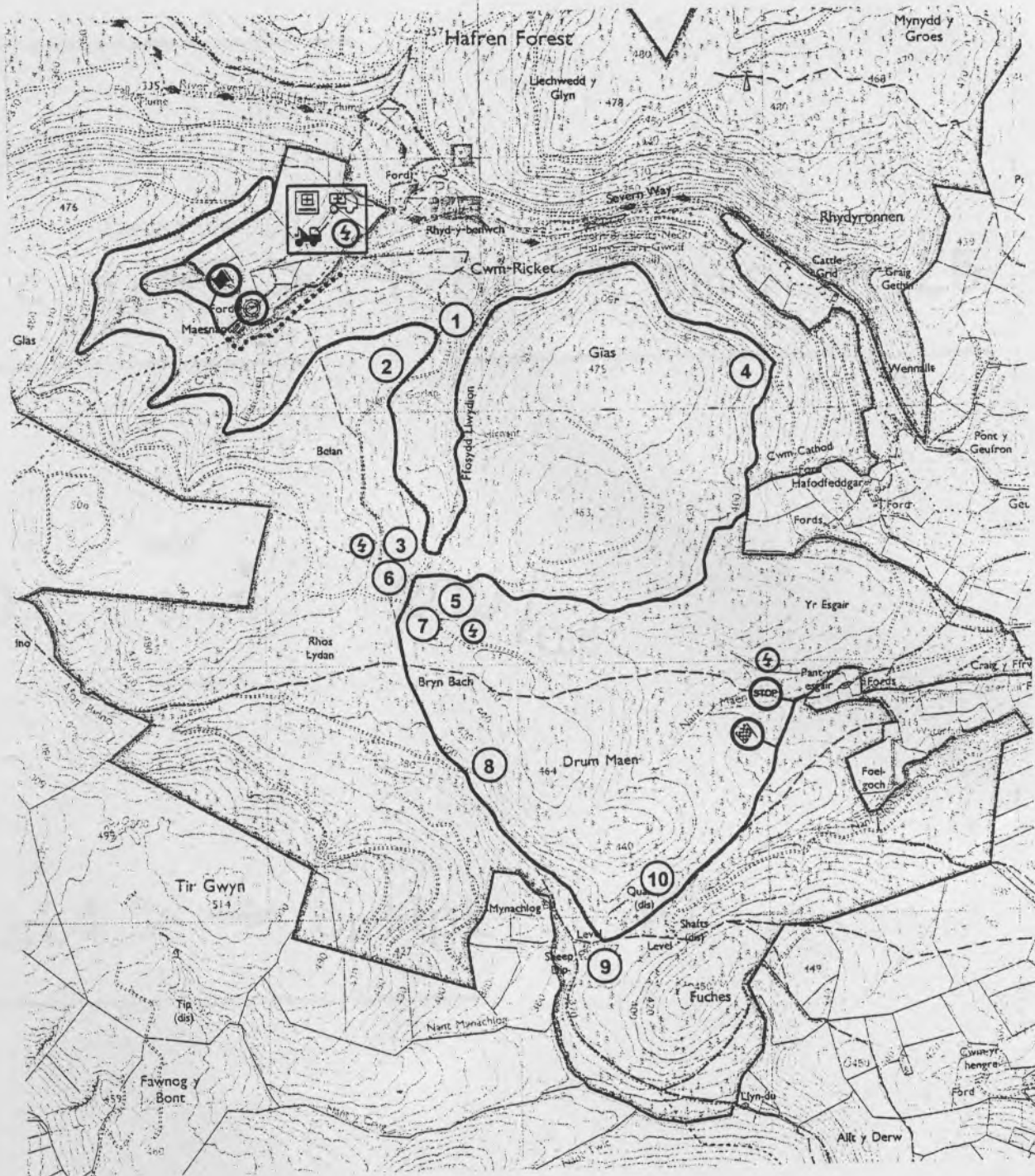
Brian Patterson

Please check page no's before start.

Bulldog Rally
2002
1-9 Numbers System

STAGE 1 - HAFREN SOUTH

7.97 miles



NOTES START 1.22 MILES FROM MAIN ROAD

+ Sm C → L5 60

Sm C ^{Deceptive} LgR7 > + R1 → Sm C → L5

60 ^{Mid} Sm C 200 / Dip

! LgL4 > → ^{Past Logs} Op HpL 40

Sm C R3 60 40

NEXT

Cjmp + L2 → !! R2

Mid

C_{jmp} + L2 → !! R2 /_{Bad Bmp C} +

R2 → L_gC 40 ! R1 /_{Jmp} →

L5 → Op L7 !! 60 /_C L9 →

Tyt

Up Mid

R7

80

R4

100

1.35

Dont Cut

! HpL

80

NEXT

R2 /_{Sm C} 40 !R5

R2 /_{Sm C} 40 ! R5 /_{Pot Holes}

80 ^{Deceptive} !! R7 L7 → R9 40

Lg R4 /_{Rock Bmps} 60 ^{Tyt} ! HpL

100 R2 /_{Sm C} 80

! Lg Op R7 /_{Mud} 40 ^{Dont Cut} ! HpL

NEXT

80	L5	+	L3	/ _C
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2/2.87

$L1 + R2 \xrightarrow{\text{Past Jnct}} L3 \xrightarrow{\text{Past Lane}} 40$

$L7 \quad 40 \quad R2 \quad 60 \quad R1 /_{Sm} C$

$60 \quad L3 \quad 40 \quad R1 \rightarrow$

$! L4 \quad Lg R5 \gg \quad 60 /_{Sm} C$

NEXT

!TURN Op HpL → TURN

R
3/3.34

! TURN Op HpL → TURN HpL

40 R5 → L5 + ↓ R3 →

L7 40 R2 80

! Lg R5 → Op L9 → R5 + R2

Down Mid

200 R2 100

NEXT

R4 / Bmp	40	!R7
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$$\frac{R4 /_{Bmp} \quad 40 \quad ! R7 /_{Big \ Bmp} \quad +}{\underline{\hspace{10em}}}$$

$$\frac{L2 \quad \overset{Up \ Mid}{100} \quad ! L2 \rightarrow \overset{Fresh \ Air}{R5} \quad 170}{\underline{\hspace{10em}}}$$

$$\frac{! Op R7 \quad + \quad Sm \ C \quad R2 \quad 40}{\underline{\hspace{10em}}}$$

$$\frac{L2 > \rightarrow L4 \quad 40 \quad L2 /_{Sm \ C} \quad R3}{\underline{\hspace{10em}}}$$

$$100 /_{Bmps}$$

NEXT

!! R3 + R7 / Hole

!! R3 + R7 /_{Hole} Down Mid
80

4/4.84

TURN Op R9 40 Lg R3 → L4

Mid
+ Sm C 40 Op R7 + ! Op L9

40 R2 40 ! Op R9 40

HpR + !^{Tyt} L7 60

NEXT Lg L3 → Op R7 60

Lg L3 → Op R7 L of Mid 60 / Sm C R3

Up Mid
150 L3 R5 <> + L3 40

L2 R3 → ! L3 + R7 40

R
5/6.13

Past Jnt Past Jnt
! C → Op L9 + R7 40

6/6.22

L3 60 / Sm C TURN Op L9 40

NEXT

Sm C → R2 / X-RDS

7/6.3

Sm C → R2 /_{X-RDS} + Op L7 + Sm C

Mid

8/6.76

80 L2 250 Lg L3 → R3 →

Past Jnct

L2 60 R3 → L2 Down Mid 130

L2 40 R2 60 R4

Down Mid
80

NEXT

L2 → !! Sm C →

9/7.31

$L2 \rightarrow !! Sm C \rightarrow$
Past Lane
 $L7$
+
Past LayBy
 $L1 / Sm C$

10/7.51

200
 $R1 \rightarrow L2 / C$
Up Mld
 300

$Lg L2 CONTS / C \rightarrow R2$
 $60 \downarrow$

Dont Cut
 $L3 + R4 \rightarrow$
FINISH
Slowing
 100

$!! L1 Sm C R7$
STOP
