

The Rally Bulldog



NATIONAL ROUTE NOTES
Descriptive

INFORMATION BOOK - NOTES - DESCRIPTIVE

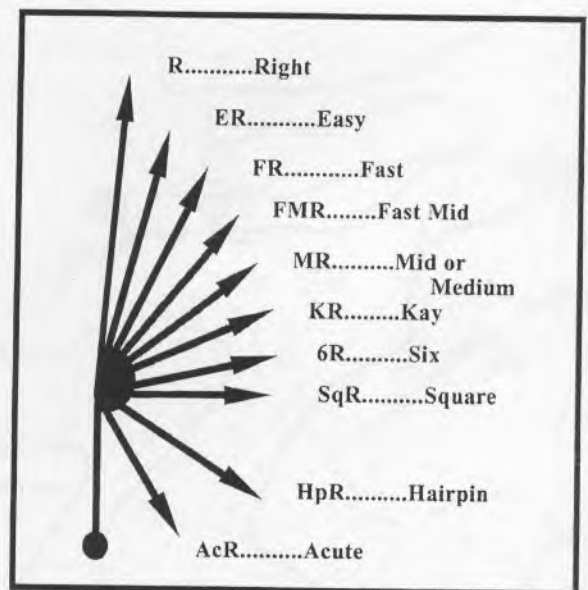
These notes are designed to describe the road concerned. It is important to bear in mind that the description of bends etc., are relevant to a myriad of variables, including road width, surface conditions etc. These are not speed notes, they are route notes. It is up to each individual to ascertain his 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. 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
⊖	Slightly tighter
V	Very
↑	Up
↓	Down
→	Into
+	And

i/s..Inside o/s..Outside
DC..Dont Cut ?..Maybe

Bend Indications



Descriptive

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.

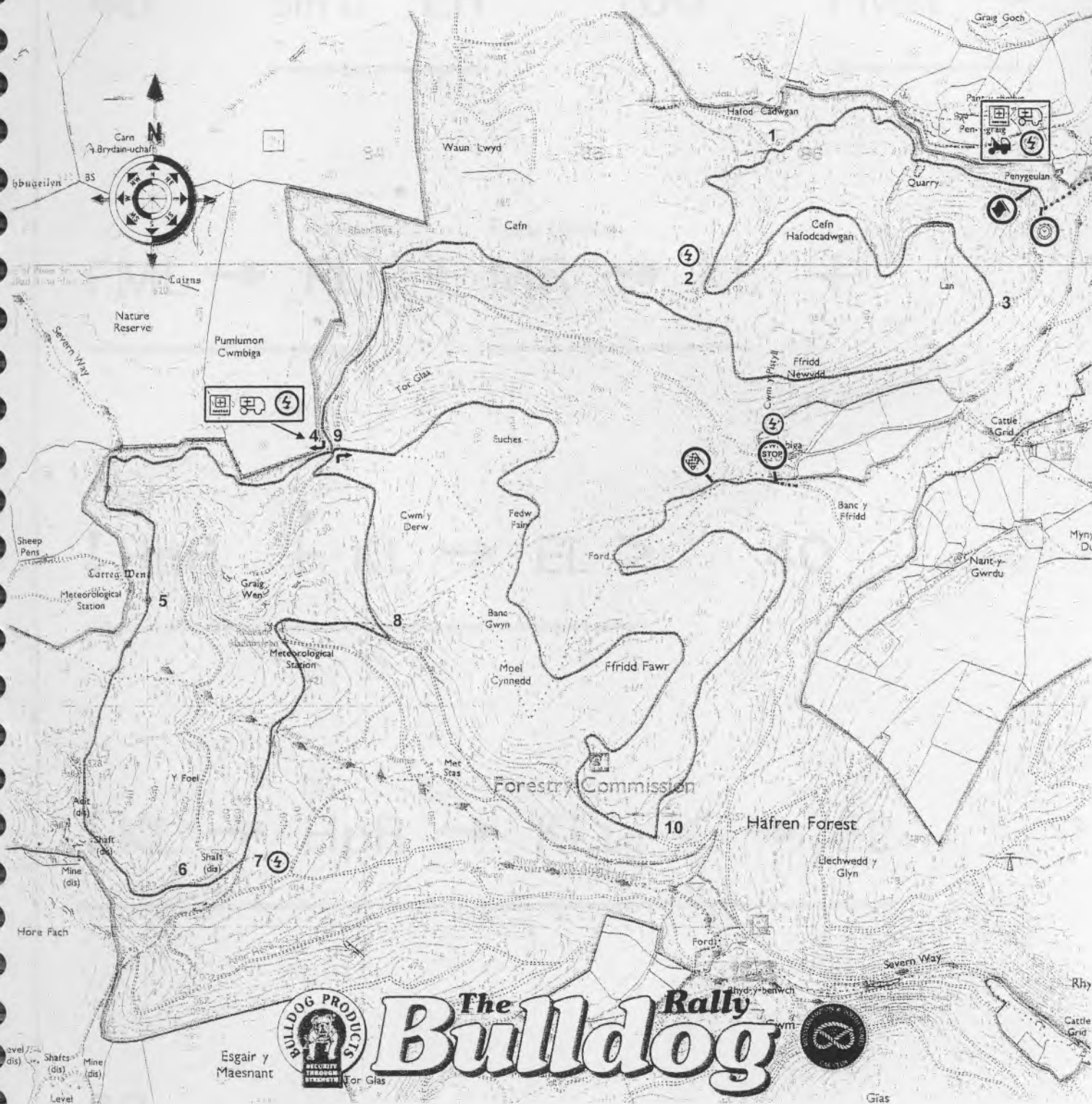
Brian Patterson

Bulldog Rally
2003
Descriptive
Type 'A'

PS Please check page numbers before the rally.

STAGE 1 - HAFREN NORTH

14.60 miles



40 Sm C ER + 100 Down Mid FMR →

FML → FL + MR → KL + Tree Down

! HpR + KL → EL > 40 DC

! KL → HpR → KL Lg < → FL DC

60

NEXT

!Op SqR + KL +

! Op SqR + KL + ! ER →

1/0.89

FL 6R → !! TURN 6L → 6R 40

Thru Logs Logs Conts

! 6R /_{Rock} → KL 60

DC FMR 40 DC ! HpL 60 MR Lg >

40 ^{Tyt} KR → 300

NEXT

!! KL /_{Bmp} > → HpL

R
2/1.50

!! KL/ $\langle \rangle$ \rightarrow HpL/ $\langle \rangle$ + KL^{DC}Lg

40 ER 100 ↓ FML $\langle \rangle$ FMR

40 ER 40 ! FMR $\langle \rangle$ CONTS ^{For 60}

+ EL MR ^{For 80} CONTS \rightarrow Sm C + ↓

FL FMR + !! HpL \rightarrow ML ^{For 60} CONTS \rightarrow

NEXT

FMR	$\langle \rangle$	40
-----	-------------------	----

Past Quarry

FMR <>> 40 FMR Lg 40

Down Mid

! 6R /_{Rock} 60 6L 150

3/2.75

Ruf Tyt

FR 40 KR + TURN FMR 300

Up Mid

FR /_{Bmp} 200 ER 200

ER → L → FR > FML 80

NEXT KR CONTS EL FR +

For 80

KR CONTS + EL ML FR + ML Lg 60

ER 40 → FR 80

3.8

Past Jnct

Tyt

! Bad Bmp → ML → MR 40 KR

For 80

40 > FML CONTS / Sm C + ↓ E ML Lg

Down Mid

100 + ER CONTS

NEXT

!! 6R> + FML FR

!! 6R > + FML FR EL →

=====

FR /_{Sm C} > → FMR + ! 6L

Up Mid
100

ML → ER 40 ML 40

=====

=====

! KR > HpL 40 FMR EL →

=====

=====

For 130

FR + ER CONTS

60 /_{Sm C}

=====

NEXT

FML → ER 80

FML → ER 80

FML →

Sm C → KL Lg

! MR +

R
4/5.41

Split
TURN SqR /_{DC} 80

EL →

ER FL + MR → 60

NEXT

FR 40 !! 6R> 6L

ER → FR → **!!!** HpR Up Mid
100

FL / Sm C Bmp ER 80 **!!** L / Sm C +

5/6.67

FR / Bmp Jnct **>>** 40 = FR 80

!R Sm C KL + EL KR → FML

40 ER → EL Down Mid
80

NEXT

ER CONTS → **!!** SqL

For 100 Fresh Air Down Mid
 ER CONTS → !! SqL 100

EL / Sm C 130 Fresh Air !! 6L 40

Past Quarry Tree Down
 ER Lg 100 ↓ !! EL 6R 40

Fresh Air
 !!! HpL 40 EL < > + ER

Past Jnct6
 80 Sm C 40 ML 150

NEXT

FML / Bmp Jnct	→ Sm C
----------------	--------

R
7/7.92

$$\frac{FMLY}{Bmp\ Jnct} \rightarrow Sm\ C + \frac{L}{Sm\ C} \rightarrow$$

$$\begin{matrix} \text{For 100} & & \text{Tyt} \\ EL\ CONTS & \rightarrow & MR & 40 & EL & 60 \end{matrix}$$

$$\begin{matrix} \text{For 100} \\ EL\ CONTS & \rightarrow & KR /_{Bmps} & 60 & FL \end{matrix}$$

$$40 \quad \frac{FMLY}{C} \langle \rangle \quad 60 \downarrow \quad EL$$

$$\begin{matrix} \text{Past Jnct} \\ 100 & !\ 6R\ Lg & \langle \rangle \rangle & 40 \end{matrix}$$

NEXT

EL	60	EL	→
----	----	----	---

EL 60 EL → ER 60

FMR 60 ER + ! Sm C →

8/9.02

For 150

TURN HpL/Bmp → ER ^{CONTS} 40 80

ER 40 ER 80 FR +

EL ER 60 6L Lg 130

NEXT

Sm C → FML !40

Sm C → FML ! 40 ^{Past Lane} HpR 60

R
9/9.75

!! L → ^{Past Split} ER /_C → TURN Op SqR 100

Sm C ! 60 ↓ 6L FR 40

EL Sm C 60 ↓ ^{For 60} ER CONTS MR 60

FMR 60 L /_{Sm C} 40

NEXT

KR + FL + !MR

Tyt For 200
KR + FL + !MR CONTS 80

Trees Down Deceptive
EL 80 !! HpL 40

ML FMR 40 !6R Lg / Rock + FL Lg

40 ER / Bmps 150 DC 6L MR

40 ER 40 ER 80

NEXT FML + !6L 40

Mid

FML + ! 6L < 40 Sm C → EL

60 < EL 40 ! ER → MR

Past Lane

150 ↑ KR Lg > < → FMR Lg

100 EL 130

For 150

!! ER CONTS → 6R >>> + 40

NEXT

!! HpL + 6R <

Deceptive

!! HpL + 6R < 40 → FML +

Past Lane

FML < >> 40

Mid

Sm C +

Deceptive

DC

!! C FML → R 100 ↓

10/12.72

DC

TURN HpL 130 KR +

6R FML 40 EL + EL 60

NEXT

FLg + !! R → Sm C

FL Lg + !! R → Sm C ^{Suddn} → 6R FL

60 FMR / Sm C 130 ^{Mid} Sm C

Logs Ahead 200 For 150 Thru Logs Past Lane
!! EL CONTS → !! ML + 6L

60 ^{Thru Logs} ! FML → ^{Bad Logs} !! 6R + Sm C

40 ↓ ^{Fresh Air} FML + ! FMLLg 150 ↓

NEXT

ER CONTS > 150 ↓

For 80
 ER CONTS > 150 ↓ Hole o/s
 ! HpR

60 6R Lg 80 FR 60

EL > → KL + ! 6R Lg 80 EL

60 EL FINISH !! KR →

Thru Logs ML Lg Logs KR Logs 150 STOP
