

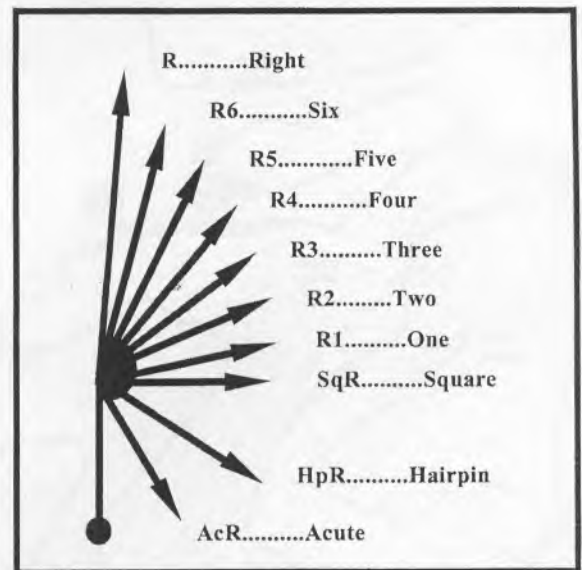
# INFORMATION BOOK - NOTES - SIX FASTEST

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 these notes you are deemed to have agreed to the conditions. If you are not happy with this, please return the 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

## Bend Indications



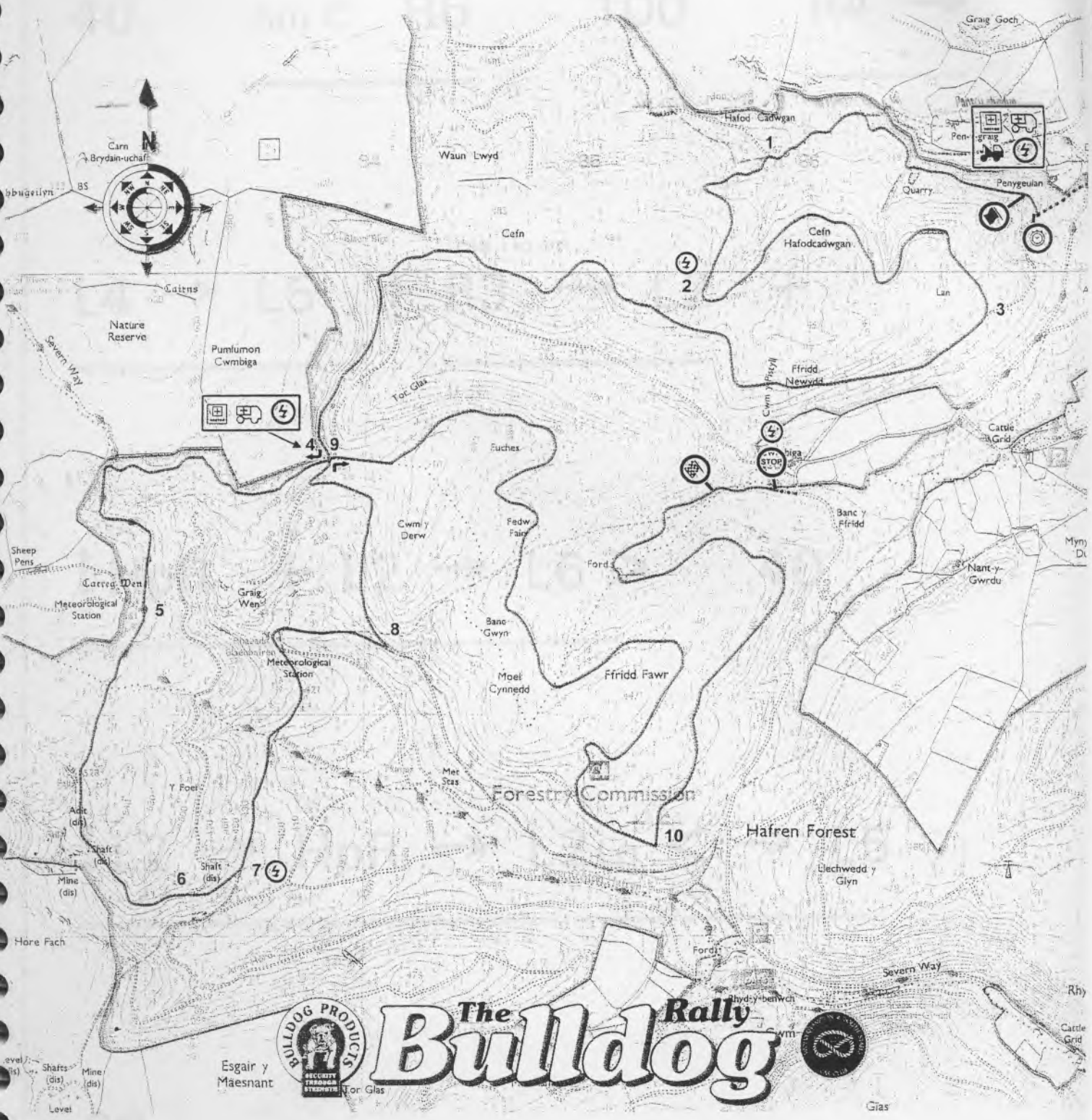
Six Fastest

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  
Six Fastest  
Type 'C'

PS Please check page numbers before the rally.



# The Bulldog Rally



Esgair y Maesnant



! Op SqR + L2 + ! R6 →

\_\_\_\_\_

1/0.89

L5 R1 → !! TURN L1 → R1

Thru Logs

Logs Conts

\_\_\_\_\_

40 ! R1 /<sub>Rock</sub> → L2 60

\_\_\_\_\_

DC DC  
R4 40 ! HpL 60 R3 Lg >

\_\_\_\_\_

40 Tyt  
R2 300

\_\_\_\_\_

NEXT

!! L2 /<sub>Bmp</sub> > → HpL



R
2/1.50

$$!! L2 /_{Bmp} > \rightarrow HpL /_{Jnct} + L2 Lg^{DC}$$


---

$$40 \quad R6 \quad 100 \downarrow \quad L4 > R4$$


---

$$40 \quad R6 \quad 40 \quad ! R4 > \text{CONTS} \quad \text{For 60}$$


---

$$+ L6 \quad R3 \quad \text{CONTS} \quad \rightarrow \quad Sm C \quad + \quad \downarrow \quad \text{For 80}$$


---

$$L5 \quad R4 \quad + \quad !! HpL \quad \rightarrow \quad L3 \quad \text{CONTS} \quad \rightarrow \quad \text{For 60}$$


---

NEXT

R4 &lt;&gt;&gt; 40

R4 <>> 40 R5 Past Quarry R4 Lg 40

---

! R1 / Rock 60 L1 Down Mid 150

---

3/2.75

R5 40 R2 + TURN R4 Ruf Tyt 300

---

R5 / Bmp 200 R6 Up Mid 200

---

R6 → L → R5 > L4 80

---

NEXT

R2 CONTS L6 R5

For 80

R2 CONTS L6 R5 + L3 Lg 60

---

R6 40 R5 + 80

---

3.8

Past Jnct

Tyt

! Bad Bmp → L3 → R3 40 R2

---

For 80

40 L4 CONTS / Sm C + ↓ L3 Lg

---

Down Mid

100

---

NEXT

!! R1 > + L4 R5

!! R1 > + L4 R5 L6 →

\_\_\_\_\_

R5 /<sub>Sm C</sub> > → R4 + ! L1

Up Mid  
100

\_\_\_\_\_

L3 → R6 40 L3 → 40

\_\_\_\_\_

\_\_\_\_\_

! R2 > HpL 40 R4 L6 →

\_\_\_\_\_

\_\_\_\_\_

For 130

R5 + R6 CONTS

\_\_\_\_\_

60 /<sub>Sm C</sub>

NEXT

L4 → R6 80



L4 → R6 80

L4 →

Sm C → L2 Lg

! R3

+

R
4/5.41

Split

TURN

SqR /<sub>DC</sub>

80

L6 →

R6 L5 + R3

60

NEXT

R5 40 !! R1 >

Deceptive

R5 40 !! R1 > L1 → R2 +

---

---

Past Quarry

L4 + !! R3 → SqL + L3 →

---

---

R5 Lg + Sm C + ↓ R2 →

---

---

Tyt

Mid

L1 → R1 Lg → ! HpL → ! Sm C

---

---

Up Mid

100 Sm C L1 <> 40

---

---

NEXT

R6 → R5 → !!!HpR

Up Mid

R6 → R5 → **!!!** HpR      100

---

L5 /<sub>Sm C Bmp</sub>      R6      80      **!!** L /<sub>Sm C</sub> +

---

5/6.67

R5 /<sub>Bmp Jnct</sub>      >>      40      R5      80

---

**!** R    Sm C    L2    +    L6    R2 → L4

---

Down Mid

40      R6 → L6      80

---

NEXT

R6 CONTS → !! SqL



R
7/7.92

L4 / Bmp Jnct → Sm C + L / Sm C →

For 100 Tyt  
L6 CONTS → R3 40 L6 60

For 100  
L6 CONTS → R2 / Bmps 60 L5

40 L4 / C <> 60 ↓ L6

Past Jnct  
 100 ! R1 Lg <>> 40

NEXT

L6 60 L6 →
------------



L6      60      L6 → R6      60

R4      60      R6 + ! Sm C →

8/9.02

For 150

TURN HpL/<sub>Bmp</sub> → R6 CONTS      80

R6      40      R6      80      R5 +

L6 R6 60 L1 Lg      130

NEXT

Sm C → L4 !40

Sm C → L4 ! 40 <sup>Past Lane</sup> HpR 60

---

R
9/9.75

!! L → R6 /<sub>C</sub> → TURN Op SqR 100 <sup>Past Split</sup>

---

Sm C ! 60 ↓ L1 R5 40

---

L6 Sm C 60 ↓ <sup>For 60</sup> R6 CONTS 60

---

R4 60 L / Sm C 40

---

NEXT

R2 + L5 + !R3
---------------

R2 + L5 + <sup>Tyt</sup> ! R3 <sup>For 200</sup> CONTS 80

---

<sup>Trees Down</sup> L6 80 <sup>Deceptive</sup> !! HpL 40

---

L3 R4 40 ! R1 Lg / Rock +

---

L5 Lg 40 <sup>Up Mid</sup> R6 / Bmps 150

---

<sup>DC</sup> L1 R3 40 R6 40

---

NEXT

R6	80	L4	+
----	----	----	---

R6 80 L4 + !L1 40

=====

Mid

Sm C → L6 60 L6 40

=====

!R6 → R3 40 150 ↑

=====

Past Lane

R2 Lg >< → R4 Lg 100 100 L6

=====

130

NEXT

!! R6 CONTS → R1

For 150

!! R6 CONTS → R1 >>> 40

---

Deceptive

!! HpL + R1 < 40 L4 +

---

Past Lane

L4 < >>> 40

---

Mid

Sm C +

---

Deceptive DC

!! C L4 → R 100 ↓

---

10/12.72

DC

TURN HpL 130

---

NEXT

R2 + R1 L4 40



R2 + R1 L4 40 L6 +  
=====

L6 60 L5 Lg + !! R →  
=====

Suddn  
Sm C → R1 L5 60 R4 / Sm C  
=====

130 Mid Logs Ahead  
Sm C 200  
=====

For 150 Thru Logs Past Lane  
!! L6 CONTS → !! L3 + L1 60  
=====

NEXT

!L4 → !!R1 +

Thru Logs                      Bad Logs  
**! L4** → **!! R1** + Sm C                      40 ↓

---

   Fresh Air  
 L4 + **! L4** Lg                      150 ↓

---

   For 80    Hole o/s  
 R6 CONTS >                      150 ↓                      **! HpR**

---

60                      R1 Lg                      80                      R5                      60

L6 > → L2 + ! R1 Lg                      80

---

NEXT

L6	60	L6	FINISH
----	----	----	--------

L6

60

L6

FINISH

!! R2 →

---

---

---

---

Thru Logs

Logs

Logs

L3 Lg

R2

150

STOP

---

---

---

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