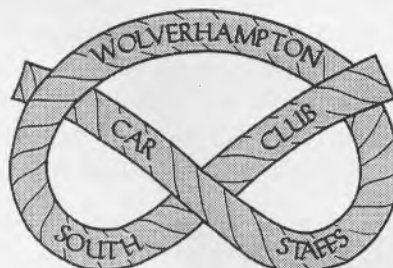


The Rally Bulldog



NATIONAL ROUTE NOTES
Numbers

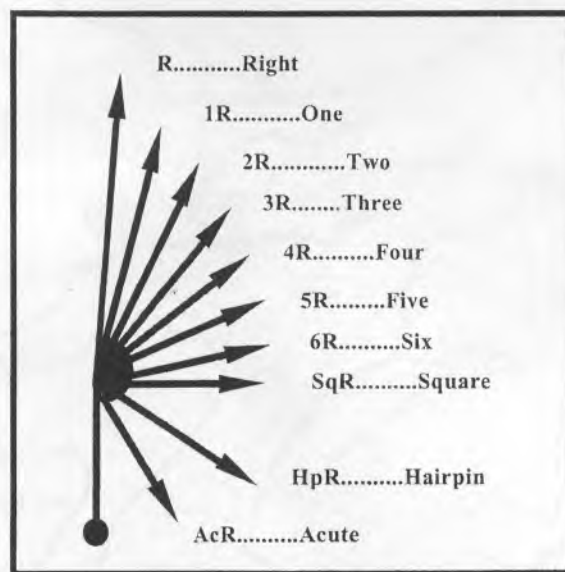
INFORMATION BOOK - NOTES - NUMBERS

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 therein. If you are not happy with this, please return notes before rally and apply for 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



Numbers

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
Numbers
Type 'B'

PS Please check page numbers before the rally.

STAGE 1 - HAFREN NORTH

14.60 miles



NOTES START 0.26 FROM RD ON C WITH SMALL WIDE AREA ON R.

40 Sm C 1R ^{Down Mid} 100 3R →

3L → 2L ^{Tree Down} + 4R → 5L +

^{DC}
! HpR + 5L → 1L > 40

^{DC}
! 5L → HpR → 5L Lg < → 2L

60

NEXT

!Op SqR + 5L +

! Op SqR + 5L + ! 1R →

1/0.89

2L 6R → !! TURN ^{Thru Logs} 6L → ^{Logs Conts} 6R 40

! 6R / _{Rock} → 5L 60

^{DC} 3R 40 ^{DC} ! HpL 60 4R Lg >

40 ^{Tyt} 5R 300

NEXT

!! 5L / _{Bmp} > → HpL

R
2/1.50

$$!! \ 5L /_{Bmp} > \rightarrow HpL /_{Jnct} + 5L Lg^{DC}$$

$$40 \quad 1R \quad 100 \downarrow \quad 3L > 3R$$

$$40 \quad 1R \quad 40 \quad ! 3R > \text{CONTS}^{For 60}$$

$$+ 1L \quad 4R \quad \text{CONTS} \rightarrow Sm C + \downarrow^{For 80}$$

$$2L \quad 3R + !! HpL \rightarrow 4L \text{ CONTS} \rightarrow^{For 60}$$

NEXT

3R <>> 40

3R <>> 40 2R Past Quarry 3R Lg 40 80

! 6R / Rock 60 6L Down Mid 150

3/2.75

2R 40 5R + TURN 3R Ruf Tyt. 300 5R

2R / Bmp 200 1R Up Mid 200

1R → L → 2R > 3L 80

NEXT

5R CONTS 1L 2R +

For 80

5R CONTS 1L 2R + 4L Lg 60

1R 40 → 2R 80

3.8

Past Jnct

Tyt

! Bad Bmp → 4L → 4R 40 5R

For 80

40 3L CONTS / Sm C + ↓ 4L Lg

Down Mid

100

NEXT

!! 6R> + 3L 2R 1L

!! 6R > + 3L 2R 1L →

2R /_{Sm C} > → 3R + ! 6L

Up Mid
100

4L → 1R 40 4L 40

! 5R > HpL 40 80 3R 1L →

For 130

2R + 1R CONTS

60 /_{Sm C}

NEXT

3L → 1R 80

3L → 1R 80 3L →

Sm C → 5L Lg ! 4R +

R
4/5.41

TURN ^{Split} SqR /_{DC} 80 1L →

1R 2L + 4R → 60

NEXT

2R 40 !! 6R > 6L

2R 40 ^{Deceptive} !! 6R > 6L → 5R +

3L + ^{Past Quarry} !! 4R → SqL + 4L →

2R Lg + Sm C + ↓ 5R → 6L →

^{Tyt} 6R Lg → ^{Mid} ! HpL → ^{Up Mid} ! Sm C → 100

Sm C 6L < > 40

NEXT

1R → 2R → !!!HpR

1R → 2R → **!!!** HpR Up Mid
100

2L / _{Sm C Bmp} 1R 80 **!!** L / _{Sm C} +

5/6.67

2R / _{Bmp Jnct} >> 40 2R 80

!R _{Sm C} 5L + 1L 5R → 3L

40 1R → 1L Down Mid
80

NEXT

1R CONTS → **!!** SqL

For 100 Fresh Air Down Mid
 1R CONTS → !! SqL 100

1L / Sm C 130 Fresh Air
 !! 6L 40

Past Quarry Tree Down
 1R Lg 100 ↓ !! 1L 6R 40

Fresh Air
 !!! HpL 40 1L <> + 1R

80 Past Jnct6
 Sm C 40 4L 150

NEXT

3L / Bmp Jnct → Sm C

R
7/7.92

$$\frac{3L}{Bmp \text{ Jnct}} \rightarrow Sm \ C + \frac{L}{Sm \ C} \rightarrow$$

For 100 Tyt

$$1L \text{ CONTS} \rightarrow 4R + 40 + 1L \quad 60$$

For 100

$$1L \text{ CONTS} \rightarrow 5R /_{Bmps} \quad 60 \quad 2L$$

$$40 \quad \frac{3L}{C} \langle \rangle \quad 60 \downarrow \quad 1L$$

Past Jnct

$$100 \quad ! 6R \text{ Lg} \langle \rangle \rangle \quad 40$$

NEXT

1L	60	1L →
----	----	------

1L 60 1L → 1R 60

3R 60 1R + ! Sm C →

8/9.02

For 150

TURN HpL / _{Bmp} → 1R CONTS 80

1R 40 1R 80 2R +

1L 1R 60 6L Lg 130

NEXT

Sm C → 3L !40

Sm C → 3L ! 40 ^{Past Lane} HpR 60

R
9/9.75

!! L → ^{Past Split} 1R/C → TURN Op SqR 100

Sm C ! 60 ↓ 6L 2R 40

1L Sm C 60 ↓ ^{For 60} 1R CONTS 4R 60

3R 60 L/Sm C 40

NEXT

5R + 2L + !4R

5R + 2L + ^{Tyt}!4R ^{For 200} CONTS → 80

^{Trees Down} 1L 80 ^{Deceptive}!! HpL 40 → 4R

4L 3R 40 ! 6R Lg / _{Rock} + 2L Lg

40 1R / _{Bmps} ^{Up Mid} 150 ^{DC} 6L 4R

40 1R → 40 1R → 80

NEXT 3L + !6L 40

3L + ! 6L 40

=====

Mid

Sm C → 1L

=====

60 <> 1L 40

=====

! 1R → 4R

=====

150 ↑

5R Lg > < → 3R Lg

Past Lane

=====

100 1L 130

=====

For 150

!! 1R CONTS → 6R >> 40

=====

NEXT

!! HpL + 6R <

Deceptive

!! HpL + 6R < 40 3L +

Past Lane

3L < >> 40

Mid

Sm C +

Deceptive

DC

!! C 3L → R 100 ↓

10/12.72

DC

TURN HpL 130 5R +

6R 3L 40 1L + 1L 60

NEXT

2Lg + !! R → Sm C

2L Lg + **!!** R → Sm C ^{Suddn} → 6R 2L

60 3R / Sm C 130 ^{Mid} Sm C

Logs Ahead For 150 Thru Logs Past Lane
 200 **!!** 1L CONTS → **!!** 4L + 6L

60 ^{Thru Logs} **!** 3L → ^{Bad Logs} **!!** 6R + Sm C

40 ↓ ^{Fresh Air} 3L + **!** 3L Lg 150 ↓

NEXT

1R CONTS >	150 ↓
------------	-------

For 80
1R CONTS > 150 ↓ ! HpR
 Hole o/s

60 6R Lg 80 2R 60

1L > → 5L + ! 6R Lg 80 1L

60 1L FINISH !! 5R →

Thru Logs Logs Logs
4L Lg 5R 150 STOP