

# INFORMATION BOOK - NOTES - DESCRIPTIVE

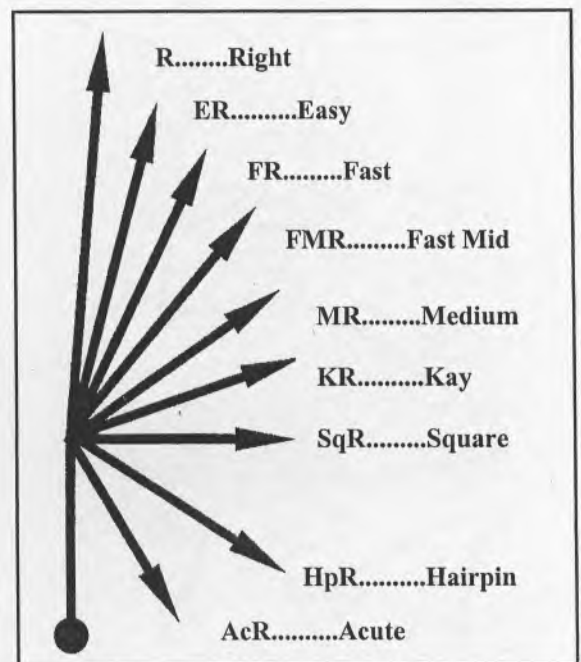
These notes are designed to describe the road concerned. It is important to bear in mind that the description of bends etc., are relevant to a myriad of variables, including road width, surface conditions etc. These are not speed notes. It is up to each individual to ascertain his own car/tyre/speed 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. 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
Jct.	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
Suddn	Sudden, comes up quickly
Tyt	Tight/narrow
V	Very
↑ Up	↓ Down
→ Into	+ And

## Bend Indications



Linking everything are distances in metres - 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 metres. 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.

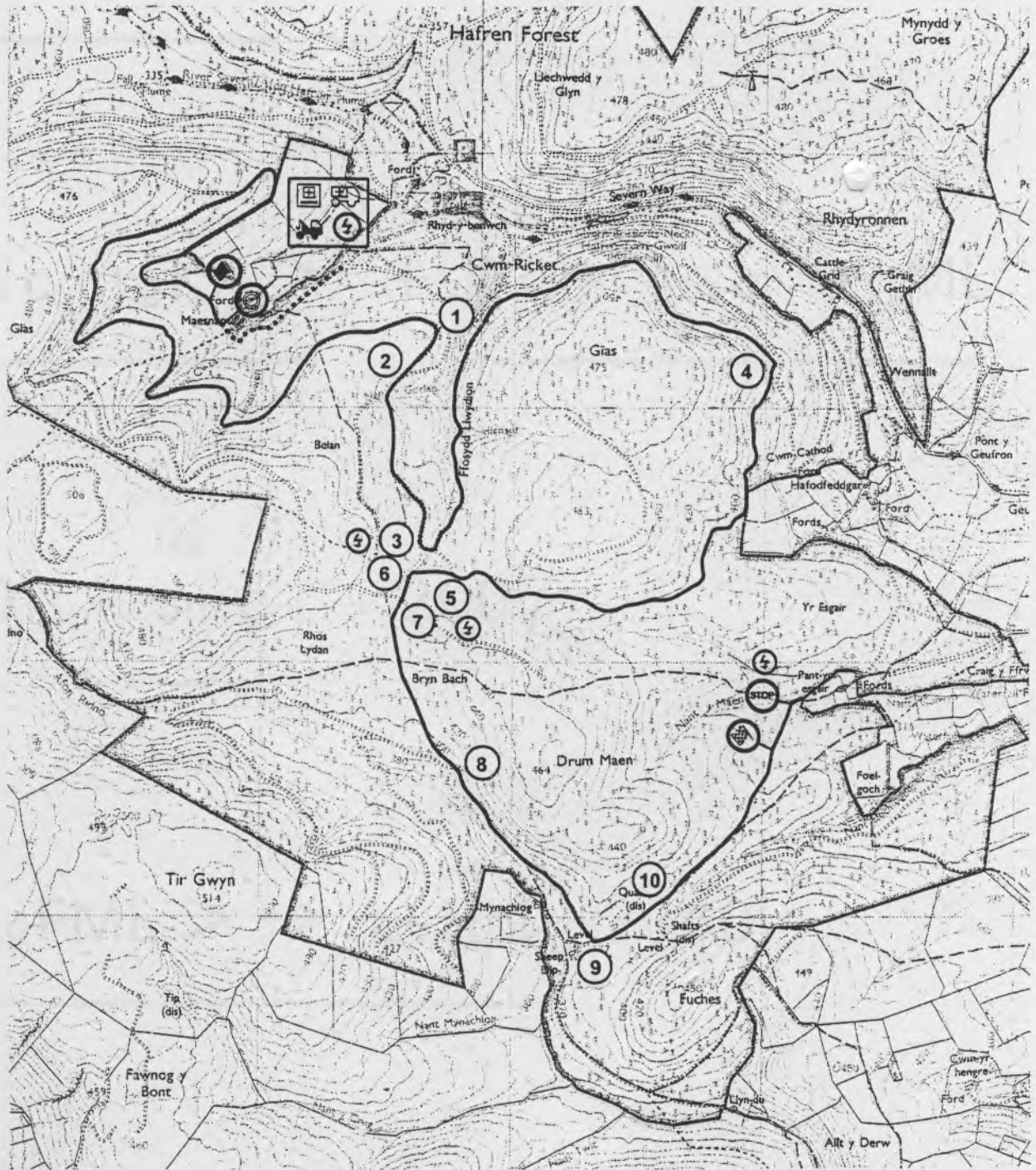
Brian Patterson

PS Please check page numbers before the rally.

Bulldog Rally  
2002  
Descriptive  
Type 'A'

# STAGE 1 - HAFREN SOUTH

7.97 miles



NOTES START 1.22 MILES FROM MAIN ROAD

+ Sm C → ML 60

---

Sm C      Deceptive  
Lg KR > + R → Sm C → ML

---

60      Mid  
Sm C      200 / Dip

---

! Lg FML > → Past Logs  
Op HpL 40

---

Sm C FR 40

---

NEXT

Cjmp + EL → !! ER

Mid

C<sub>jmp</sub> + EL → !! ER /<sub>Bad Bmp C</sub> +

ER → LgC      40      ! R /<sub>Jmp</sub> →

ML → Op KL      !! 60 /<sub>C</sub>      SqL →

1.35

Tyt

Up Mid

Dont Cut

KR

80

FMR

100

! HpL

80

NEXT

ER /<sub>Sm C</sub>      40      !MR

ER /<sub>Sm C</sub> 40 ! MR /<sub>Pot Holes</sub>

---

80 <sup>Deceptive</sup> !! KR KL → SqR 40

---

Lg FMR /<sub>Rock Bmps</sub> 60 <sup>Tyt</sup> ! HpL

---

100 ER /<sub>Sm C</sub> 80

---

! LgOp KR /<sub>Mud</sub> 40 <sup>Dont Cut</sup> ! HpL <sup>Up Mid</sup> 80

---

NEXT ML + FL /<sub>C</sub> 60





2/2.87

L
+
ER
→
Past
Jnct
→
Past Lane
FL
40

---

KL
40
ER
60
R / Sm C

---

60
FL
40
R →

---

! FML
Lg MR
>>
60 / Sm C

---

R
3/3.34

! TURN
Op HpL
→
TURN HpL
40

---

NEXT

MR → ML + ↓
-------------

MR → ML + ↓      FR → KL

40      ER      80      ! LgMR →

Op SqL → MR + ER      <sup>Down Mid</sup> 200      ER

100      FMR /<sub>Bmp</sub>      40

! KR /<sub>Big Bmp</sub>      + EL      <sup>Up Mid</sup> 100

NEXT

!EL → MR 170



Fresh Air  
 ! EL → MR 170

---

Fresh Air  
 ! Op KR +

---

Sm C ER 40

---

EL > → FML

---

40 EL / Sm C FR

---

100 / Bmps

!! FR + KR / Hole

---

Down Mid

80

---

4/4.84

TURN Op SqR 40

---

NEXT

LgFR → FML + Sm C

$$\text{LgFR} \rightarrow \text{FML} + \overset{\text{Mid}}{\text{Sm C}} \quad 40$$


---

$$\text{OpKR} + \text{! OpSqL} \quad 40 \quad \text{ER} \quad 40$$


---

$$\text{! OpSqR} \quad 40 \quad \text{HpR} + \overset{\text{Tyt}}{\text{! KL}}$$


---

$$60 \quad \text{LgFL} \rightarrow \text{OpKR} \quad \overset{\text{L of Mid}}{60} / \text{Sm C}$$


---

$$\text{FR} \quad \overset{\text{Up Mid}}{150}$$


---

NEXT

FL MR <> + FL
---------------

FL MR <> + FL 40

---

---

EL FR → ! FL + KR 40

---

---

R  
5/6.13

Past Jnct

! C → Op SqL + KR

---

---

Past Jnct

40

6/6.22

FL 60 / Sm C TURN Op SqL 40

---

---

NEXT

Sm C → ER / X-RDS

7/6.3

Sm C → ER /<sub>X-RDS</sub> + Op KL + Sm C

Mid

---

8/6.76

80 EL 250 Lg FL → FR →

Past Jct

---

EL 60 FR → EL 130

Down Mid

---

EL 40 ER 60 FMR

---

Down Mid  
80

NEXT

EL → !! Sm C →

9/7.31

EL → **!!** Sm C → <sup>Past Lane</sup> KL + <sup>Past LayBy</sup> L / Sm C

10/7.51

200      R → EL / C      <sup>Up Mld</sup> 300

Lg EL CONTS / C → ER      60 ↓

<sup>Dont Cut</sup> FL + FMR → FINISH      <sup>Slowing</sup> 100

!! L Sm C KR STOP