



in association with



Route Notes

Numerical

1 ~ 7



SUBJECTIVE ROUTE NOTES GUIDE

These notes are intended to give a description of the road – they do **not** tell you how quickly to drive. It is essential that the driver and the co-driver understand in advance what is meant by all the symbols which appear. In addition the co-driver **must** both read through all the notes in advance of the rally to ensure that he or she knows what is to be said and also check them against the Road Book.

There is a considerable amount of detail in these notes and less experienced competitors may find it takes them some time to become accomplished at using them. Junction numbers have been indicated to enable a co-driver who has become lost in the notes to rejoin as soon as possible.

The route notes always continue to the Stop Control with prior confirmation as to when the Flying Finish has been crossed.

Any additional information, which may affect these Route Notes, will, where possible, be conveyed to competitors.

Underlining has been used to draw attention to particular tricky places and where this is the case the co-driver must read the underlined sequence as one.





The Organisers
ANCRO National Rally Series
2001

NB

While every care has been taken with the preparation and production of these Route Notes, no responsibility can be accepted for their accuracy. Competitors must realise that the information, which the Route Notes contain, is inevitably a subjective matter, which cannot fully take into account the capabilities of the individual cars, the crew or the prevailing conditions at the time of competition. The responsibility rests with competitors to drive safely within their capabilities at all times.



Definitions

Numerical 1-7	Numerical 7-1	Descriptive	Meaning	Drawings
R	R	R	Right	
L	L	L	Left	
A	A	A	Absolute	
1	7	E	Easy	
2	6	F	Fast	
3	5	FM	Fast Medium	
4	4	M	Medium	
5	3	K	Kay	
6	2	Sq	Square	
7	1	÷	Minus	
OHP	OHP	OHP	Open hairpin	
HP	HP	HP	Hairpin	



LEGEND

Abbreviations:

!	Caution
!!	Double Caution
!!!	Danger
?	Maybe - Road condition or speed the determining factor
>	Tightens
<	Opens
/	Over
C (s)	Crest (s)
↑	Up
↓	Down
—	Underlining denotes Note Sequence should be read together
FF	Flying Finish
Lg	Long
Bef	Before
Thru	Through
Conts	Continues
Tite	Tight
Slippy	Slippery
Nar (s)	Narrow (s)
Tw	Twisty
Kp	Keep
St	Straight
Junc	Junction
[1 ~ 5.01]	Junction number & mileage to FF
Hse	House
B'dng	Building
X Rds	Cross Roads
Roc	Rock
Immed	Immediate
V.	Very

As Said:

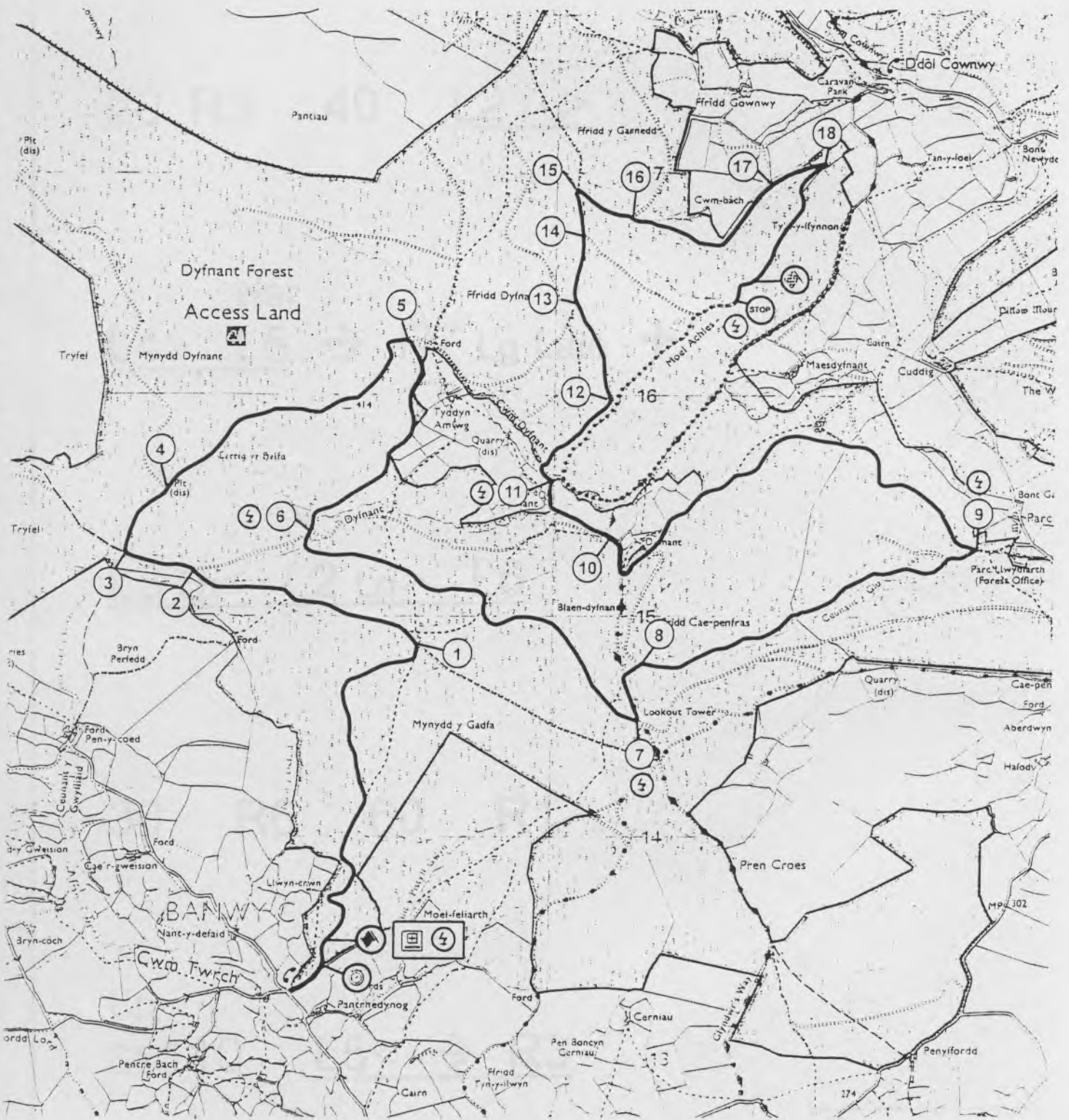
Turn
Bump (s) (y)
Kink (s)
Jump
Dip
Post
Pole
Gate / Grid
Bridge
Sign
Wall
Gap
Track
Fence
Mud
Logs
Rut (s)
Rough
Gravel
Concrete
Rocky
Tar (Tarmac)
Chicane
Middle
At
To
Past
Late
Bad
Big
Split
Don't
Cut
Stop
Camber

Distance in Metres

10 <i>or</i> → into
20 <i>or</i> + and
30
40
50
60
70
80
90
100
Then in 10 metre increments

STAGES 1 & 8 - DYFNANT

10.24 miles



SS1 & SS8 Dyfnant 10.24 Miles
Notes start after Layby on LHS thru gate ~ NB: Narrow

20 R3 40 L2 Lg>

Nar
L4> L5 → R7 Lg Late +

L3 Lg< L2 Lg> L6

30 R6 60 R1

Kp
St 110 L5< → R3

Kp St 50/C <u>L3 30</u>



Kp

st 50/C L3 40 R3 Late

L4 + L4 30

At

R2 Lg> Gap R5 L2/C

Turn

40 R3 70 → L6 + L6
[1 ~ 9.11]

30 L5 30 L1/C 50

R4 40 L3



R4 40 L3 30

C R5 → L6 50

L1 50 ^{Kp}
R/C + C → R4 +

R3 L5 + L3 → R1/C Lg
[2 ~ 8.42]

60 Turn
R6< 60 R4 80
[3 ~ 8.21]

L3/Junc



L3/Junc → R5/C <
[4 ~ 7.98]

L3/C → L3 Lg 50 R3 Lg +

L3/C R4 50

R4 L3 Lg > L4 + R2/C + L5

80↓ ! L4 R2 L6 Late + R7

	Turn	
50	R6↑	70



50 Turn
R6↑ 70
[5 ~ 7.08]

R4 Lg → L4 Lg → R5 Lg/50

→ ! L4 Lg> L5> → R5

120 L2 40

R4 Late → L6 → R6 + ^{Kp} st/C L7 Lg
[6 ~ 6.38]

R1 L2



R1 L2 Kp At
 St 70 R2 Gap 70

R2 Kp
 St 80 R5/C +

L4>/C Lg R3/C + ! L2 R7 Lg

+ L6 Lg Late 30 R4 Lg

40 R5 80

L1 → R4



L1 → R5 30 L5 100

L6 Late → ! R1/C ^{Turn} HPL
[7 ~ 5.14]

Kp St 150 R6 Kp St 30 R5 +
[8 ~ 4.95]

L2/C + L3 → R2 L1/C +

R3 L6/C + L3 R6 L4 +

L3 30



L3 30 L4 + R6 30

R2 → L3/C 30 L5 + R4

Kp
St 70 R5 + L2 30

R5 + L5 → L6 + R6 Lg

Turn

! L5> L7 Lg + R5
[9 ~ 3.93]

50 L3 Lg



50 L3 Lg /C 40 L5

L3 Late + L5 + R7 Lg

30 L4 Lg </80 → R3 R4

Kp
30 L/C R1 L4 30 HPR

L3 Lg/60 >/C L4 +

C + R4 </C



C + R4</C → L5

R2 Lg>/C L3> 40

R5 → L4 Lg → R4 + R4

Kp
L/C + C → L4 OHPR

40 L6/C Kp
St 40
[10 ~ 2.48]

L2 → R1/C



L2 → R1/C + L1/C

Thru Turn
50 Gate R7 + R4 + L7
[11 ~ 2.21]

Kp
St 30 R7 L5 + R5 L2

R1/C → L2 Lg R2 +

Kp Turn
! St/C → L4/C Lg + R1
[12 ~ 1.89]

50 L3



50 L3 Kp
St 70/C

L3 R2 30 L/C R3
Kp Sm
[13 ~ 1.59]

60 R1 L2 Lg/C> + L1 Junc
At
[14 ~ 1.40]

30 L1/Lg C + OHPR
[15 ~ 1.27]

40 L2 Lg + !! L3 R5 L4
Kink
Nar
[16 ~ 1.10]

30 R2



30 R3 L2 + R2

30 R4 + L5 ! St 30 L6 Nars
Kp

30 L1 150

R3 70 R2 80
[17 ~ 0.61]

Turn
Unseen
! R1/C HPR↑ + L2 30
[18 ~ 0.43]

L2 Lg> L5



L2 Lg> L6 R3 Lg>

Kp
St 70 L1 Lg> L2 +

R1 30 R2 60

L1>/FF + R3 Lg + L4 To
50 Stop

