



in association with



# Route Notes

# Descriptive



## 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:

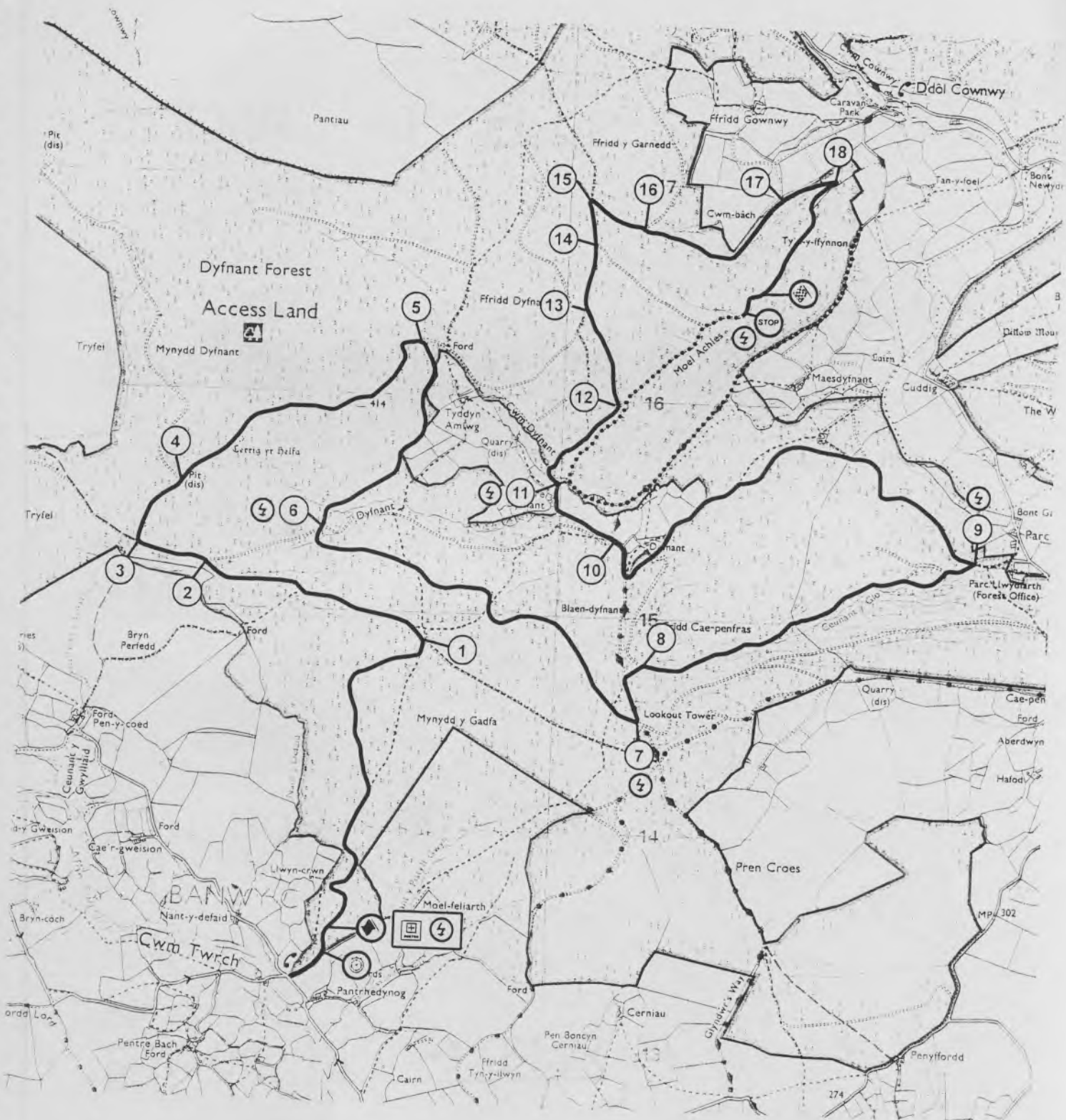
Turn
Bump (s) (y)
Kink (s)
Jump
Dip
Post
Pole
Gate / Grid
Bridge
Sign
Wall
Gap
Track
Fence
Mud
Logs
Rut (s)
Rough
Gravel
Concrete
Rocky
Tar (Tarmac)
Chicane
Middle
At
To
Past
Late
Bad
Big
Split
Don't
Cut
Stop
Camber

### 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 FMR 40 FL Lg>

Nar  
ML> KL → R÷ Lg Late +

FML Lg< FL Lg> SqL

30 SqR 60 ER

Kp  
St 110 KL< → FMR

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

St 50/C FML 40 FMR Late

ML + ML S 30

At  
FR Lg > Gap KR + FL/C

40 FMR + 70 SqL + SqL  
Turn  
[1 ~ 9.11]

30 KL 30 EL/C 50

MR 40 FML



MR 40 → FML 30

C KR → SqL 50

EL 50 <sup>Kp</sup>  
R/C + C → MR +

FMR KL + FML → ER/C Lg  
[2 ~ 8.42]

60 Turn  
SqR< 60 MR 80  
[3 ~ 8.21]

FML/Junc





FML/Junc → KR/C <  
[4 ~ 7.98]

FML/C → FML Lg 50 FMR Lg +

FML/C MR 50 → KR

MR FML Lg > ML + FR/C + KL

80↓ ! ML FR SqL Late + R÷

Turn		
50	SqR↑	70



50 Turn  
SqR↑ 70  
[5 ~ 7.08]

MR Lg → ML Lg → KR Lg/50

→ ! ML Lg> KL> → KR

120 FL 40

MR Late → SqL → SqR +  $\frac{Kp}{st/C} \frac{L \div Lg}{[6 \sim 6.38]}$

ER FL



ER → FL      Kp                      At  
                         St 70      FR Gap      70

FR      Kp  
         St 80      KR/C      +

ML>/C Lg      FMR/C      +      ! FL R÷ Lg

+      SqL Lg Late      30      MR Lg

40      KR      80

EL → MR



EL → KR 30 KL 100

SqL Late → ! ER/C <sup>Turn</sup> HPL  
[7 ~ 5.14]

Kp St 150 SqR Kp St 30 KR +  
[8 ~ 4.95]

FL/C + FML → FR EL/C +

FMR SqL/C + FML SqR ML +

FML 30



FML 30 ML + SqR 30

FR → FML/C 30 KL + MR

Kp  
St 70 KR + FL 30

KR + KL → SqL + SqR Lg

Turn  
! KL > L ÷ Lg + KR  
[9 ~ 3.93]

50 FML Lg



50 FML Lg 40

FML Late + KL + R ÷ Lg

30 ML Lg < /80 → FMR

30 <sup>Kp</sup>  
L/C ER 30

FML Lg/60 > /C ML +

C + MR < /C



C + MR</C → KL

FR Lg>/C FML> 40

KR → ML Lg → MR + MR

Kp  
L/C + C → ML OHPR

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

FL → ER/C



FL → ER/C + EL/C

Thru Turn  
50 Gate R÷ + MR + L÷  
[11 ~ 2.21]

Kp  
St 30 R÷ KL + KR FL

ER/C → FL Lg FR +

Kp Turn  
! St/C → ML/C Lg + ER  
[12 ~ 1.89]

50 FML





50 FML Kp  
st 70/C

FML FR 30 Kp Sm  
L/C FMR  
[13 ~ 1.59]

60 ER FL Lg/C > + EL Junc At  
[14 ~ 1.40]

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

40 FL Lg + !! FML KR ML Kink  
Nar  
[16 ~ 1.10]

30 FR



30 FMR FL + FR

30 MR + KL ! <sup>Kp</sup> st 30 SqL Nars

30 EL 150

FMR 70 FR 80  
[17 ~ 0.61]

Turn  
Unseen  
! ER/C HPR↑ + FL 30  
[18 ~ 0.43]

FL Lg> KL



FL Lg> SqL FMR Lg>

Kp  
St 70 EL Lg> FL +

ER 30 FR 60

EL>/FF + FMR Lg + ML To  
50 Stop

