

SUBJECTIVE ROUTE NOTES GUIDE

Route notes are intended to give a description of the road – they do not tell you what to do. It is essential that the driver and the co-driver understand in advance the meaning of all the symbols which appear. In addition the co-driver should read through all the notes in advance of the rally to ensure that he or she knows what is to be said.

Route Notes

Route notes always continue to the Stop Control with your confirmation as to whether the Flying Finish has been crossed.

Numerical

1 ~ 7

Every care has been taken with the preparation and production of these notes. No responsibility can be accepted for their accuracy. Competitors must read the information with the Route Notes carefully and it is inevitable a subject of discussion. It is not possible to take into account the capabilities of the individual cars, the prevailing conditions or the weather. The responsibility rests with the driver to drive safely 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

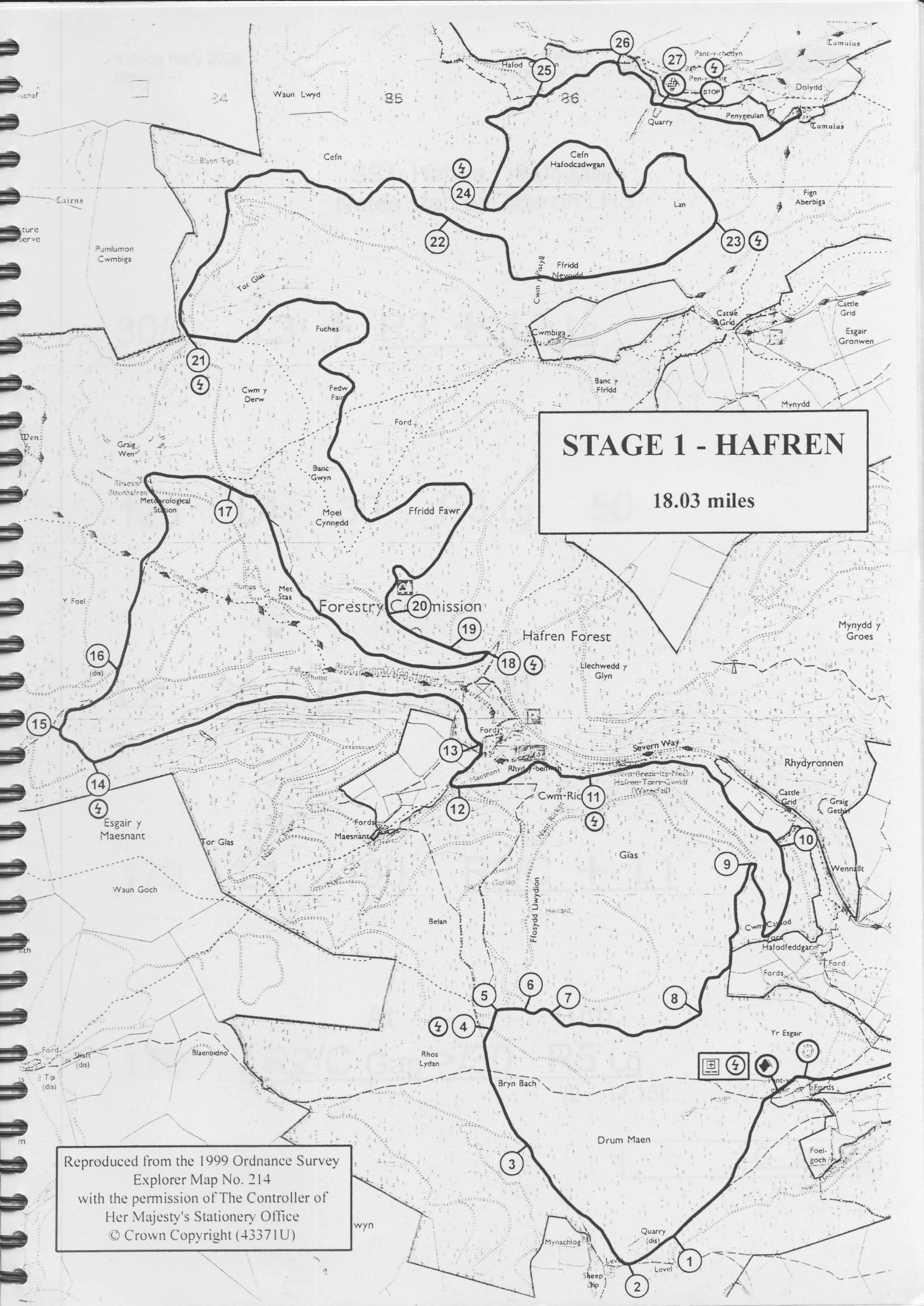
Distance in Metres

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

STAGE 1 - HAFREN

18.03 miles

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C 30 R2 Bumpy
70 50 R5 +

Sm

C → L4 50 L2 R6 50

R2 70 R1/C 50

R3 → L4 70 R3 + L4

30 R2 Lg/100 270

R3 100



R3 + 100 Kp
st /C 50 R5 +

Turn
Unseen
Kp
L2/Junc ! 50/C R6
[4 ~ 16.13] [5 ~ 16.05]

70 R4 50 L5 +

Past
R6</C Junc 50 C L7 +
[7 ~ 15.86]

R4/C + L3 R2 50

R4 + L4 Lg> L5



R4 + L4 Lg > L5 → R3

Kp
St 120 L4 → !R1/C 30 L7 Lg +
[8 ~ 15.29]

R3 Lg 50/C R7 Lg → L7

30 L6 30 L2 50

R6 + L6 Kp
St 50

L1/C + R6 Lg



L1/C + R6 Lg → L4 50↓

Turn
L2 40 OHPR> + L7
[9 ~ 15.29]

70/C R3 Lg/50> R4 L7 +

R5 30↓/C OHPL

70 L4 120

L1/Lg C 70



L1/Lg C 70 L5 → R4

50 Turn
L3 120
[10 ~ 14.08]

L6 Late + R4 150

R4 70↓ L5 30

R3 + L5 Lg Kp
St 100

L4 + R4 30



L4 + R4 30 L4 Lg → R4 +

L2 ^{Kp} st 50/C R1/C ^{Kp} st 100/Junc

^{Nar}
! R4 Bridge 70 R5 L3
[11 ~ 13.21]

70 L7 Lg + R3/C 50

L2 → R5 30 R2 100

Kp	Turn
<u>St/C</u> + R3/C	30



Kp Turn
st/C + R3/C 30 R7 +
[12 ~ 12.73]

R4 → L5 + R2

Thru
! 30 L7 Lg > Gate + R2 Lg + L2
[13 ~ 12.50]

30 L3 Lg/100 30 L4

50 R4 L2 Lg + R3 Kp St 120

Kp
L3 St 170



L3 Kp Sm
 St 170 L1/C 70 R5

 Sm
30 L2 50 L3/C 170

L2 Kp Tun Kp
 St 200 50 R3 2 St 220

R2 30 R3 L5< 30 R4

Kp
! R2/Lg C 70↓ R6
[14 ~ 11.00]

50 50 L5



Nar

50 L5 ! 30 R6 Lg/Bridge> +

L3 + R6 30 L2 Kp
St 120

Turn

L3 Lg/100 50 R2 + L3
[16 ~ 10.81]

100/Lg C + L2↓ 50 R5

50 L2 70 L2 70 R5 Lg

50 L4 50



R1 120 L3 Lg 30 R2

50 L3 R4 50 L5 →

R3 + R4 30 L4 30 R3

50 L4 Lg/50 + R4

Kp
St 120 L3 70 L2 100

L2 Lg/100/C



L2 Lg/100/C 30> L4 +

Turn
V. Tite

! HPL↑/Ridge → R2 70
[18 ~ 8.16]

R5 250 L2 R3

100/Lg C R4 Lg 30 R5

50 L6 → R7 Lg/70

30 L7 Lg<



30 L7 Lg< ^{Kp} St 120

L1 100 C R1 120

L5 Lg> L7 Late 170

L5 Lg 30 L1 30 R2

100/C ^{Kp} st/C 50↓ R6 + R5

70 L2



70 L2 30 L2 Lg>/C L5 +

R6 Lg Late 50 L1 70

L3/C 30 R2 Lg> R4 → L7 Lg

50 L4 → R4 30/C R7 Lg

70 R2 70 L3 Lg/100> L4 Lg

30 R3 30 L5



30 R3 30 L5 30 Sm R2/C

70 L4 100

L3 Lg/100 ^{Kp} st/C R3

! 30 L3 → R6 220

L3 → R7 + L3 →
Turn
[21 ~ 5.06]

R4 Lg C → R3 50



R4 Lg C → R3 50

L2 30 R3 70 L2 Lg/100

30 L3 ^{Kp}
St 70 L4 50 R6 Late

L5 50 R5 50 L2 30 R4

^{Kp}
St 100 R6 50 L4 30

L3 + R2 30



L3 + R2 30 L4 R3<

50 L7 Lg Kp
St 70

Sm
L1/C 50 R5 Late

C R4 Lg/100 30 L6

30 L6 30 R5 100

L4	50	L2	100
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L4 50 L2 50 100

R5 Lg> R6 + L3 50 L7 Lg Late

100 R5 30 L3 Lg 100

L1 Kp
St 170 L2 220

Bump Don't
! L4 Inside Cut 270

Turn
<u>L4 30 L6</u>



Turn

L4 30 L6 50 L3 120

[23 ~ 2.43]

R6 70 L7 30 L4 Lg Cut Don't 50

L3 Lg + R3 Lg/70>/C R7 Lg

50 L4 R2 100/C L4 Lg
Logs

30 R2 30 L3 Lg/70 50

L3 50 L4



L3 50 L4 → R3 Lg → 120

L2 50 R5 Lg/70> Turn At
R7↓ Junc
[24 ~ 1.16]

250 !C 30 L5 40 L6
Sm

Kp Thru
St 70↓ OHPR Logs +

Thru Nar Thru
!L3 60↓ Logs R4 Logs + L6



30 L7 20/C/FF R4 L2

30 R3 + R4 30 L4 70 To
Stop