

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** read through all the notes in advance of the rally to ensure that he or she knows what is to be said.

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

**Mintex National Rally Championship
1999**

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 realize 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
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
20
30
40
50
60
70
80
90
100
Then in 10 metre increments



SS1 Dyfnant 7.99 Miles

Notes start at Large Layby on RHS and Layby on LHS

Kp
St 30 FMR 20 EL Kp
St 100

EL 70 EL 50 EL/C 50

EL 30 ER/C Kp
St 50 ER

50 EL/Clearing 30 ER EL ER

30 FL/C 20 FR 50

FL/C 50 EL/C 120



FL/C 50 EL/C 120

FR Kp St 120 Past ! FL Lg> Logs FML Late

20 R÷ Lg 20 Turn Unseen Round ! EL 20 KR↓ Gravel
[1 ~ 6.62]

Kp St 150 R÷ 30 KR 20
[2 ~ 6.42]

Slippy
FL/C 20 ML 10

ER AL/C 30 FMR ML/C 30



ER AL/C 30 FMR ML/C 30

Nar
FL KR FL 20 FML 50

Nar Kp
ML/C 20 KR st/C ER 20

FL 50 KL 20 FMR

70 MR 20 !! FL 50 KR 20
Loose

FML 10 SqL !30



FML 10 SqL ! 30

Turn
Immed Don't

R÷ KL L÷ Lg Cut 20
[3 ~ 5.40]

SqR 100 FL 50 FML/C

30 KL 20 R÷ Lg 50 SqL Lg<

20 FR 30 AL/Lg C AR 50
[4 ~ 4.88]

FL Lg/70 >/C ML 20



FL Lg/70 >/C ML 20

C 20 MR C FR SqL

ER Lg >/C FR FL> ML

50 KR FML Lg C FR 30 MR

EL/C 20 C 10 KL R÷ Lg

<i>Kp</i>		<i>Turn</i>	
<i>St 50</i>	<i>L÷/C 10</i>	<i>KL 10</i>	<i>R÷</i>
[5 ~ 3.96]			



Kp Turn
St 50 L÷/C 10 KL 10 R÷
 [5 ~ 3.96]

Kp
 EL St 100 L÷ Lg FMR 30

FL ER Lg >FMR 50 FL/C 50

ER 20 KR ML FR/C 120

FL 30 KL/C 120

ML Lg 20 R÷ Lg



Turn
ML Lg 20 R÷ Lg 20 KR/C
 [6 ~ 3.04]

ML 10 R÷ 20 FL 50

ER 120 L÷ FMR Lg ML Lg 10

KR/C Lg 30 KL 100

Turn
 Nar
 SqL 50 L÷↑ 20 SqR FL/C
 [7 ~ 2.34]

20 FR 70 C SqR



20 FR 70 C SqR

50 FL>/C 20 KR Lg Slippy
FML/C

50 C ML FR/C 50 FML Lg

100 FR/C Conts/C FMR/C 10

EL C KL FR/Junc 50
[8 ~ 1.45]

AL/C C ML C 50



AL/C C ML C 50

Turn
FL 20 SqL 70
[9 ~ 1.22]

Nars Turn
EL>/C FMR 30 KR FL 30
[10 ~ 1.02]

FML C 20 AL/C 30

ER 50 C SqR 20 FML 50

FMR 50 FML 50



FMR 50 FML 50 C ER/C 50

Turn
C MR 50 SqR 10 C SqR
[11 ~ 0.32]

100 FML 50 FR/C KL Lg

20 FR/FF 20 FMR FL 20

To
FR Stop

