

## 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 R5 20 L7 Kp St 100

L7 70 L7 50 L7/C 50

L7 30 R7/C Kp St 50 R7

50 L7/Clearing 30 R7 L7 R7

30 L6/C 20 R6 50

L6/C 50 L7/C 120



L6/C 50 L7/C 120

R6 Kp St 120 Past ! L6 Lg> Logs L5 Late

20 R1 Lg 20 ! L7 20 R3↓ Gravel Turn Unseen Round [1 ~ 6.62]

Kp St 150 R1 30 R3 20 [2 ~ 6.42]

Slippy L6/C 20 L4 10

R7 AL/C 30 R5 L4/C 30



R7 AL/C 30 R5 L4/C 30

Nar  
L6 R3 L6 20 L5 50

Nar Kp  
L4/C 20 R3 St/C R7 20

L6 50 L3 20 R5

70 R4 20 !! L6 50 R3 20  
Loose

L5 10 L2 !30



L5 10 L2 ! 30

Turn  
Immed Don't

R1 L3 L1 Lg Cut 20  
[3 ~ 5.40]

R2 100 L6 50 L5/C

30 L3 20 R1 Lg 50 L2 Lg<

20 R6 30 AL/Lg C AR 50  
[4 ~ 4.88]

L6 Lg/70 >/C L4 20



L6 Lg/70 >/C L4 20

C 20 R4 C R6 L2

R7 Lg >/C R6 L6> L4

50 R3 L5 Lg C R6 30 R4

L7/C 20 C 10 L3 R1 Lg

<i>Kp</i>	<i>Turn</i>
<u>St 50 L1/C 10</u>	<u>L3 10 R1</u>
[5 ~ 3.96]	





Kp Turn Turn  
St 50 L1/C 10 L3 10 R1  
 [5 ~ 3.96]

Kp  
 L7 St 100 L1 Lg R5 30

L6 R7 Lg >R5 50 L6/C 50

R7 20 R3 L4 R6/C 120

L6 30 L3/C 120

L4 Lg 20 R1 Lg



L4 Lg 20 R1 Lg 20 Turn  
R3/C  
 [6 ~ 3.04]

L4 10 R1 20 L6 50

R7 120 L1 R5 Lg L4 Lg 10

R3/C Lg 30 L3 100

Turn

Nar

L2 50 L1↑ 20 R2 L6/C

[7 ~ 2.34]

20 R6 70 C R2



20 R6 70 C R2

50 L6>/C 20 R3 Lg Slippy  
L5/C

50 C L4 R6/C 50 L5 Lg

100 R6/C Conts/C R5/C 10

L7 C L3 R6/Junc 50  
[8 ~ 1.45]

AL/C C L4 C 50



AL/C C L4 C 50

Turn  
L6 20 L2 70  
[9 ~ 1.22]

Nars Turn  
L7>/C R5 30 R3 L6 30  
[10 ~ 1.02]

L5 C 20 AL/C 30

R7 50 C R2 20 L5 50

R5 50 L5 50



R5 50 L5 50 C R7/C 50

Turn  
C R4 50 R2 10 C R2  
[11 ~ 0.32]

100 L5 50 R6/C L3 Lg

20 R6/FF 20 R5 L6 20

To  
R6 Stop

