

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.











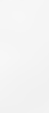

The Organisers
Mintex National Rally Championship
1999

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

<u>Abbreviations:</u>		<u>As Said:</u>	<u>Distance in Metres</u>
!	Caution	Turn	10
!!	Double Caution	Bump (s) (y)	20
!!!	Danger	Kink (s)	30
?	Maybe - Road condition or speed the determining factor	Jump	40
>	Tightens	Dip	50
<	Opens	Post	60
/	Over	Pole	70
C (s)	Crest (s)	Gate	80
↑	Up	Bridge	90
↓	Down	Sign	100
—	Underlining denotes Note Sequence should be read together	Wall	Then in 10 metre increments
FF	Flying Finish	Gap	
Lg	Long	Track	
Bef	Before	Fence	
Thru	Through	Mud	
Conts	Continues	Logs	
Tite	Tight	Rut (s)	
Slippy	Slippery	Rough	
Nar (s)	Narrow (s)	Gravel	
Tw	Twisty	Concrete	
Kp	Keep	Rocky	
St	Straight	Tar (Tarmac)	
Junc	Junction	Chicane	
[1 ~ 5.01]	Junction number & mileage to FF	Middle	
Hse	House	At	
B'dng	Building	To	
X Rds	Cross Roads	Past	
Roc	Rock	Late	
Immed	Immediate	Bad	
V.	Very	Big	
		Split	
		Don't	
		Cut	
		Stop	
		Camber	



SS1 Dyfnant 7.99 Miles

Notes start at Large Layby on RHS and Layby on LHS

Kp					Kp
St 30	R3	20	L1		St 100

L1	70	L1	50	L1/C	50
----	----	----	----	------	----

			Kp		
<u>L1</u>	<u>30</u>	<u>R1/C</u>	St 50	R1	

50	<u>L1/Clearing</u>	30	<u>R1</u>	<u>L1</u>	<u>R1</u>
----	--------------------	----	-----------	-----------	-----------

30	L2/C	20	R2	50
----	------	----	----	----

			L2/C	50	L1/C	120
--	--	--	------	----	------	-----



L2/C 50 L1/C 120 30

Kp Past
R2 St 120 ! L2 Lg> Logs L3 Late

Turn
Unseen Round
20 R7 Lg 20 ! L1 20 R5↓ Gravel
[1 ~ 6.62]

Kp
St 150 R7 30 R5 20
[2 ~ 6.42]

Slippy
L2/C 20 L4 10

R1 AL/C 30 R3 L4/C 30



R1 AL/C 30 R3 L4/C 30

Nar
L2 R5 L2 20 L3 50

Nar Kp
L4/C 20 R5 st/C R1 20

L2 50 L5 20 R3

70 R4 20 !! L2 50 R5 20
Loose

L3 10 L6 !30



L3 10 L6 ! 30

Turn
Immed Don't

R7 L5 L7 Lg Cut 20
[3 ~ 5.40]

R6 100 L2 50 L3/C

30 L5 20 R7 Lg 50 L6 Lg<

20 R2 30 AL/Lg C AR 50
[4 ~ 4.88]

L2 Lg/70 >/C L4 20



L2 Lg/70 >/C L4 20

C 20 R4 C R2 L6

R1 Lg >/C R2 L2> L4

50 R5 L3 Lg C R2 30 R4

L1/C 20 C 10 L5 R7 Lg

	<i>Kp</i>	<i>Turn</i>
	<u>St 50 L7/C 10</u>	<u>L5 10 R7</u>
		[5 ~ 3.96]



Kp Turn Turn
St 50 L7/C 10 L5 10 R7
 [5 ~ 3.96]

Kp
 L1 St 100 L7 Lg R3 30

L2 R1 Lg >R3 50 L2/C 50

R1 20 R5 L4 R2/C 120

L2 30 L5/C 120

L4 Lg 20 R7 Lg



L4 Lg 20 R7 Lg 20 Turn
R5/C
 [6 ~ 3.04]

L4 10 R7 20 L2 50

R1 120 L7 R3 Lg L4 Lg 10

R5/C Lg 30 L5 100

Turn
 Nar
 L6 50 L7↑ 20 R6 L2/C
 [7 ~ 2.34]

20 R2 70 C R6



20 C R2 L 70 C R6

50 L2>/C 20 R5 Lg Slippy
L3/C

50 C L4 R2/C 50 L3 Lg

100 R2/C Conts/C R3/C 10

L1 C L5 R2/Junc 50
[8 ~ 1.45]

AL/C C L4 C 50



AL/C C L4 C 50

Turn
L2 20 L6 70
[9 ~ 1.22]

Nars Turn
L1>/C R3 30 R5 L2 30
[10 ~ 1.02]

L3 C 20 AL/C 30

R1 50 C R6 20 L3 50

R3 50 L3 50



Garthwaite 5.37 Miles
Tudor Hill 1.00 Miles

R3 50 L3 50 C R1/C 50

Turn
C R4 50 R6 10 C R6
[11 ~ 0.32]

100 L3 50 R2/C L5 Lg

20 R2/FF 20 R3 L2 20

To
R2 Stop

