

Route Notes

Numerical

7 ~ 1



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
ANCRO National Rally Series
2000

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	

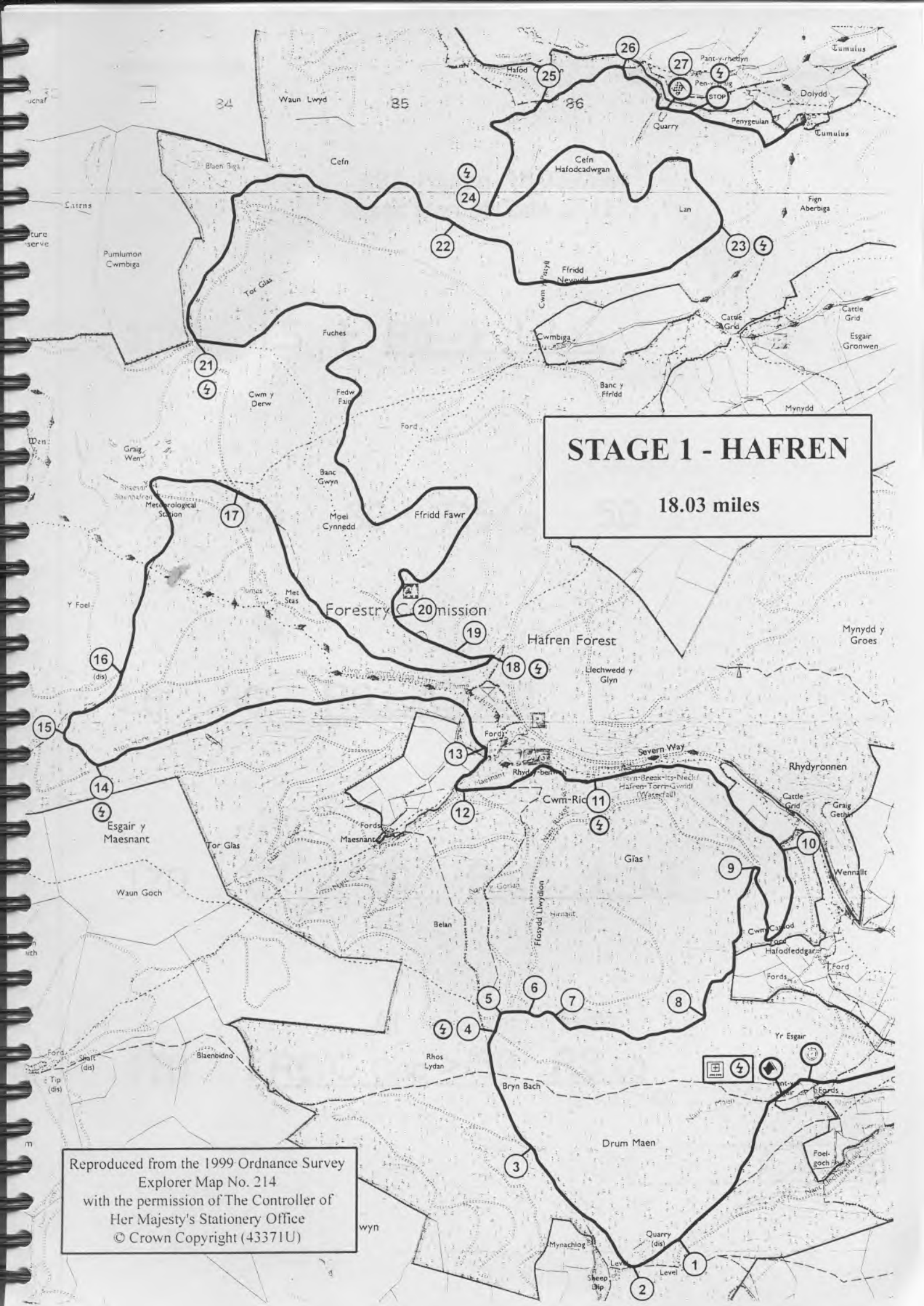
LEGEND

<u>Abbreviations:</u>		<u>As Said:</u>	<u>Distance in Metres</u>
!	Caution	Turn	10 <i>or</i> → into
!!	Double Caution	Bump (s) (y)	20 <i>or</i> + and
!!!	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 / Grid	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	

STAGE 1 - HAFREN

18.03 miles

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C 30 R6 Bumpy
70

Sm
C → L4 50 L6 50

R6 70 R7/C 50

R5 → L4 70 R5 + L4

30 R6 Lg/100 270

R5 100



R5 100 Kp
st /C 50 R3 +

Turn
Unseen
L6/Junc ! 50/C R2
[4 ~ 16.13] [5 ~ 16.05]

70 R4 50 L3 +

Past
R2</C Junc 50 C L1 +
[7 ~ 15.86]

R4/C + L5 R6 50

R4 + L4 Lg> L3



R4 + L4 Lg > L3 → R5

Kp
St 120 L4 → !R7/C 30 L1 Lg +
[8 ~ 15.29]

R5 Lg 50/C R1 Lg → L1

30 L2 30 L6 50

R2 + L2 Kp
St 50

L7/C + R2 Lg



L7/C + R2 Lg → L4 50↓

Turn
L6 40 OHPR> + L1
[9 ~ 15.29]

70/C R5 Lg/50> R4 L1 +

R3 30↓/C OHPL

70 L4 120

L7/Lg C 70



L7/Lg C 70 L3 → R4

50 Turn
L5 120
[10 ~ 14.08]

L2 Late + R4 150

R4 70↓ L3 30

R5 + L3 Lg Kp
St 100

L4 + R4 30



L4 + R4 30 L4 Lg → R4 +

L6 ^{Kp} St 50/C R7/C ^{Kp} St 100/Junc

Nar
! R4 Bridge 70 R3 L5
[11 ~ 13.21]

70 L1 Lg + R5/C 50

L6 → R3 30 R6 100

Kp	Turn
<u>St/C + R5/C</u>	30



Kp Turn
St/C + R5/C 30 R1 +
[12 ~ 12.73]

R4 → L3 + R6

Thru
! 30 L1 Lg > Gate + R6 Lg + L6
[13 ~ 12.50]

30 L5 Lg/100 30 L4

50 R4 L6 Lg + R5 Kp St 120

	Kp
L5	St 170



L5 Kp Sm
 St 170 L7/C 70 R3

 Sm
30 L6 50 L5/C 170

L6 Kp Kp
 St 200 R5 St 220

R6 30 R5 L3< 30 R4

Kp
! R6/Lg C 70↓ R2
[14 ~ 11.00]

50 L3



Nar

50 L3 ! 30 R2 Lg/Bridge> +

Kp

L5 + R2 30 L6 St 120

Turn

L5 Lg/100 50 R6 + L5
[16 ~ 10.81]

100/Lg C + L6↓ 50 R3

50 L6 70 L6 70 R3 Lg

50 L4 50



50 L4 50 L3/C Lg 70↓

L6 70 R1 Lg/70 Kp
St 100

L5 100 R4 50 R6 70

Kp
st/C 50 L3 → R2

50/C R6 Kp
St 100

R7 120



R7 120 L5 Lg 30 R6

50 L5 R4 50 L3 →

R5 + R4 30 L4 30 R5

50 L4 Lg/50 + R4

Kp
St 120 L5 70 L6 100

L6 Lg/100/C



L6 Lg/100/C 30> L4 +

Turn
V. Tite

! HPL↑/Ridge → R6 70
[18 ~ 8.16]

R3 250 L6 R5

100/Lg C R4 Lg 30 R3

50 L2 → R1 Lg/70

30 L1 Lg<



30 L1 Lg< ^{Kp}
St 120

L7 100 C R7 120

L3 Lg> L1 Late 170

L3 Lg 30 L7 30 R6

100/C ^{Kp}
st/C 50↓ R2 + R3

70 L6



70 L6 30 L6 Lg>/C L3 +

R2 Lg Late 50 L7 70

L5/C 30 R6 Lg> R4 → L1 Lg

50 L4 → R4 30/C R1 Lg

70 R6 70 L5 Lg/100> L4 Lg

30 R5 30 L3



30 R5 30 L3 30 Sm R6/C

70 L4 100

L5 Lg/100 ^{Kp} st/C R5

! 30 L5 → R2 220

L5 → R1 + L5 →
Turn
[21 ~ 5.06]

R4 Lg C → R5 50



R4 Lg C → R5 50

L6 30 R5 70 L6 Lg/100

30 L5 ^{Kp}
St 70 L4 50 R2 Late

L3 50 R3 50 L6 30 R4

^{Kp}
St 100 R2 50 L4 30

L5 + R6 30



L5 + R6 30 L4 R5<

50 L1 Lg Kp
St 70

Sm
L7/C 50 R3 Late

C R4 Lg/100 30 L2

30 L2 30 R3 100

L4	50	L6	100
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L4 50 L6 100

R3 Lg> R2 + L5 50 L1 Lg Late

100 R3 30 L5 Lg 100

L7 Kp
St 170 L6 220

Bump Don't
! L4 Inside Cut 270

Turn L4 30 L2



Turn

L4 30 L2 50 L5 120

[23 ~ 2.43]

R2 70 L1 30 L4 Lg ^{Don't} Cut 50

L5 Lg + R5 Lg/70>/C R1 Lg

50 L4 R6 100/C L4 Lg
Logs

30 R6 30 L5 Lg/70 50

L5 50 L4



L5 50 L4 → R5 Lg 120

L6 50 R3 Lg/70> Turn At
R1↓ Junc
[24 ~ 1.16]

250 ! C 30 L3 40 L2
Sm

Kp Thru
St 70↓ OHPR Logs +

! L5 60↓ Logs R4 Logs + L2
Thru Nar Thru

30 L1



30 L1 $\begin{matrix} \text{Kp} & \text{Turn} \\ \text{St 30} & \text{R1} \end{matrix} \rightarrow \text{L1} \rightarrow$
[25 ~ 0.58]

R6 30 L6 50 R3 + L2

! 50 R4/C Lg/50 > R2 Lg +
[26 ~ 0.26]

L1 + R2 Late 50

R5 Lg > /C R3

30 L1

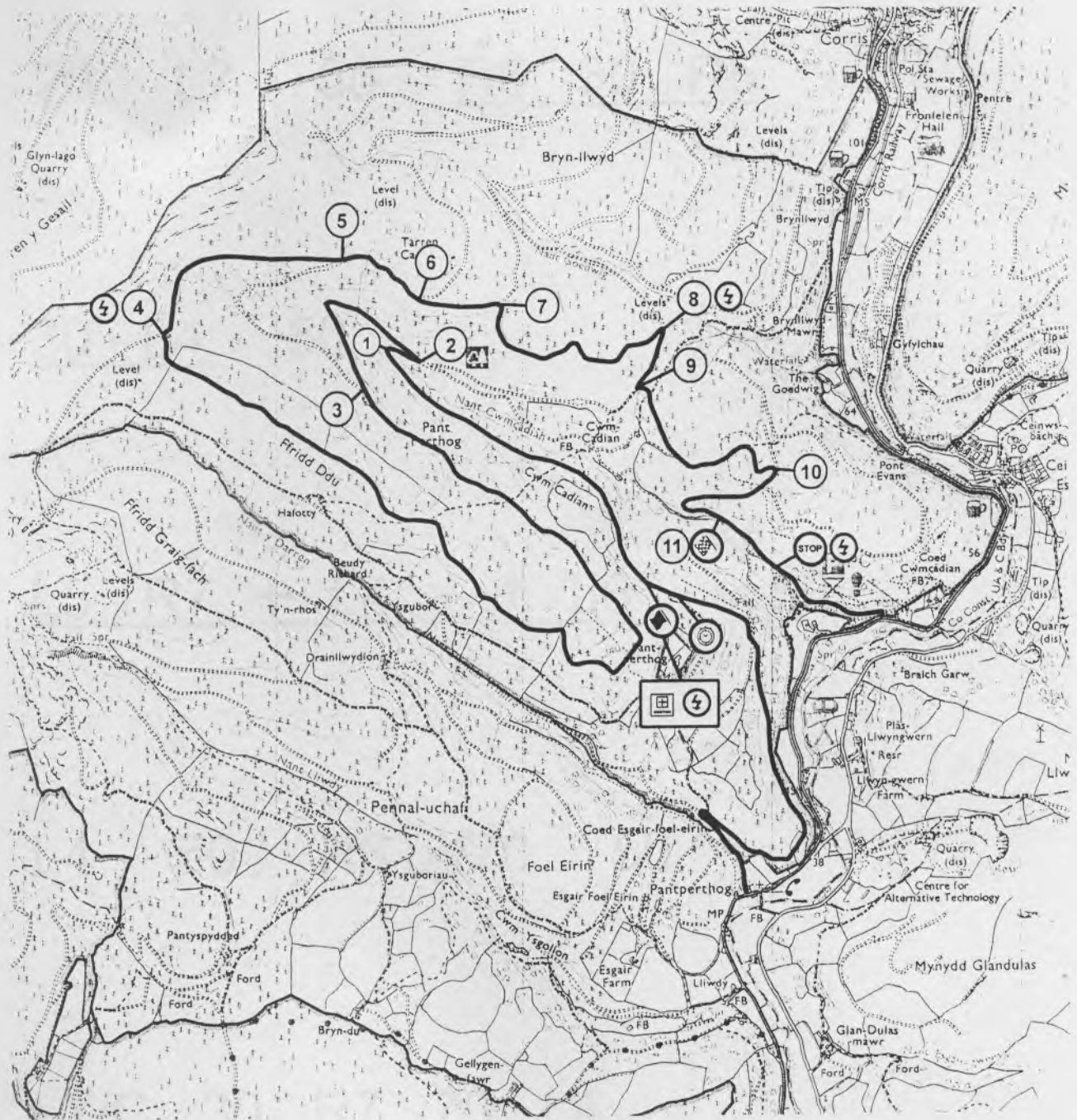


30 L1 20/C/FF R4 L6

30 R5 + R4 30 L4 70 To
Stop

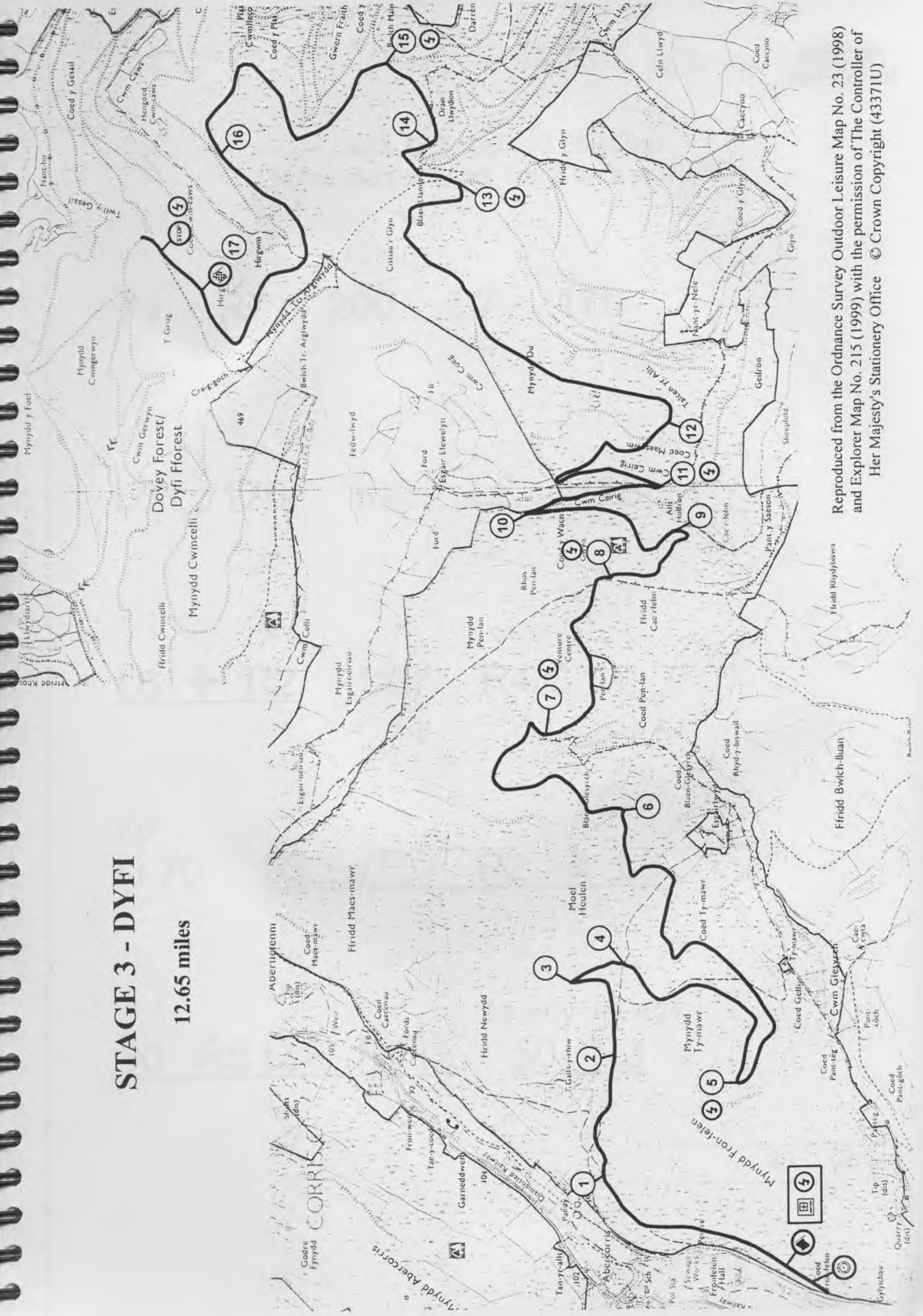
STAGE 2 - PANTPERTHOG

6.88 miles



STAGE 3 - DYFI

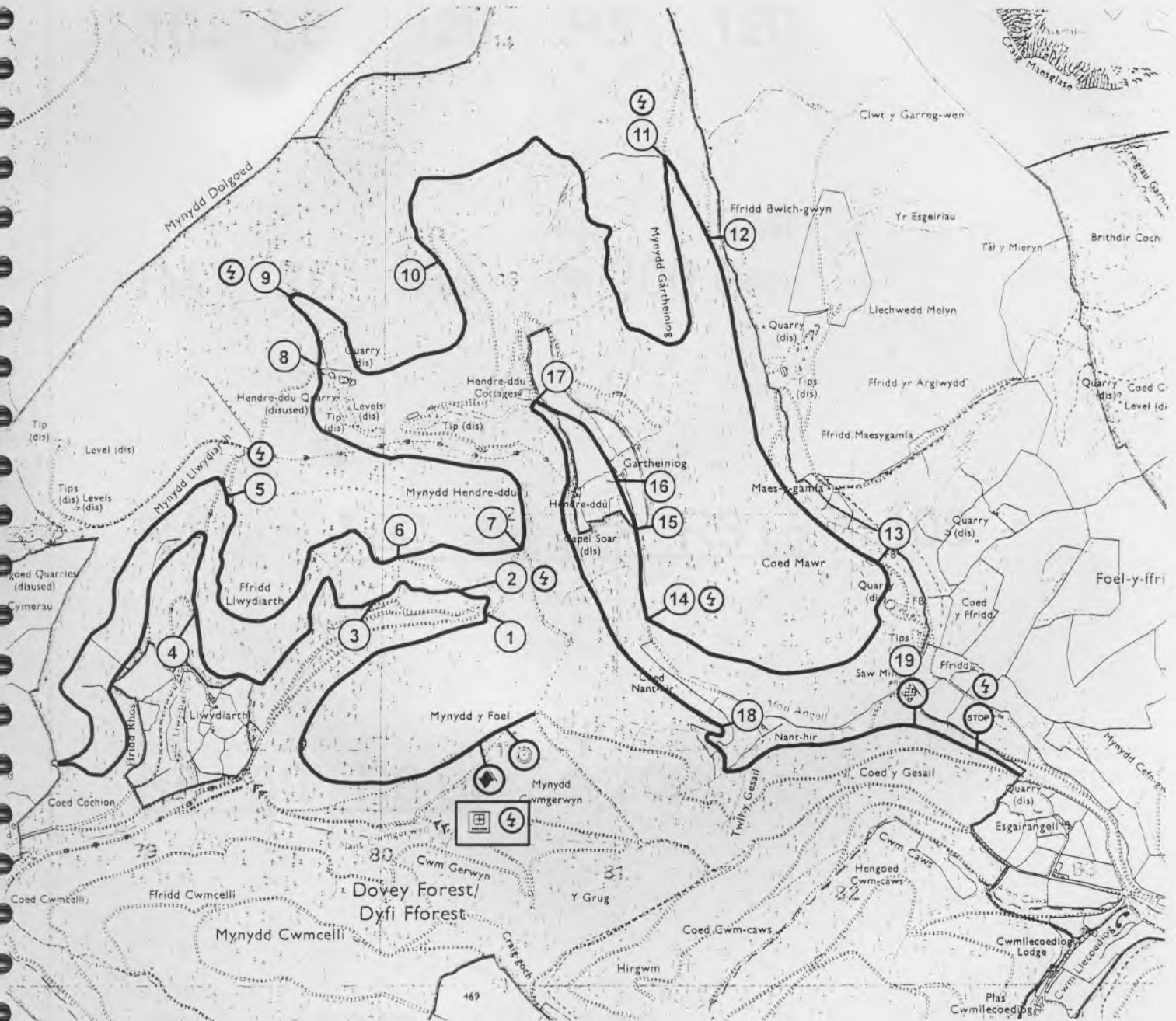
12.65 miles



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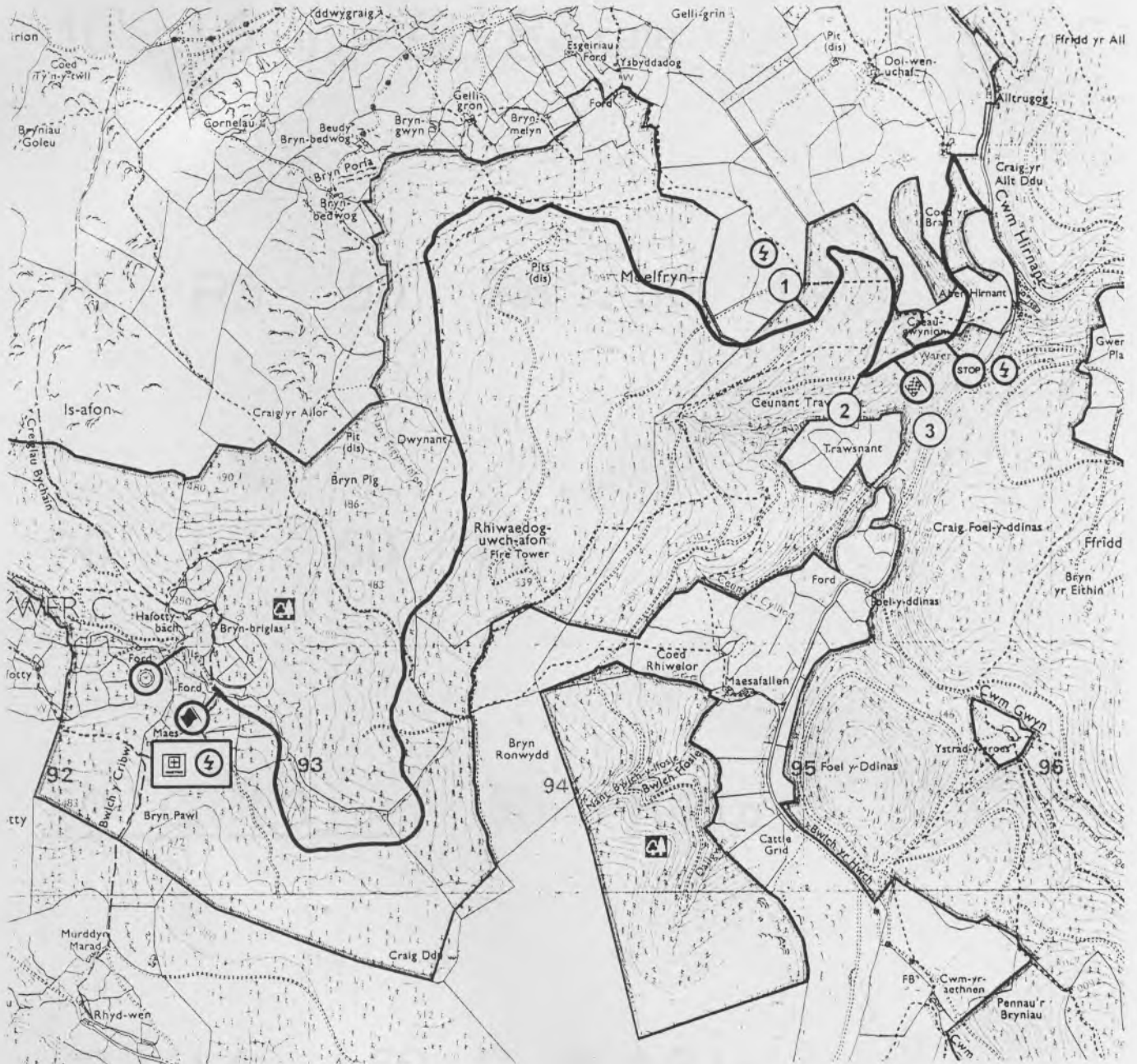
STAGE 4 - GARTHEINIOG

14.41 miles



STAGE 5 - LLANGYWER

4.32 miles



STAGE 6 - PENLLYN

8.75 miles



STAGE 7 - DYFNANT

10.85 miles

