

SUBJECTIVE ROUTE NOTES GUIDE

These notes are intended to give a description of the road – they do not tell you how 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 has experienced competitors the notes should be read and at using the notes as a guide to the route. The notes have become a very important part of the rally.

Route Notes

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 relayed to competitors.

Nothing 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
will not be held responsible for any loss or damage to vehicles or equipment.

Descriptive

While every care has been taken with the preparation and production of these notes, the Organisers accept no responsibility for their accuracy. Competitors must realise that the information within the Route Notes is intended to be a subjective description of the route and cannot fully take into account the capabilities of the individual cars, the weather or the prevailing conditions (as reported). The responsibility rests with the driver and co-driver to drive safely at all times.



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

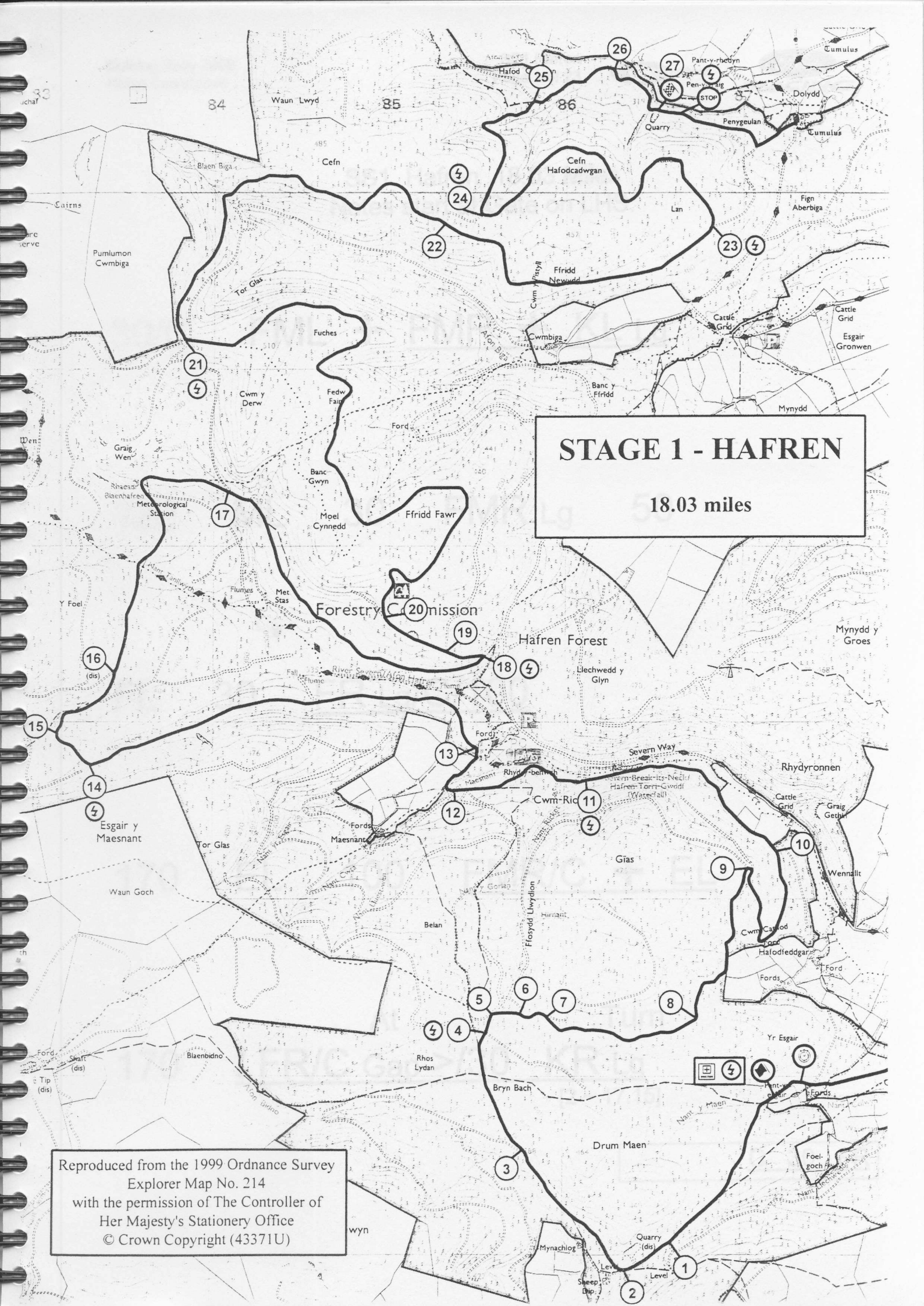
While every care has been taken with the preparation and production of these Route Notes, no responsibility can be accepted for their accuracy. Competitors must realize that the information which the Route Notes contain is inevitably a subjective matter which cannot fully take into account the capabilities 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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SS1 Hafren 18.03 Miles
Notes start at Gate on LHS.

30/C FML + FMR + KL Lg

120 ML 30 FMR Lg 50

FL 30 FR Lg/C/100

170 EL 100 FMR/C + EL

170 ! FR/C At Turn
Gap >/30 KR Lg
[2 ~ 17.15]

C 30 FR



C 30 FR Bumpy
70

Sm
C → ML 50 FL 50

FR 70 ER/C 50

FMR → ML 70 FMR + ML

30 FR Lg/100 270

FMR 100



FMR 100 ^{Kp}
st /C 50 KR +

^{Turn}
^{Unseen}
FL/Junc [!] 50/C SqR
[4 ~ 16.13] [5 ~ 16.05]

70 MR 50 KL +

^{Past}
SqR</C Junc 50 C L÷ +
[7 ~ 15.86]

MR/C + FML FR 50

MR + ML Lg> KL



MR + ML Lg > KL → FMR

Kp

St 120 ML → !ER/C 30 L ÷ Lg +
[8 ~ 15.29]

FMR Lg 50/C R ÷ Lg → L ÷

30 SqL 30 FL 50

SqR + SqL Kp
st 50

EL/C + SqR Lg



EL/C + SqR Lg → ML 50↓

Turn
FL 40 OHPR> + L÷
[9 ~ 15.29]

70/C FMR Lg/50> MR L÷ +

KR 30↓/C OHPL

70 ML 120

EL/Lg C 70



EL/Lg C 70 KL → MR

50 Turn
FML 120
[10 ~ 14.08]

SqL Late + MR 150

MR 70↓ KL 30

FMR + KL Lg Kp
St 100

<u>ML + MR</u> 30



ML + MR 30 ML Lg → MR +

FL ^{Kp} St 50/C ER/C ^{Kp} St 100/Junc

Nar
! MR Bridge 70 KR FML
[11 ~ 13.21]

70 L ÷ Lg + FMR/C 50

FL → KR 30 FR 100

Kp	Turn
St/C +	FMR/C 30



Kp Turn
St/C + FMR/C 30 R÷ +
[12 ~ 12.73]

MR → KL + FR

Thru
! 30 L÷ Lg> Gate + FR Lg + FL
[13 ~ 12.50]

30 FML Lg/100 30 ML

50 MR FL Lg + FMR Kp
St 120

	Kp
FML	St 170



FML ^{Kp} St 170 Sm EL/C 70 KR

30 FL 50 FML/C Sm 170

FL ^{Kp} St 200 FMR ^{Kp} St 220

FR 30 FMR KL< 30 MR

^{Kp}
! FR/Lg C 70↓ SqR
[14 ~ 11.00]

50 KL



Nar

50 KL ! 30 SqR Lg/Bridge> +

FML + SqR 30 FL Kp
St 120

FML Lg/100 50 FR + FML
Turn
[16 ~ 10.81]

100/Lg C + FL↓ 50 KR

50 FL 70 FL 70 KR Lg

50 ML 50



50 ML 50 KL/C Lg 70↓

FL 70 R÷ Lg/70 Kp
St 100

FML 100 MR 50 FR 70

Kp
st/C 50 KL → SqR

50/C FR Kp
St 100

ER 120



ER 120 FML Lg 30 FR

50 FML MR 50 KL →

FMR + MR 30 ML 30 FMR

50 ML Lg/50 + MR

Kp
St 120 FML 70 FL 100

FL Lg/100/C



FL Lg/100/C 30> ML +

Turn
V. Tite

! HPL↑/Ridge → FR 70
[18 ~ 8.16]

KR 250 FL FMR

100/Lg C MR Lg 30 KR

50 SqL → R÷ Lg/70

30 L÷ Lg<



30 L÷ Lg< Kp
 St 120

EL 100 C ER 120

KL Lg> L÷ Late 170

KL Lg 30 EL 30 FR

100/C Kp
st/C 50↓ SqR + KR



70 FL 30 FL Lg>/C KL +

SqR Lg Late 50 EL 70

FML/C 30 FR Lg> MR → L÷ Lg

50 ML → MR 30/C R÷ Lg

70 FR 70 FML Lg/100> ML Lg

30 FMR 30 KL



30 FMR 30 KL 30 Sm
FR/C

70 ML 100

FML Lg/100 Kp
st/C FMR

! 30 FML → SqR 220

Turn
FML → R ÷ + FML →
[21 ~ 5.06]

MR Lg C → FMR
50



MR Lg C → FMR 50

FL 30 FMR 70 FL Lg/100

30 FML ^{Kp}St 70 ML 50 SqR Late

KL 50 KR 50 FL 30 MR

^{Kp}
St 100 SqR 50 ML 30

FML + FR 30



FML + FR 30 ML FMR<

50 L÷ Lg Kp
St 70

Sm
EL/C 50 KR Late

C MR Lg/100 30 SqL

30 SqL 30 KR 100

ML	50	FL	100
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Turn
ML 50 Sq FL 100 FML 120

KR Lg > SqR + FML 50 L ÷ Lg Late

100 KR 30 FML Lg 100

Kp
EL St 170 FL 220

Bump Don't
! ML Inside Cut 270

Turn
ML 30 SqL



Turn

ML 30 SqL 50 FML 120

[23 ~ 2.43]

SqR 70 L÷ 30 ML Lg Cut 50 Don't

FML Lg + FMR Lg/70>/C R÷ Lg

50 ML FR 100/C ML Lg
Logs

30 FR 30 FML Lg/70 50

FML 50 ML



FML 50 ML → FMR Lg 120

FL 50 KR Lg/70> Turn At
R÷↓ Junc
[24 ~ 1.16]

250 !C 30 KL 40 SqL

Kp Thru
St 70↓ OHPR Logs +

Thru Nar Thru
!FML 60↓ Logs MR Logs + SqL



30 L÷ Kp Turn
St 30 R÷ → L÷ →
 [25 ~ 0.58]

FR 30 FL 50 KR + SqL

! 50 MR/C Lg/50 > SqR Lg +
 [26 ~ 0.26]

L÷ + SqR Late 50

FMR Lg > /C KR



STAGE 2 - PANTPERTHOG

6.47 miles

30 L÷ 20/C/FF MR FL

30 FMR + MR 30 ML 70 To
Stop