



in association with



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** both read through all the notes in advance of the rally to ensure that he or she knows what is to be said and also check them against the Road Book.

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
2001

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 realise 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

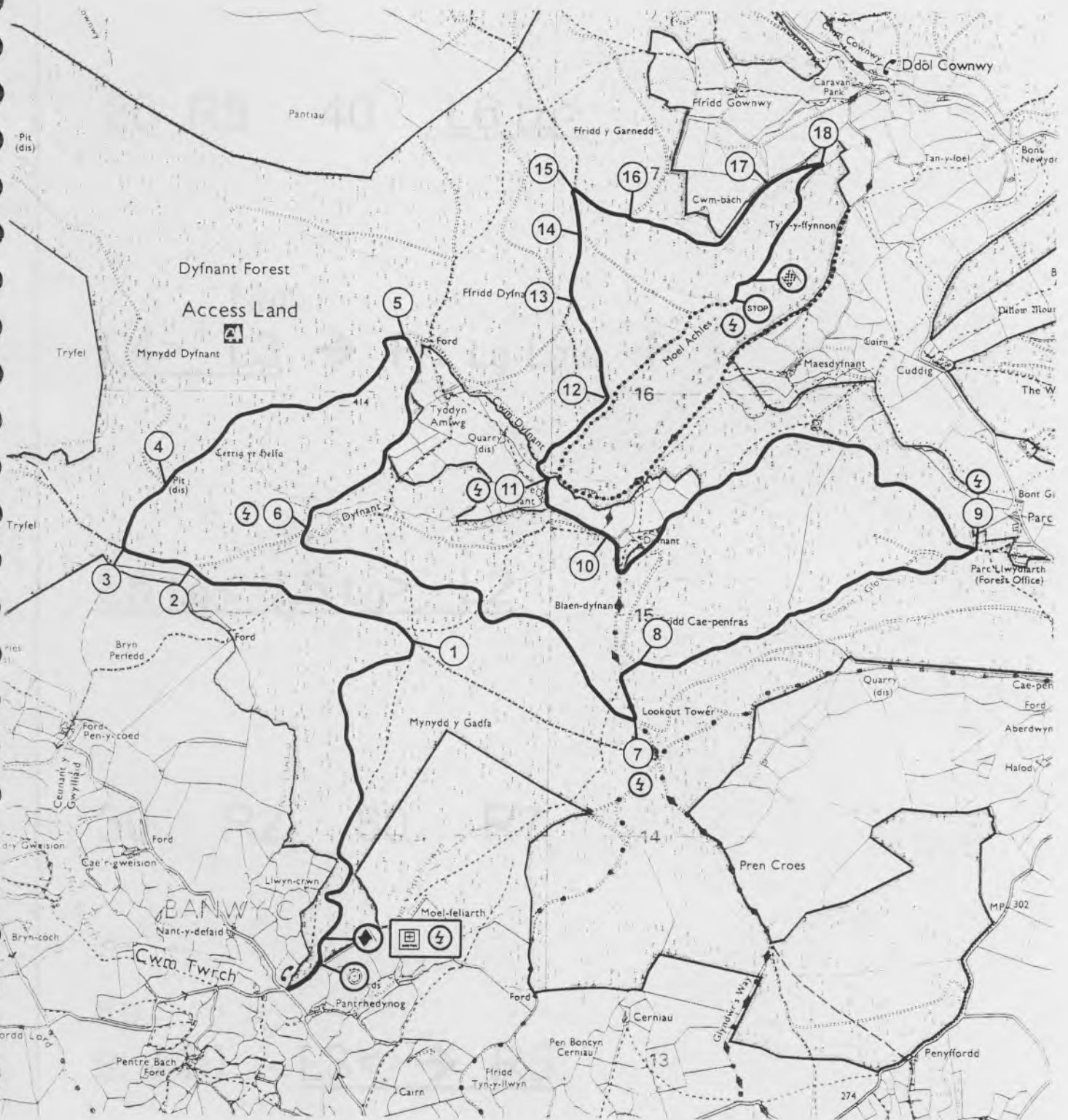
As Said:

Turn	10 <i>or</i> → into
Bump (s) (y)	20 <i>or</i> + and
Kink (s)	30
Jump	40
Dip	50
Post	60
Pole	70
Gate / Grid	80
Bridge	90
Sign	100
Wall	Then in 10 metre increments
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

STAGES 1 & 8 - DYFNANT

10.24 miles



SS1 & SS8 Dyfnant 10.24 Miles

Notes start after Layby on LHS thru gate ~ NB: Narrow

20 R5 40 L6 Lg>

Nar
L4> L3 → R1 Lg Late +

L5 Lg< L6 Lg> L2

30 R2 60 R7

Kp
St 110 L3< → R5

Kp St 50/C <u>L5 30</u>



Kp

st 50/C L5 40 R5 Late

L4 + L4 30

At
R6 Lg> Gap R3 L6/C

40 R5 70 L2 + L2
Turn
[1 ~ 9.11]

30 L3 30 L7/C 50

R4 40 L5



R4 40 L5 / C 30

C R3 → L2 50

L7 50 ^{Kp}
R/C + C → R4 +

R5 L3 + L5 → R7/C Lg
[2 ~ 8.42]

60 Turn
R2< 60 R4 80
[3 ~ 8.21]

L5/Junc



L5/Junc → R3/C <
[4 ~ 7.98]

L5/C → L5 Lg 50 R5 Lg +

L5/C R4 > 50

R4 L5 Lg > L4 + R6/C + L3

80↓ ! L4 R6 L2 Late + R1

	Turn	
50	R2↑	70



50 Turn Xp AL
 $R2 \uparrow$ 70
[5 ~ 7.08]

$R4 Lg \rightarrow L4 Lg \rightarrow R3 Lg/50$

$\rightarrow \underline{! L4 Lg > L3 > \rightarrow R3}$

120 $L6$ 40

$R4 Late \rightarrow L2 \rightarrow R2 + \overset{Kp}{st/C} L1 Lg$
[6 ~ 6.38]

R7 L6



R7 → L6 Kp At
st 70 R6 Gap 70

R6 Kp
st 80 R3/C +

L4>/C Lg R5/C + ! L6 R1 Lg

+ L2 Lg Late 30 R4 Lg

40 R3 80

L7 → R4



L7 → R3 30 L3 100

Turn

L2 Late → ! R7/C HPL
[7 ~ 5.14]

Kp St 150 R2 Kp St 30 R3 +
[8 ~ 4.95]

L6/C + L5 → R6 L7/C +

R5 L2/C + L5 R2 L4 +

L5 30



L5 30 L4 + R2 30

R6 → L5/C 30 L3 + R4

Kp
St 70 R3 + L6 30

R3 + L3 → L2 + R2 Lg

Turn
! L3> L1 Lg + R3
[9 ~ 3.93]

50 L5 Lg



50 L5 Lg 40 L3

L5 Late + L3 + R1 Lg

30 L4 Lg < /80 → R5 R4

Kp
30 L/C R7 4 30 R4

L5 Lg/60 > /C L4 +

C + R4 < /C



C + R4</C → L3

R6 Lg>/C L5> 40

R3 → L4 Lg → R4 + R4

Kp
L/C + C → L4 OHPR

40 L2/C Kp
St 40
[10 ~ 2.48]

L6 → R7/C



L6 → R7/C + L7/C

Thru Turn
50 Gate R1 + R4 + L1
[11 ~ 2.21]

Kp
St 30 R1 L3 + R3 L6

R7/C → L6 Lg R6 +

Kp Turn
! St/C → L4/C Lg + R7
[12 ~ 1.89]

50 L5



50 L5 Kp
St 70/C

L5 R6 30 Kp Sm
L/C R5
[13 ~ 1.59]

60 R7 L6 Lg/C> + L7 Junc At
[14 ~ 1.40]

30 L7/Lg C + OHPR
[15 ~ 1.27]

40 L6 Lg + !! L5 R3 L4 Kink
Nar
[16 ~ 1.10]

30 R6



30 R5 L6 + R6

30 R4 + L3 ! ^{Kp} St 30 L2 Nars

30 L7 150

R5 70 R6 80
[17 ~ 0.61]

Turn
Unseen
! R7/C HPR↑ + L6 30
[18 ~ 0.43]

L6 Lg> L3



L6 Lg> L2 R5 Lg>

Kp
St 70 L7 Lg> L6 +

R7 30 R6 60

L7>/FF + R5 Lg + L4 50 ^{To} Stop

