

WWW.RALLYNAVIGATOR.COM



Rally de Oriente

212

Kilometers

203

Waypoints

97

Fuel Range

Segunda válida del campeonato de Rally Vultur 2023.
Ruta circular de 212 km a través de la provincia de
Oriente - Cundinamarca.

START

Rancho Esco-Bar - La Calera

FINISH

Rancho Esco-Bar - La Calera

WARNING!!!

THIS ROUTE MAY BE DANGEROUS. FOLLOW THIS ROUTE AT YOUR OWN RISK.

Conditions change over time. Route leads to remote areas many miles from help. This is not a "closed" course. The route crosses and travels on public roads and highways where other vehicles, pedestrians, and animals may be present. Some hazards are identified here, for illustration purposes only, but most hazards are not identified or marked. Information provided is approximate, and should not be considered precise. Obey all laws and use caution at all times. If signs, maps, or other indicators suggest the route travels into closed, illegal, private property, or otherwise restricted areas, this roadbook should not be followed into such areas.

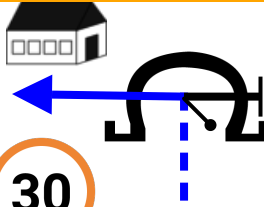
RALLY NAVIGATOR IS NOT RESPONSIBLE FOR THE ACCURACY OR SAFETY OF THIS ROUTE.

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vulturrallyracing@gmail.com

NOT FOR COMMERCIAL USE

0,00



30

Precaución zona Urbana

1

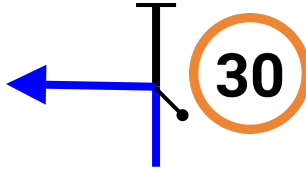
0,00

SZ

1

185°

0,37



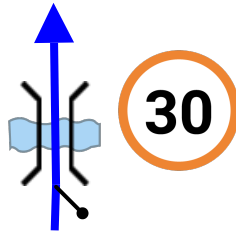
L ↘

0,37

2

214°

1,01



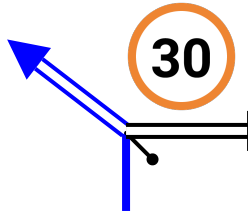
kpS

0,64 ↓

3

200°

1,13



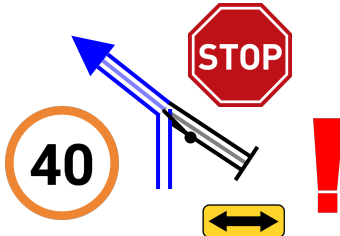
L RO

0,12 ↓

4

129°

1,25



L RO

0,12

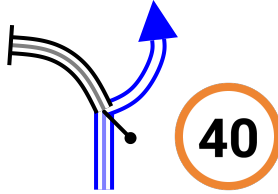
SZ

5

95°

2

1,57



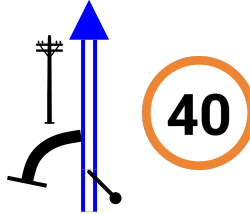
R FRO

0,32

6

132°

2,39



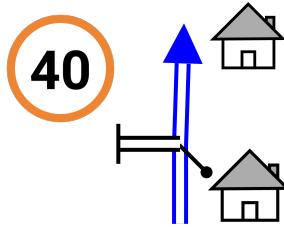
FRO

0,82

7

122°

3,17



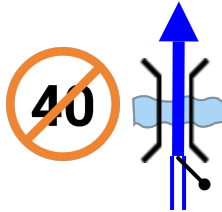
kpS

0,78 ↓

8

187°

3,34



FMP

0,17 ↓

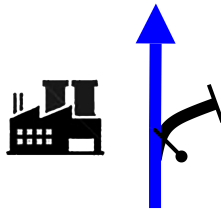
FZ

9

184°

3

3,47



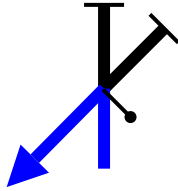
kpS FMP ↗

0,13

10

187°

6,58



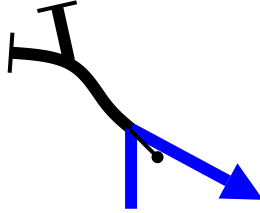
L FMP

3,11

11

131°

7,54



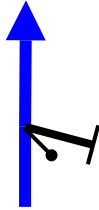
R

0,96

12

261°

8,19



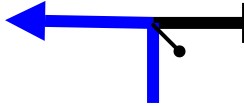
FMP

0,65

13

217°

8,72



L FMP

0,53 ↓

14

91°

9,01



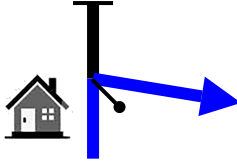
FMP

0,29 ↓

15

88°

9,19



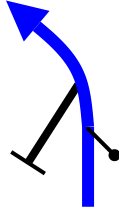
R ↗

0,18

16

126°

9,71



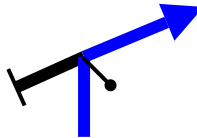
FMP

0,52

17

197°

11,45



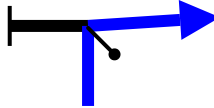
R

1,74

18

220°

11,93



R

0,48 ↓

19

255°

12,08



Salida a principal

L FMP

0,15

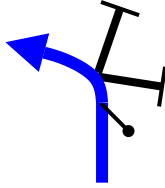


20

161°



15,11



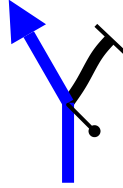
FMP

3,03

21

58°

17,30



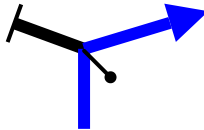
L

2,19

22

43°

17,96



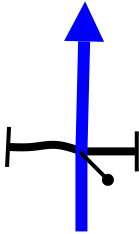
R FMP

0,66

23

109°

19,82



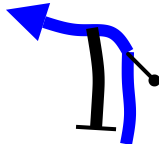
FMP

1,86

24

160°

21,28



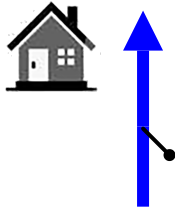
FMP

1,46

25

91°

22,93



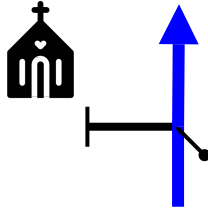
Zona urbana

1,65 ↓ SZ 26

91°

5

23,04

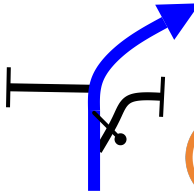


FMP

0,11 27

100°

23,49



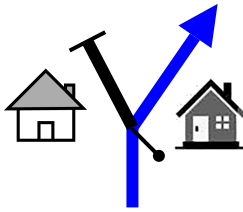
FMP

0,45 FZ 28

202°

6

24,00

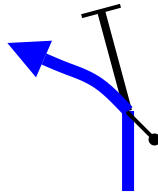


FMP onR

0,51 ↓ 29

161°

24,16

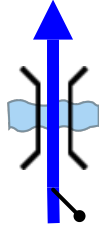


FMP onL

0,16 30

106°

26,54



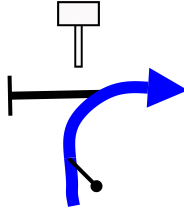
FMP

2,38

31

236°

27,48



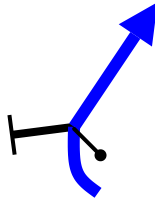
FMP onR

0,94

32

273°

29,52



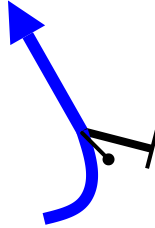
FMP

2,04

33

291°

30,23



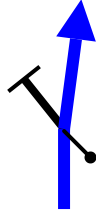
FMP

0,71

34

251°

31,41



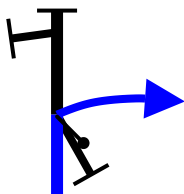
FMP

1,18

35

217°

32,69



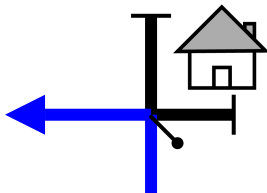
R FMP

1,28

36

264°

33,17



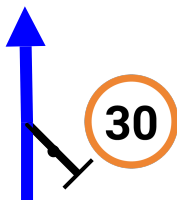
L FMP

0,48

37

244°

34,76



FMP
Zona urbana

1,59

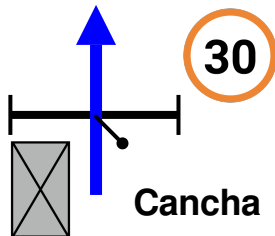


38

201°

7

35,12



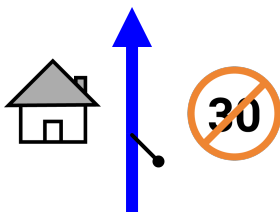
FMP

0,36

39

199°

35,42



FMP

0,30

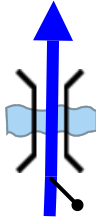


40

226°

8

36,19



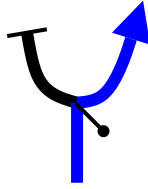
FMP

0,77

41

109°

36,76



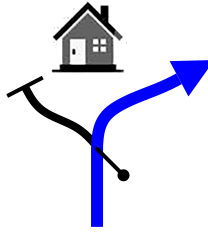
R ↗
Placa huella

0,57

42

131°

37,39



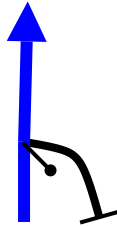
FMP onR

0,63

43

219°

39,28



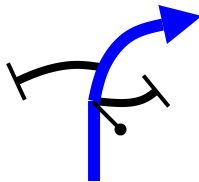
FMP

1,89

44

237°

41,18



FMP

1,90

45

164°

42,44



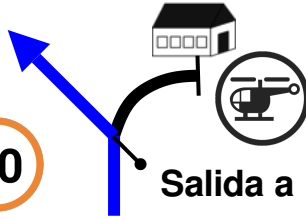
FMP
Zona urbana

1,26 ↓ SZ 46

155°

9

42,72

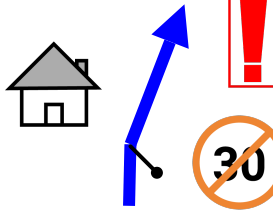


L ↘
FMP

0,28 ↓ 47

16°

42,98



FMP ↘

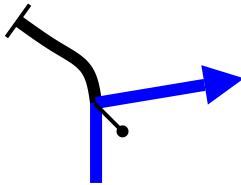
Descenso inclinado

0,26 FZ 48

28°

10

45,58

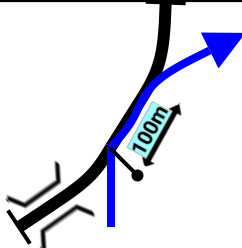


R

2,60 49

137°

46,16

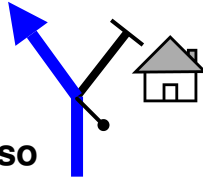


R R FMP

0,58 50

177°

47,34



Descenso
inclinado

128°

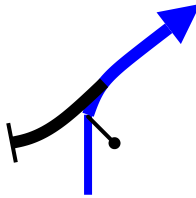
11

1,18



51

48,30



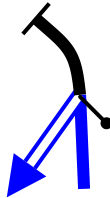
FMP

172°

0,96

52

49,15



L

47°

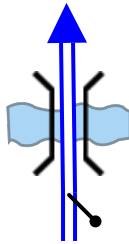
12

0,85



53

50,07



FRO

64°

0,92

54

51,08



Paradero

R ^{QT}MP

FMP

183°

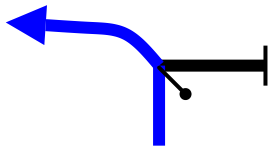
13

1,01



55

52,52



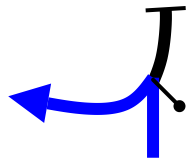
L

1,44

56

173°

53,45



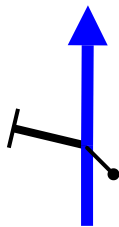
L

0,93

57

120°

53,67



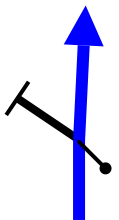
FMP

0,22

58

174°

54,58



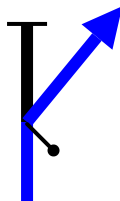
FMP

0,91

59

149°

55,94



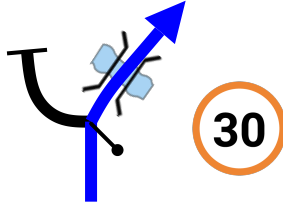
R

1,36

60

264°

57,61



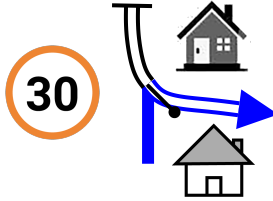
R
Zona urbana

1,67 ↓ SZ 61

140°

14

57,76

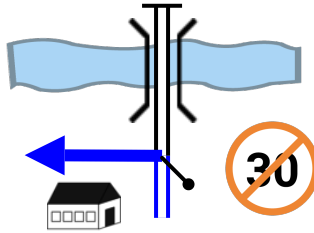


R FRO

0,15 62

271°

58,20



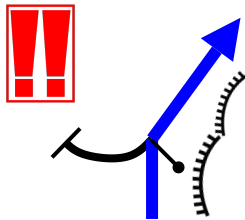
L FMP

0,44 FZ 63

157°

15

59,36

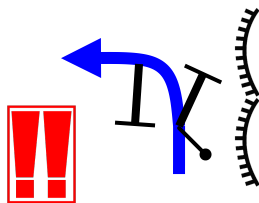


FMP
Abismo onR

1,16 64

287°

60,33

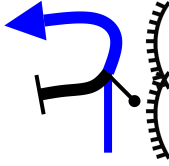


FMP
Abismo onR

0,97 65

230°

62,33



FMP
Abismo **onR**

2,00

66

193°

63,31



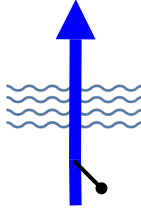
FMP

0,98 ↓

67

199°

63,55



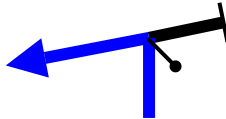
FMP
Quebrada

0,24

68

202°

65,35



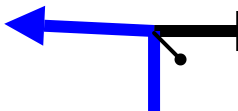
L

1,80

69

110°

65,77



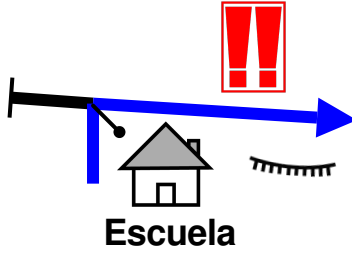
L

0,42 ↓

70

135°

66,05



R FMP
Abismo onR

16

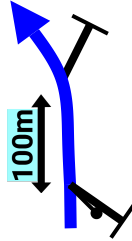
0,28



71

252°

68,45



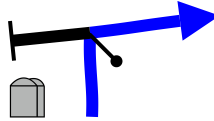
L FMP

2,40

72

83°

69,72



R

1,27

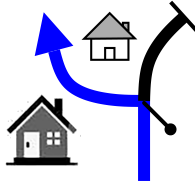


73

72°

Virgen

69,87



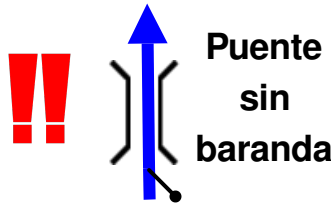
L FMP

0,15

74

348°

70,43



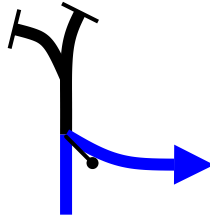
FMP

0,56

75

106°

71,74



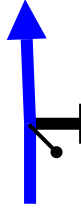
R FMP

1,31

76

135°

73,96



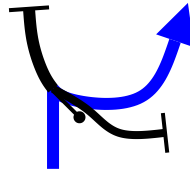
FMP

2,22

77

90°

75,94



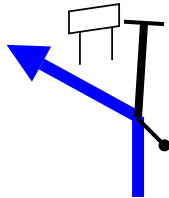
R/L FMP

1,98

78

167°

80,75



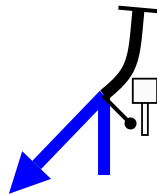
L ↗ FMP

4,81

79

338°

84,41



L ↘ FMP

3,66

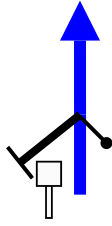


80

332°

17

90,11



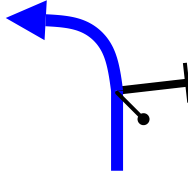
FMP

5,70

81

270°

91,08



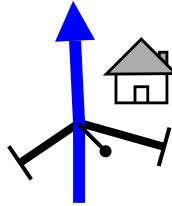
FMP onL

0,97

82

206°

92,34



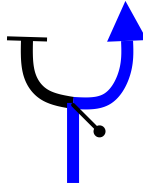
FMP

1,26

83

203°

92,65



R FMP

0,31

84

249°

95,63



FMP

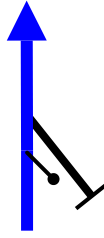
2,98



85

345°

95,80



FMP
Zona urbana

307°

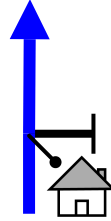
18

0,17



86

96,17



kpS

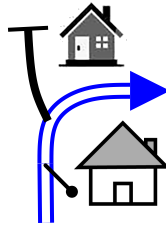
33°

0,37



87

96,38



R

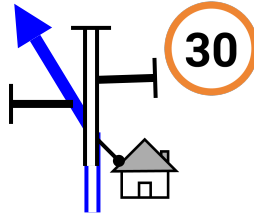
288°

0,21



88

96,41



L P

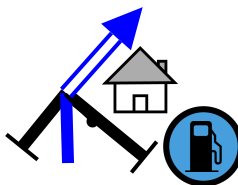
330°

0,03



89

96,57



kpS



onR

349°

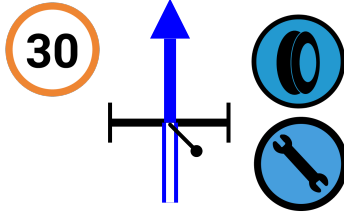
19

0,16



90

96,65



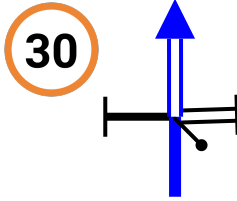
150 m
Taller y
Montallantas:
3214614997 -
3143784278

0,08 ↓

91

348°

96,75



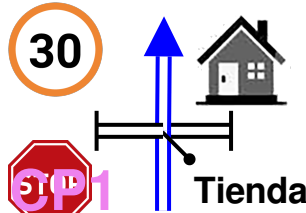
FRO

0,10 ↓

92

351°

96,85



kpS
Neutralización

0,10 ↓

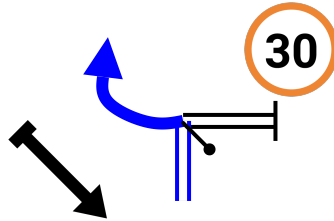


93

2°

(20)

96,96



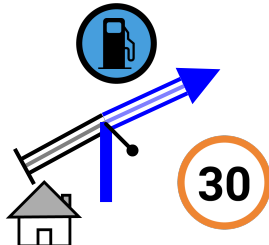
L P

0,11 ↓

94

320°

97,03



R RO

0,07 ↓

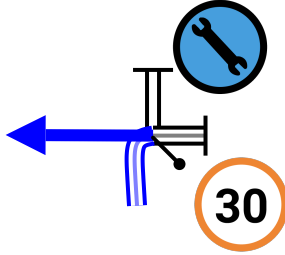


95

117°

(21)

97,20



L P

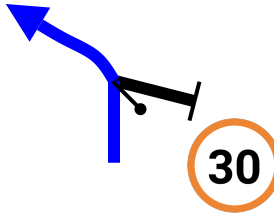
Taller: 3004527540

0,17 ↓

96

2°

97,35



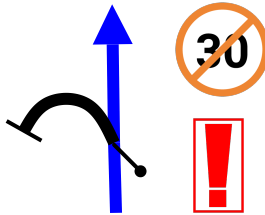
L

0,15 ↓

97

41°

97,47



FMP ↘

Descenso inclinado

0,12

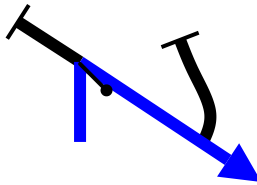
FZ

98

3°

22

98,74



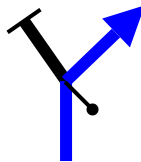
R FMP

1,27

99

124°

100,08



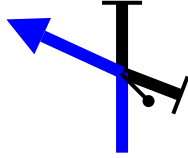
R

1,34

100

111°

100,41



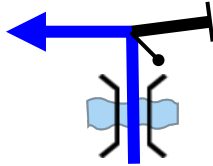
L

0,33

101

67°

100,79



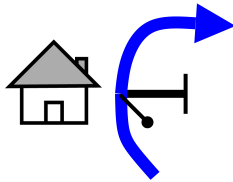
L FMP

0,38

102

286°

103,91



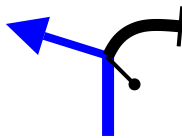
FMP

3,12

103

339°

104,50



L FMP

0,59

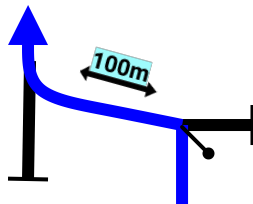


104

221°

23

107,67



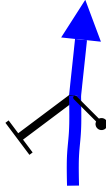
L/R

3,17

105

217°

108,20



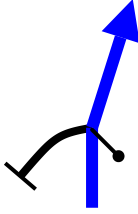
FMP

0,53 ↓

106

9°

108,43



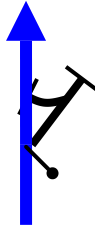
FMP

0,23

107

356°

109,23



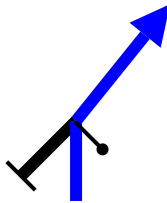
FMP

0,80 ↓

108

5°

109,47



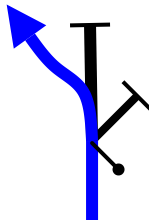
FMP

0,24

109

338°

109,78



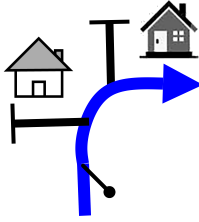
L ↗
Placa huella

0,31 ↓

110

356°

110,02



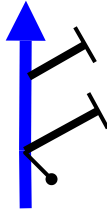
FMP onR

0,24 ↓

111

54°

110,11



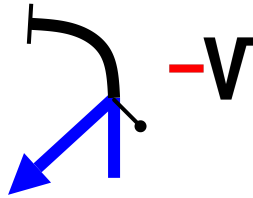
FMP

0,09

112

51°

111,50



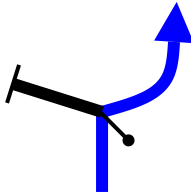
L Q^TMP ↙

1,39

113

288°

112,12



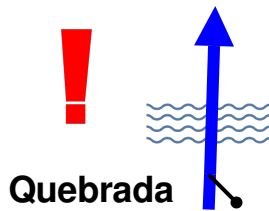
R

0,62

114

304°

112,53



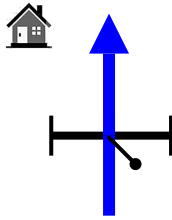
FMP

0,41 ↓

115

325°

112,57



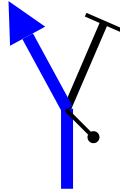
kpS FMP

0,04

116

231°

113,21



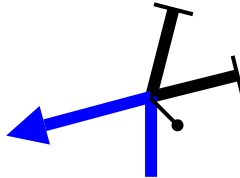
FMP onL

0,64

117

7°

114,17



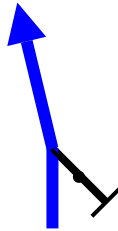
L

0,96

118

279°

114,54



FMP

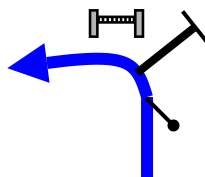
0,37

119

12°

116,52

Paradero



L FMP

1,98

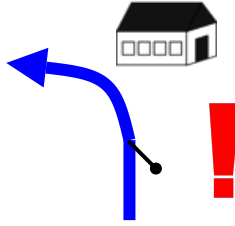


120

236°

24

117,15



Zona Escolar

0,63

121

256°

118,33



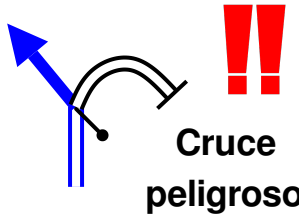
R

1,18

122

332°

119,14



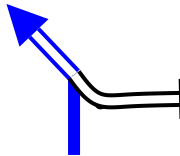
L FMP

0,81

123

312°

119,74



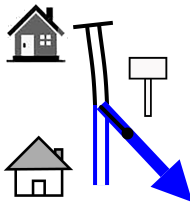
L RO

0,60

124

27°

120,21



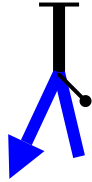
R P

0,47

125

201°

120,63



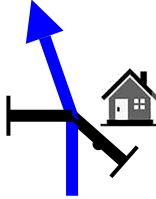
L FMP

0,42

126

342°

121,83



FMP

1,20



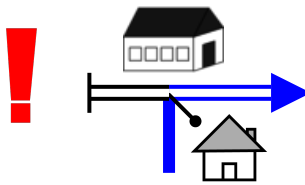
127

351°

(25)

123,35

Polideportivo



R RO

1,52

128

346°

124,10



R FMP

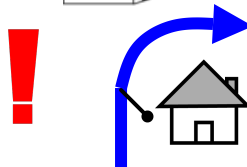
0,75

129

272°

125,02

Viviendas



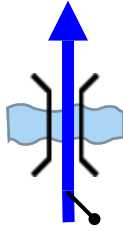
FMP

0,92

130

314°

125,91



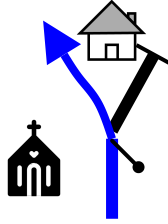
FMP

0,89

131

62°

128,37



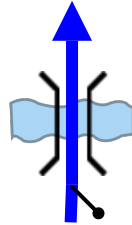
L ↘ Q^TMP

2,46

132

15°

129,63



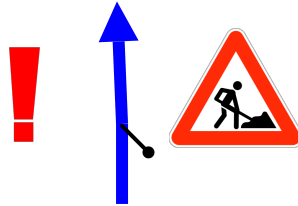
FMP ↗

1,26

133

279°

133,15



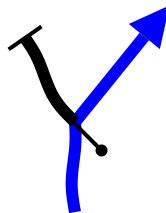
Precaución
Placa huella en
construcción

3,52

134

316°

133,94



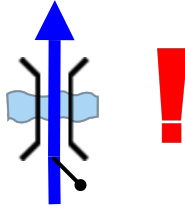
R ↘ FMP

0,79

135

32°

136,00



FMP ↗

Puente sin baranda

2,06

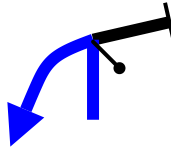


136

71°

26

137,71



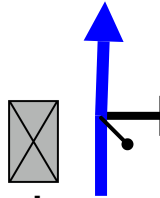
L FMP

1,71

137

211°

138,20



FMP

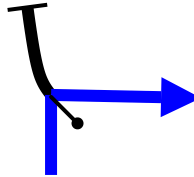
0,49

138

Cancha

308°

138,87



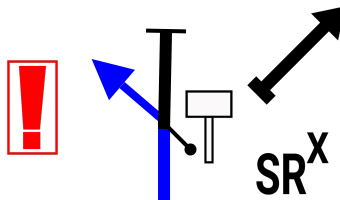
R FMP

0,67

139

118°

140,25



L Q^TMP

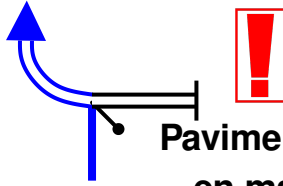
FMP

1,38

140

5°

143,33



Pavimento
en mal
estado

L FRO

3,08

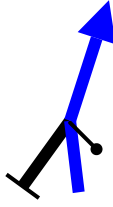


141

244°

(27)

147,65



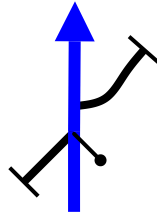
FMP

4,32

142

344°

150,08



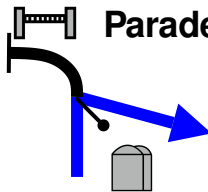
FMP

2,43

143

357°

152,36



Paradero

Virgen

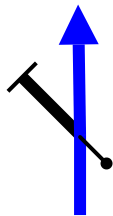
R

2,28

144

21°

153,14



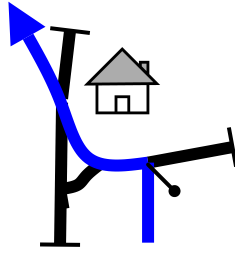
kpS FMP

0,78

145

75°

156,08



L/R L

2,94

146

320°

158,91



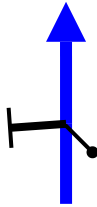
kpS FMP

2,83

147

17°

160,15



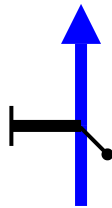
FMP

1,24

148

6°

162,41



FMP

2,26

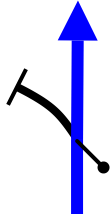


149

22°

(28)

162,69



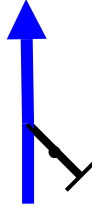
FMP

0,28

150

15°

164,68



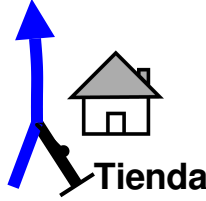
FMP

1,99

151

14°

166,40



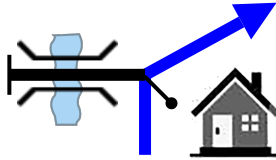
FMP

1,72

152

342°

166,76



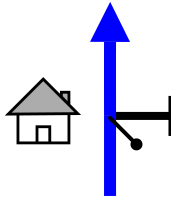
R FMP

0,36

153

45°

168,08



FMP

1,32

154

348°

169,90



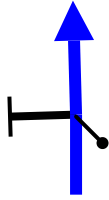
FMP

1,82

155

25°

170,46



FMP

0,56

156

64°

170,91



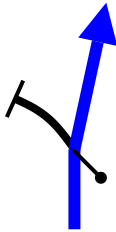
FMP

0,45 ↓

157

10°

171,04



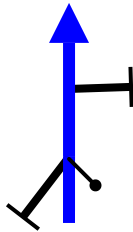
FMP

0,13

158

14°

171,38



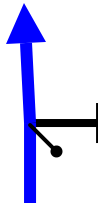
FMP

0,34

159

42°

172,00



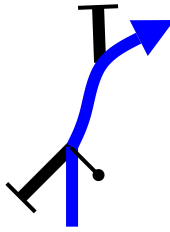
FMP

0,62 ↓

160

26°

172,23



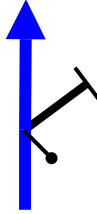
R

0,23

161

55°

172,59



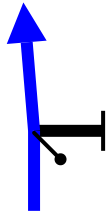
kpS

0,36

162

100°

172,99



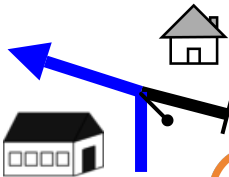
FMP

0,40

163

28°

173,59



L FMP

0,60



164

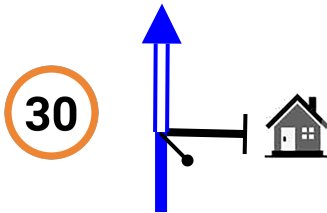
Polideportivo



322°



174,28



Zona urbana

0,69



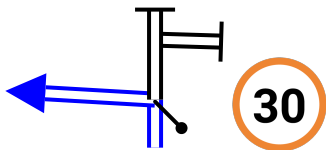
165

30

349°



174,69



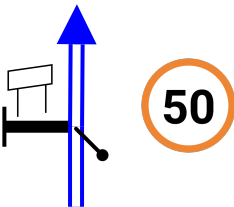
L

0,41 ↓

166

221°

174,97



FRO

0,28

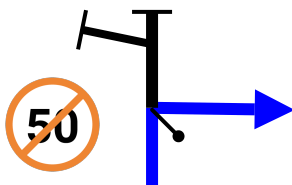


167

229°

31

176,12



R P

1,15

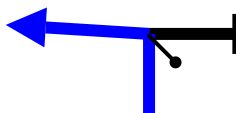


168

312°

32

176,70



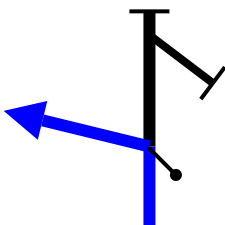
L FMP

0,58

169

241°

177,65



L

0,95

170

163°

178,18



kpS ^QTMP

0,53

171

142°

178,76



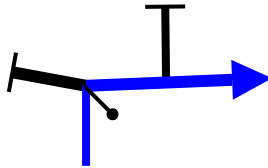
FMP

0,58

172

96°

179,14



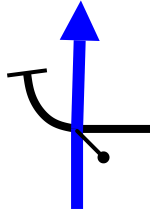
R

0,38 ↓

173

177°

179,28



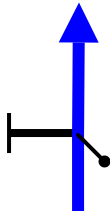
FMP

0,14

174

197°

179,83



kpS

0,55

175

205°

180,15



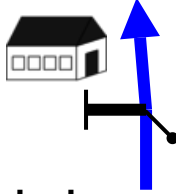
kpS

0,32 ↓

176

228°

180,29



FMP

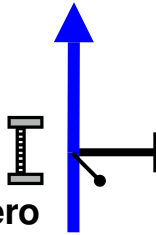
0,14

177

Colegio

204°

181,45



FMP

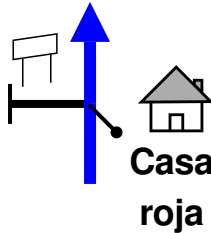
1,16 ↓

178

Paradero

247°

181,59



FMP

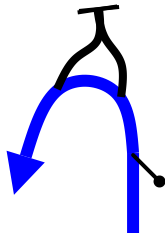
0,14

179

Casa
roja

247°

182,45



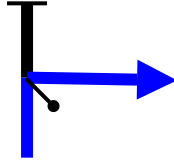
FMP onL

0,86 ↓

180

297°

182,60



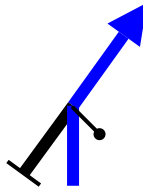
R FMP

0,15

181

246°

183,84



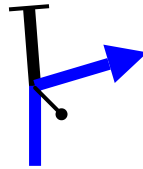
FMP

1,24

182

268°

184,25



R

0,41 ↓

183

321°

184,33



kpS

0,08 ↓

184

320°

184,46



L BTW VG

0,13 ↓

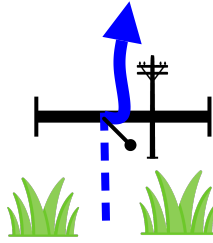


185

206°

33

184,67



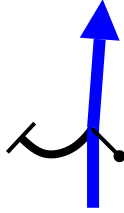
kpS FMP

0,21

186

184°

185,96



FMP

1,29

187

183°

187,67



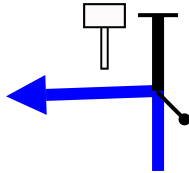
L FMP

1,71

188

117°

189,59



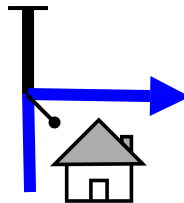
L FMP

1,92

189

43°

191,25



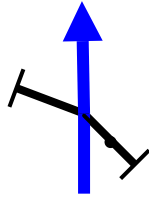
R FMP

1,66

190

116°

193,74



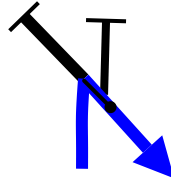
FMP

2,49

191

154°

195,24



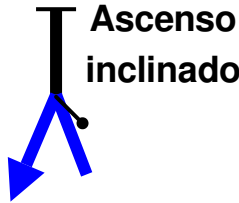
R FMP

1,50

192

350°

196,17



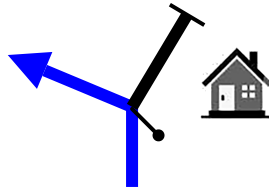
L ↗
FMP

0,93

193

242°

199,76



L FMP

3,59



194

224°

34

205,02



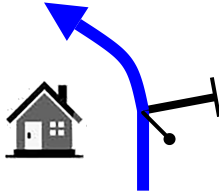
R FMP

5,26

195

266°

205,50



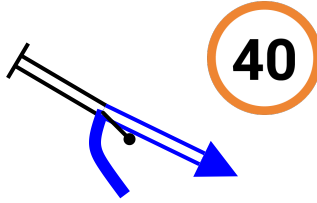
FMP

0,48

196

188°

209,24



R FRO

3,74

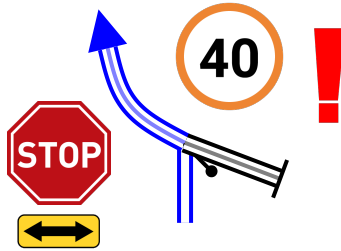


197

294°

35

210,06



L FRO

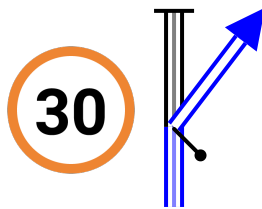
Vía Principal

0,82

198

251°

210,38



R

Zona Urbana

0,32

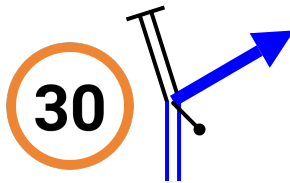


199

313°

36

210,50



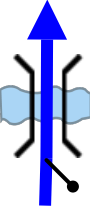
R

0,12

200

1°

210,62



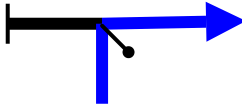
kpS ↗

0,12

201

24°

211,26



R

0,64

202

114°

211,63



Meta

0,37



203

6°

37

212
Km

203
Waypoints

97 Km
Fuel Range

START

Rancho Esco-Bar - La Calera

FINISH

Rancho Esco-Bar - La Calera

POWERED BY



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