



**Rally de Oriente**

**145  
Kilometers**

**137  
Waypoints**

**108  
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

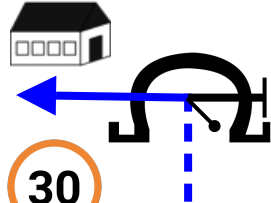


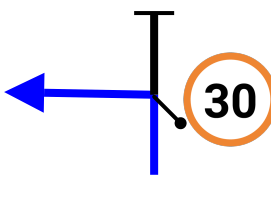
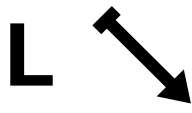

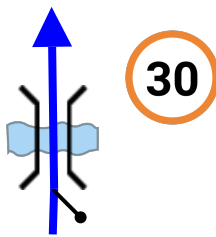
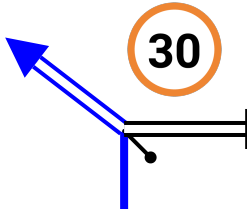
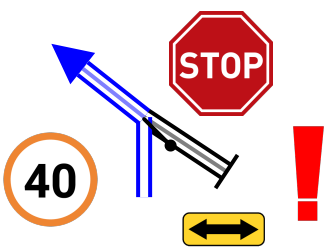

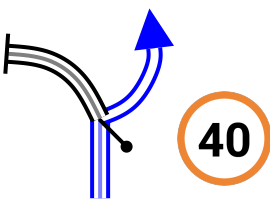
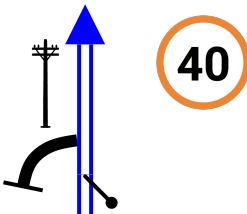
**WARNING!!!**

**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.**

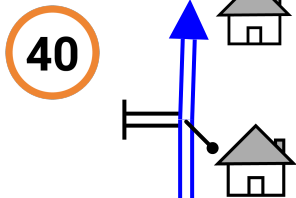
**FOR PERSONAL USE ONLY**  
vulturrallyracing@gmail.com  
**NOT FOR COMMERCIAL USE**

PAGE 1	RALLY DE ORIENTE	KM TOTAL: 145
0,00		Precaución zona Urbana 
0,00	 1	185° <span style="float: right;">①</span>
0,37		
0,37	 2	214° <span style="float: right;">②</span>
1,01		kpS
0,64	↓ 3	200°
1,13		L RO
0,12	↓ 4	129°
1,25		L RO
0,12	 5	95° <span style="float: right;">③</span>
1,57		R FRO
0,32	6	132°
2,39		FRO
0,82	7	122°

PROXIMA NOTA  
PROCH NOTE  
NEXT NOTE

0,77

3,17

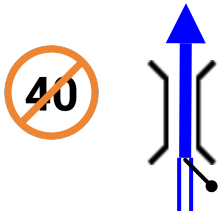


kpS

0,78 ↓ 8

187°

3,34



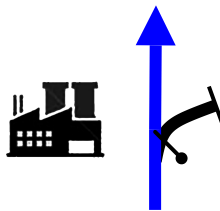
FMP

0,17 ↓ FZ 9

184°

4

3,47

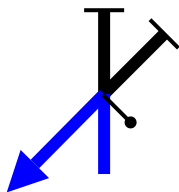


kpS FMP ↗

0,13 10

187°

6,58

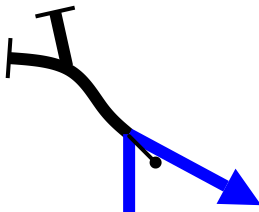


L FMP

3,11 11

131°

7,54

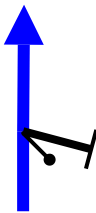


R

0,96 12

261°

8,19

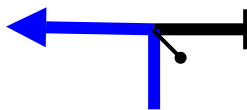


FMP

0,65 13

217°

8,72



L FMP

0,53 ↓ 14

91°

9,01



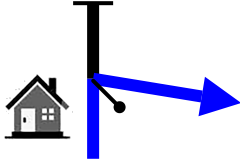
FMP

0,29 ↓

15

88°

9,19



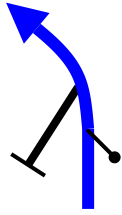
R ↗

0,18

16

126°

9,71



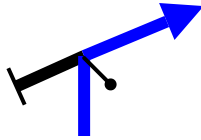
FMP

0,52

17

197°

11,45



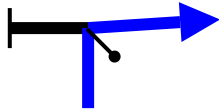
R

1,74

18

220°

11,93



R

0,48 ↓

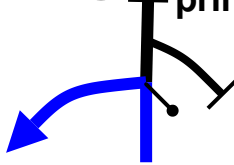
19

255°

12,08



Salida a principal



L FMP

0,15

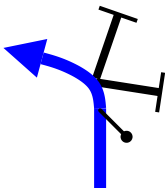


20

161°



15,11



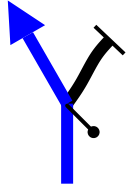
FMP

3,03

21

58°

17,30



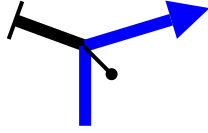
L

2,19

22

43°

17,96



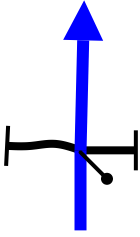
R FMP

0,66

23

109°

19,82



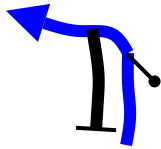
FMP

1,86

24

160°

21,28



FMP

1,46

25

91°

22,93



Zona urbana

1,65

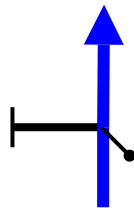


26

91°



23,04



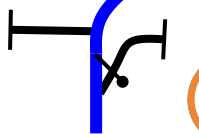
FMP

0,11

27

100°

23,49



FMP

0,45

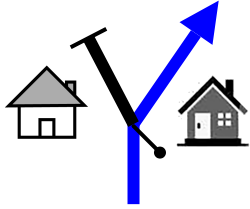


28

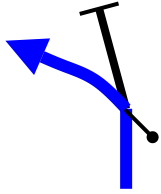


202°

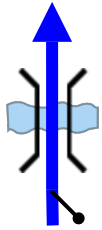


**24,00****FMP onR**

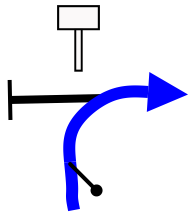
0,51

**29****161°****24,16****FMP onL**

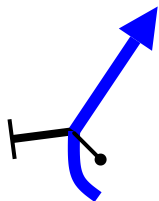
0,16

**30****106°****26,54****FMP**

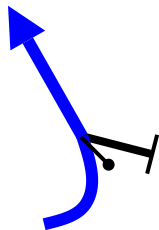
2,38

**31****236°****27,48****FMP onR**

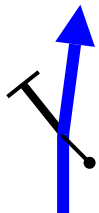
0,94

**32****273°****29,52****FMP**

2,04

**33****291°****30,23****FMP**

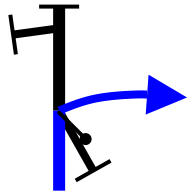
0,71

**34****251°****31,41****FMP**

1,18

**35****217°**

32,69



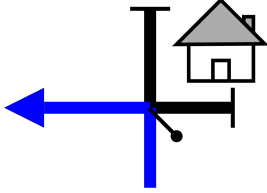
R FMP

1,28

36

264°

33,17



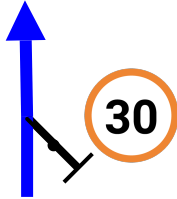
L FMP

0,48

37

244°

34,76



FMP  
Zona urbana

1,59

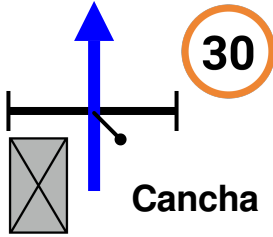


38

201°

8

35,12



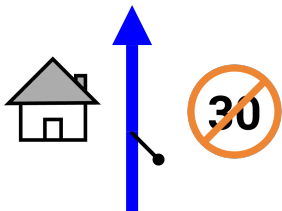
FMP

0,36

39

199°

35,42



FMP

0,30

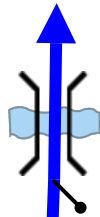


40

226°

9

36,19



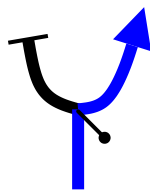
FMP

0,77

41

109°

36,76



R ↗

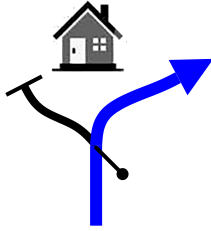
Placa huella

0,57

42

131°

37,39



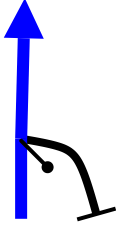
FMP onR

0,63

43

219°

39,28



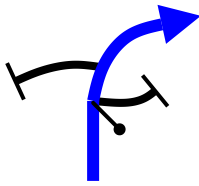
FMP

1,89

44

237°

41,18



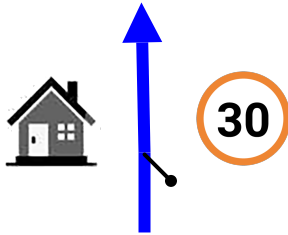
FMP

1,90

45

164°

42,44



FMP

Zona urbana

1,26

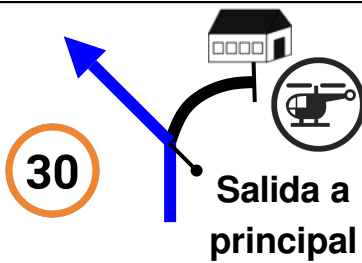


46

155°



42,72



L  
FMP

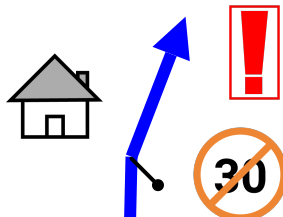
0,28

47

16°

Salida a principal

42,98



FMP

Descenso inclinado

0,26

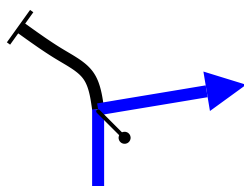


48

28°



45,58



R

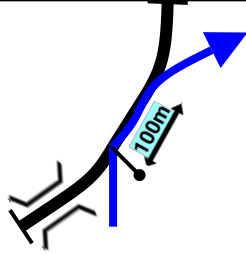
2,60

49

137°



46,16



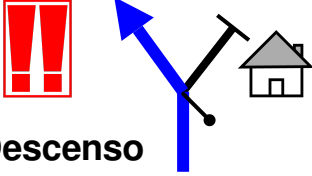
R R FMP

0,58

50

177°

47,34



L ↘

Descenso  
inclinado

1,18

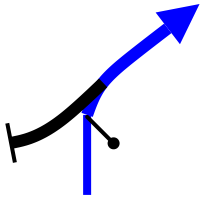


51

128°

(12)

48,30



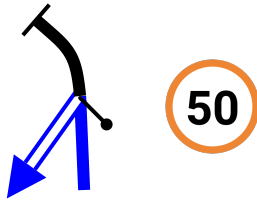
FMP

0,96

52

172°

49,15



L

0,85

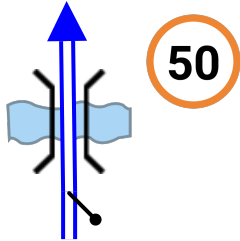


53

47°

(13)

50,07



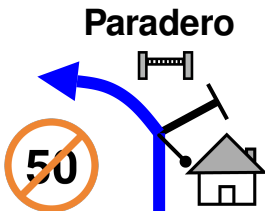
FRO

0,92

54

64°

51,08



FMP

1,01



55

99°

(14)

52,08



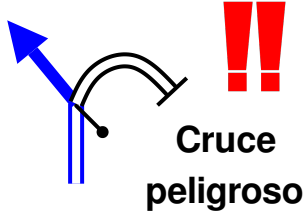
kpS

1,00

56

332°

**52,89**



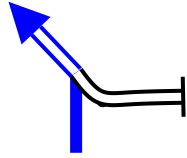
L FMP

0,81

57

312°

**53,49**



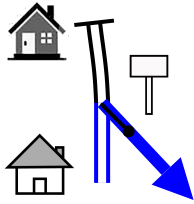
L RO

0,60

58

27°

**53,95**



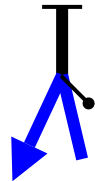
R P

0,46

59

201°

**54,37**



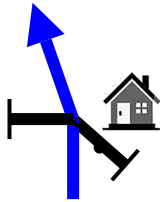
L FMP

0,42

60

342°

**55,58**



FMP

1,21



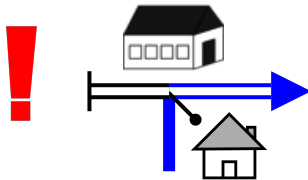
61

351°



**57,09**

Polideportivo



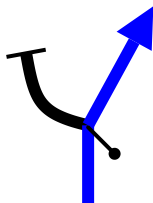
R RO

1,51

62

346°

**57,85**



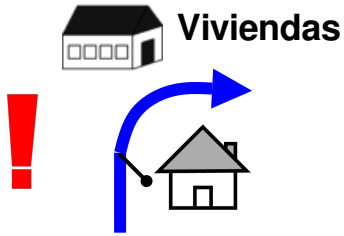
R FMP

0,76

63

272°

58,77



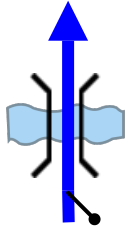
FMP

0,92

64

314°

59,65



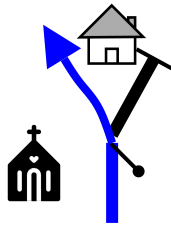
FMP

0,88

65

62°

62,12



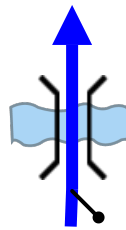
L  $Q^T$ MP

2,47

66

15°

63,38



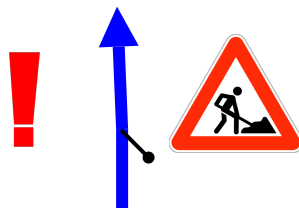
FMP ↗

1,26

67

279°

66,90



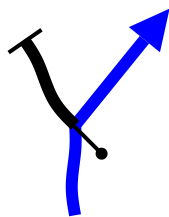
Precaución  
Placa huella en construcción

3,52

68

316°

67,69



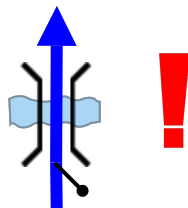
R ↘ FMP

0,79

69

32°

69,75



FMP ↗  
Puente sin baranda

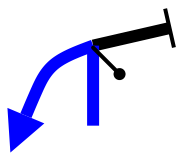
2,06

70

71°

16

71,45



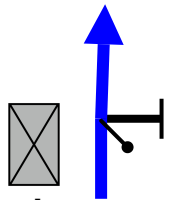
L FMP

1,70

71

211°

71,95



FMP

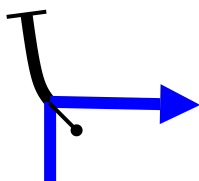
0,50

72

Cancha

308°

72,62



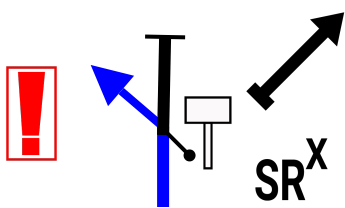
R FMP

0,67

73

118°

74,00



L Q<sup>T</sup>MP

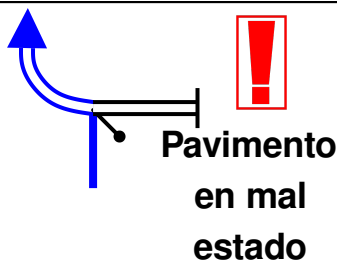
FMP

1,38

74

5°

77,08



L FRO

3,08



75

244°



81,39



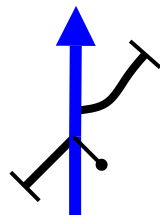
FMP

4,31

76

344°

83,83



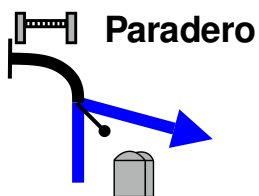
FMP

2,44

77

357°

86,11



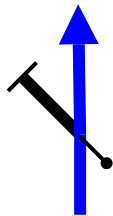
R

2,28

78

21°

86,88



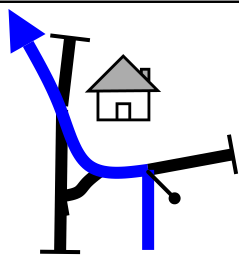
kpS FMP

0,77

79

75°

89,83



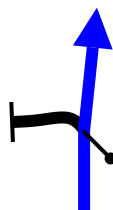
L/R L

2,95

80

320°

92,65



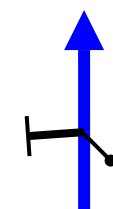
kpS FMP

2,82

81

17°

93,90



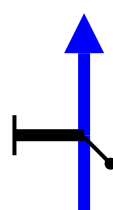
FMP

1,25

82

6°

96,15



FMP

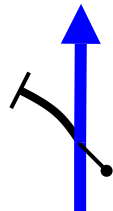
2,25

83

22°

(18)

96,44



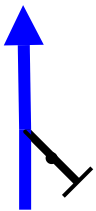
FMP

0,29

84

15°

**98,43**



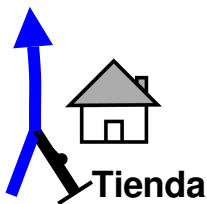
**FMP**

1,99

**85**

**14°**

**100,15**



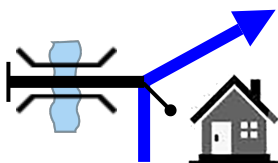
**FMP**

1,72

**86**

**342°**

**100,50**



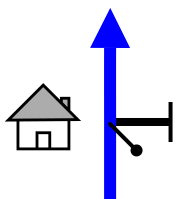
**R FMP**

0,35

**87**

**45°**

**101,82**



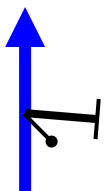
**FMP**

1,32

**88**

**348°**

**103,65**



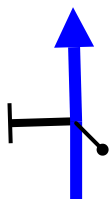
**FMP**

1,83

**89**

**25°**

**104,21**



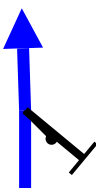
**FMP**

0,56

**90**

**64°**

**104,65**



**FMP**

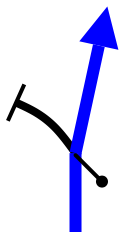
0,44



**91**

**10°**

104,79



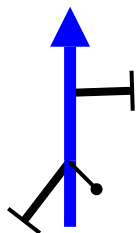
FMP

0,14

92

14°

105,13



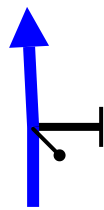
FMP

0,34

93

42°

105,75



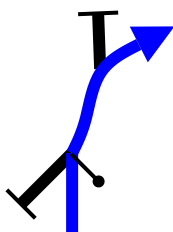
FMP

0,62 ↓

94

26°

105,98



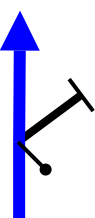
R

0,23

95

55°

106,33



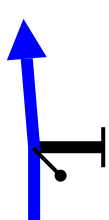
kpS

0,35

96

100°

106,74



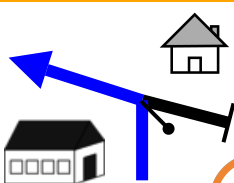
FMP

0,41

97

28°

107,33



L FMP

0,59



98

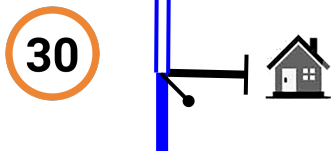
Polideportivo



322°



108,03



Zona urbana

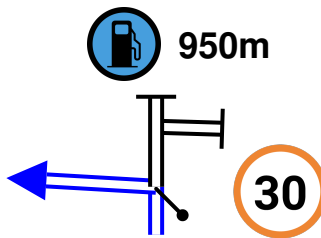
0,70



349°



108,44



L

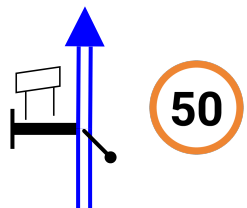
0,41



100

221°

108,72



FRO

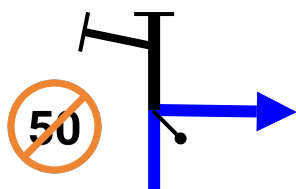
0,28



229°



109,87



R P

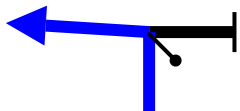
1,15



312°



110,45



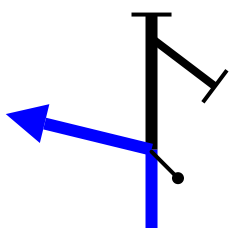
L FMP

0,58

103

241°

111,40



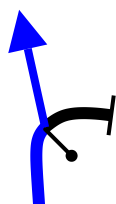
L

0,95

104

163°

111,92



kpS Q<sup>T</sup>MP

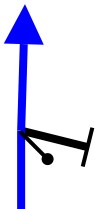
0,52

105

142°



112,51



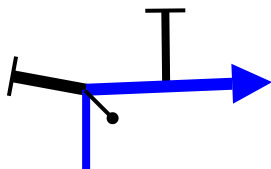
FMP

0,59

106

96°

112,88



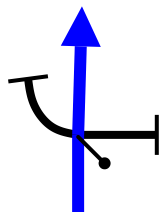
R

0,37 ↓

107

177°

113,02



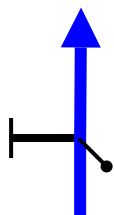
FMP

0,14

108

197°

113,58



kpS

0,56

109

205°

113,89



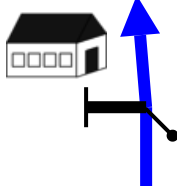
kpS

0,31 ↓

110

228°

114,04



FMP

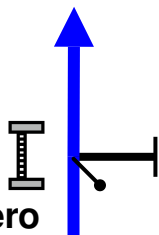
0,15

111

204°

Colegio

115,19



FMP

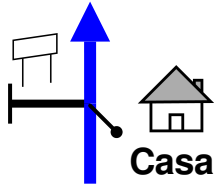
1,15 ↓

112

247°

Paradero

115,34



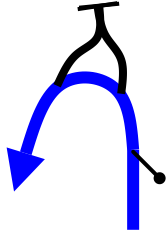
FMP

0,15

113

247°

116,20



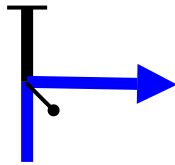
FMP onL

0,86

114

297°

116,35



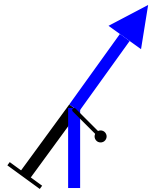
R FMP

0,15

115

246°

117,59



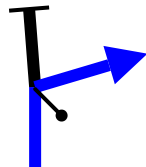
FMP

1,24

116

268°

118,00



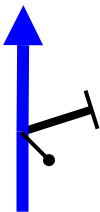
R

0,41

117

321°

118,08



kpS

0,08

118

320°

118,21



L BTW VG

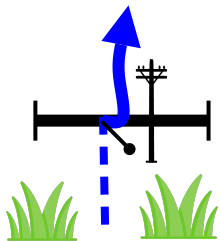
0,13

119

206°

23

**118,42**



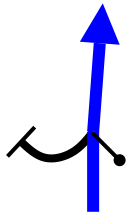
**kpS FMP**

0,21

**120**

**184°**

**119,71**



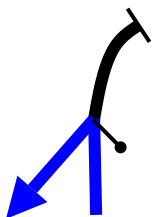
**FMP**

1,29

**121**

**183°**

**121,42**



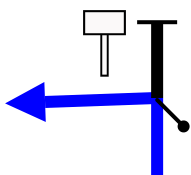
**L FMP**

1,71

**122**

**117°**

**123,33**



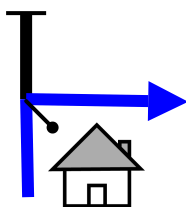
**L FMP**

1,91

**123**

**43°**

**125,00**



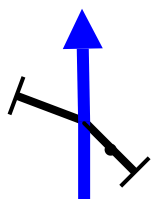
**R FMP**

1,67

**124**

**116°**

**127,48**



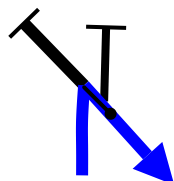
**FMP**

2,48

**125**

**154°**

**128,99**



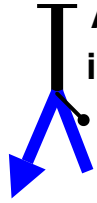
**R FMP**

1,51

**126**

**350°**

129,91



Ascenso  
inclinado



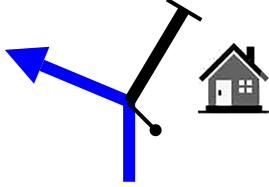
L  
FMP

0,92

127

242°

133,50



L FMP

3,59

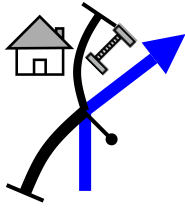


128

224°

(24)

138,76



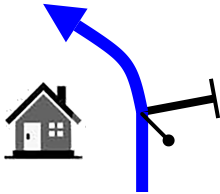
R FMP

5,26

129

266°

139,25



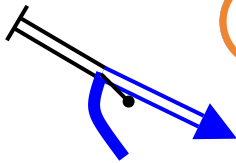
FMP

0,49

130

188°

142,98



R FRO

3,73

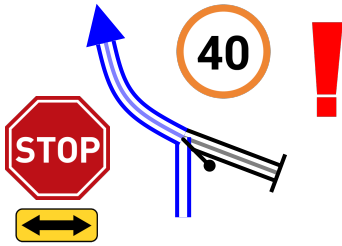


131

294°

(25)

143,81



L FRO

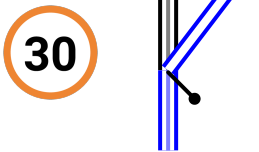
Vía Principal

0,83

132

251°

144,13



R

Zona Urbana

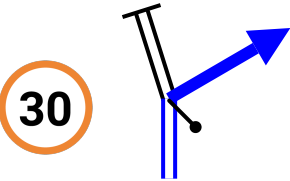
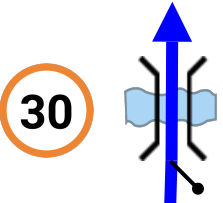
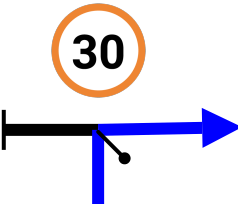
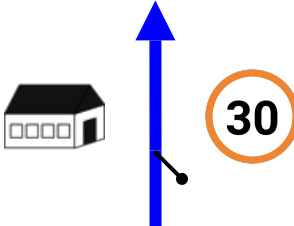

0,32



133

313°

(26)

<b>144,25</b>		<b>R</b>
0,12 ↓ <b>134</b>		<b>1°</b>
<b>144,36</b>		<b>kpS</b> ↗
0,11 <b>135</b>		<b>24°</b>
<b>145,01</b>		<b>R</b>
0,65 <b>136</b>		<b>114°</b>
<b>145,38</b>		<b>Meta</b>
0,37  <b>137</b>		<b>6°</b> <span style="float: right;">(27)</span>

145  
Km

137  
Waypoints

108 Km  
Fuel Range

**START**

Rancho Esco-Bar - La Calera

**FINISH**

Rancho Esco-Bar - La Calera

**POWERED BY**



Rally de Oriente

**WWW.RALLYNAVIGATOR.COM**