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## 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.

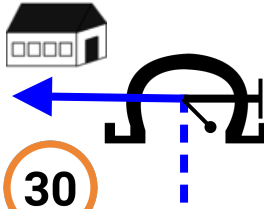
**RALLY NAVIGATOR IS NOT RESPONSIBLE FOR THE ACCURACY OR SAFETY OF THIS ROUTE.**

**FOR PERSONAL USE ONLY**

vulturrallyracing@gmail.com

**NOT FOR COMMERCIAL USE**

0,00



Precaución zona Urbana



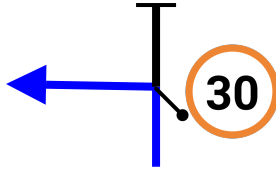
1

0,00



185°

0,37



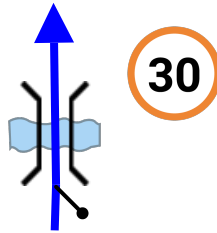
2

0,37



214°

1,01



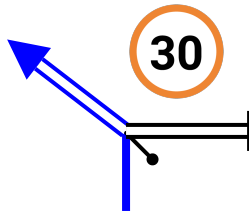
kpS

0,64



200°

1,13



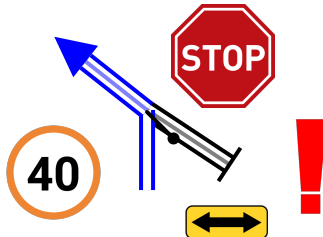
L RO

0,12



129°

1,25



L RO

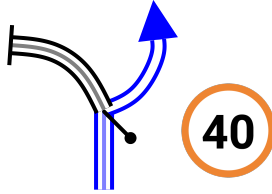
0,12



95°

3

1,57



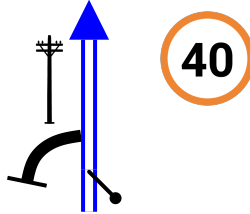
R FRO

0,32

6

132°

2,39



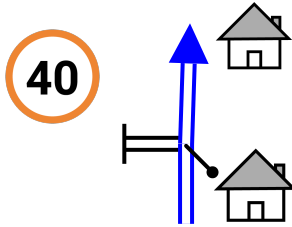
FRO

0,82

7

122°

3,17



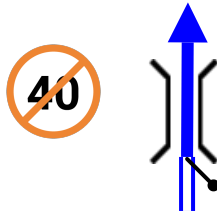
kpS

0,78 ↓

8

187°

3,34



FMP

0,17 ↓

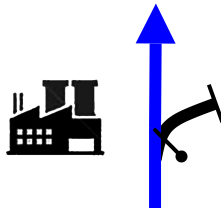
FZ

9

184°

4

3,47



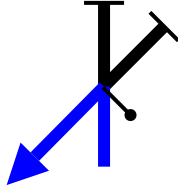
kpS FMP ↗

0,13

10

187°

6,58



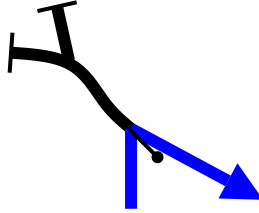
L FMP

3,11

11

131°

7,54



R

0,96

12

261°

8,19



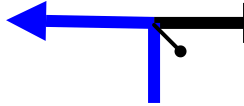
FMP

0,65

13

217°

8,72



L FMP

0,53 ↓

14

91°

9,01



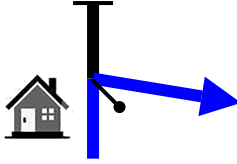
FMP

0,29 ↓

15

88°

9,19



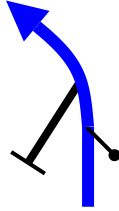
R ↗

0,18

16

126°

9,71



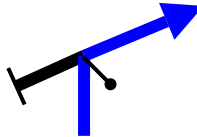
FMP

0,52

17

197°

11,45



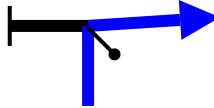
R

1,74

18

220°

11,93



R

0,48 ↓

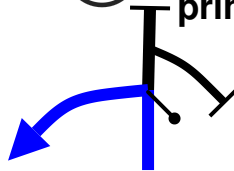
19

255°

12,08



Salida a principal



L FMP

0,15

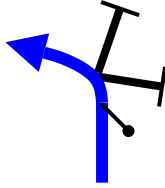
C

20

161°

5

15,11



FMP

3,03

21

58°

17,30



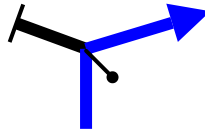
L

2,19

22

43°

17,96



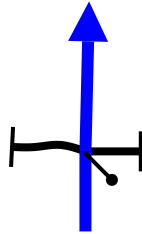
R FMP

0,66

23

109°

19,82



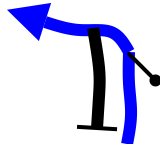
FMP

1,86

24

160°

21,28



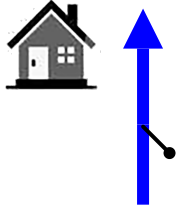
FMP

1,46

25

91°

22,93



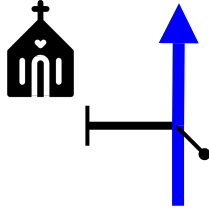
Zona urbana

1,65 ↓ SZ 26

91°

6

23,04

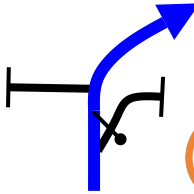


FMP

0,11 27

100°

23,49



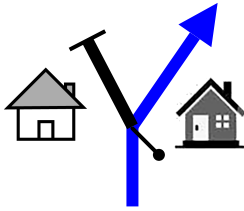
FMP

0,45 FZ 28

202°

7

24,00

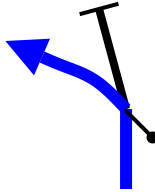


FMP onR

0,51 ↓ 29

161°

24,16



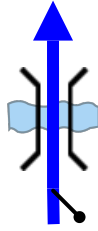
FMP onL

0,16 30

106°



26,54



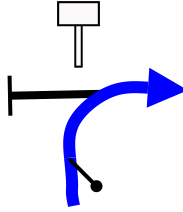
FMP

2,38

31

236°

27,48



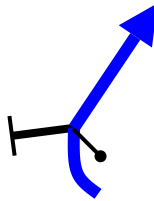
FMP on R

0,94

32

273°

29,52



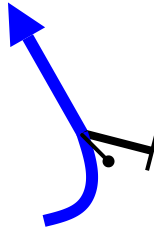
FMP

2,04

33

291°

30,23



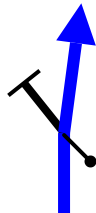
FMP

0,71

34

251°

31,41



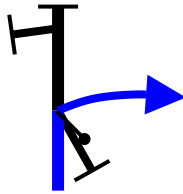
FMP

1,18

35

217°

32,69



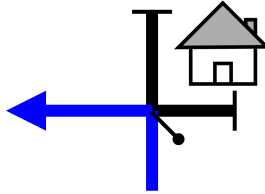
R FMP

1,28

36

264°

33,17



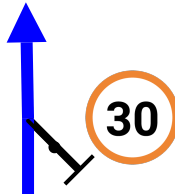
L FMP

0,48

37

244°

34,76



FMP  
Zona urbana

1,59

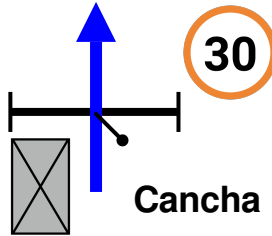


38

201°

8

35,12



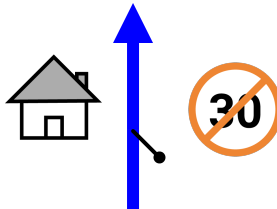
FMP

0,36

39

199°

35,42



FMP

0,30

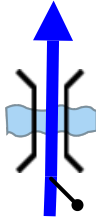


40

226°

9

36,19



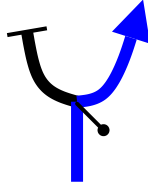
FMP

0,77

41

109°

36,76



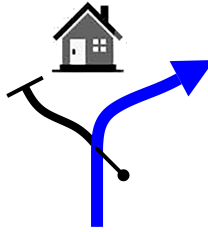
R ↗  
Placa huella

0,57

42

131°

37,39



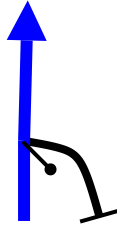
FMP onR

0,63

43

219°

39,28



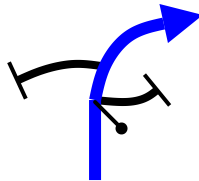
FMP

1,89

44

237°

41,18



FMP

1,90

45

164°

42,44



FMP

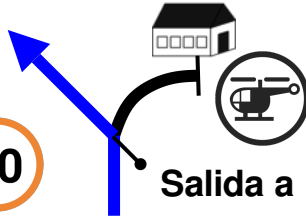
Zona urbana

155°



1,26 ↓ SZ 46

42,72

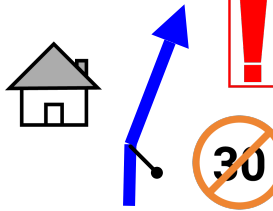


L FMP

16°

0,28 ↓ 47

42,98



FMP

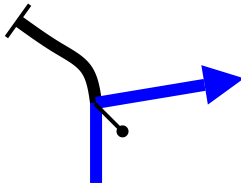
Descenso inclinado

28°



0,26 FZ 48

45,58

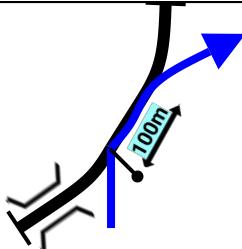


R

137°

2,60 49

46,16

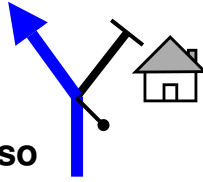


R R FMP

177°

0,58 50

**47,34**



Descenso  
inclinado

1,18

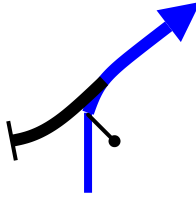


51

128°

12

**48,30**



FMP

0,96

52

172°

**49,15**



L

0,85

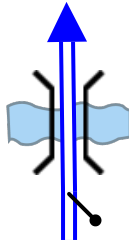


53

47°

13

**50,07**



FRO

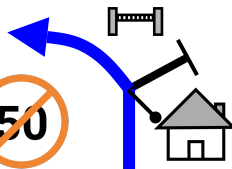
0,92

54

64°

**51,08**

Paradero



FMP

1,01



55

99°

14

52,08



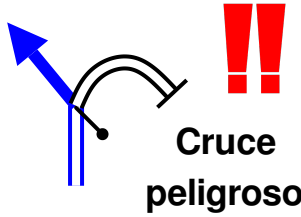
kpS

1,00

56

332°

52,89



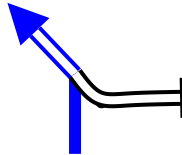
L FMP

0,81

57

312°

53,49



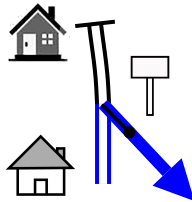
L RO

0,60

58

27°

53,95



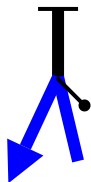
R P

0,46

59

201°

54,37



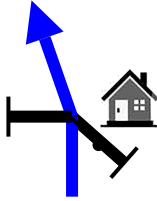
L FMP

0,42

60

342°

55,58



FMP

1,21



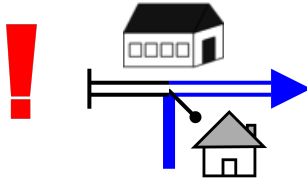
61

351°

15

57,09

Polideportivo



R RO

1,51

62

346°

57,85



R FMP

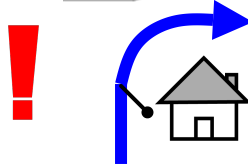
0,76

63

272°

58,77

Viviendas



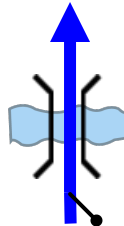
FMP

0,92

64

314°

59,65



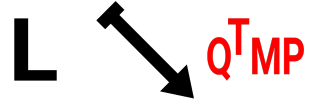
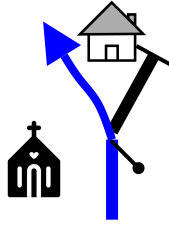
FMP

0,88

65

62°

62,12

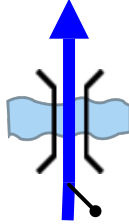


2,47

66

15°

63,38

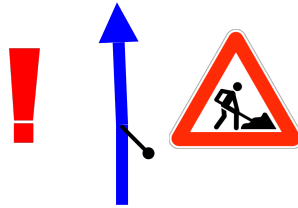


1,26

67

279°

66,90



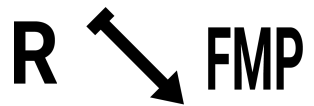
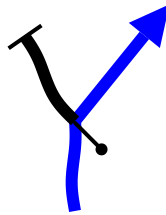
Precaución  
Placa huella en  
construcción

3,52

68

316°

67,69

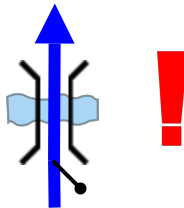


0,79

69

32°

69,75



FMP  
Puente sin baranda

2,06



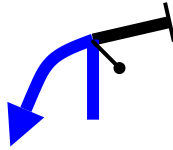
70

71°





71,45



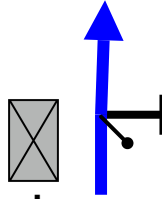
L FMP

1,70

71

211°

71,95



FMP

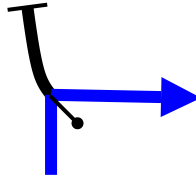
0,50

72

Cancha

308°

72,62



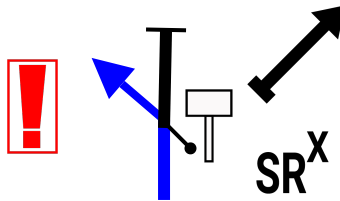
R FMP

0,67

73

118°

74,00



L Q<sup>T</sup>MP

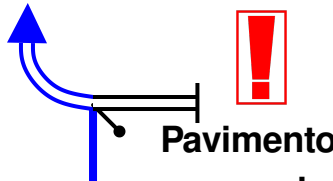
FMP

1,38

74

5°

77,08



L FRO

3,08



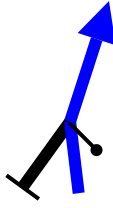
75

Pavimento  
en mal  
estado

244°

17

81,39



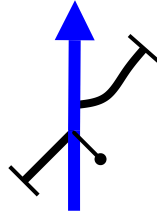
FMP

4,31

76

344°

83,83



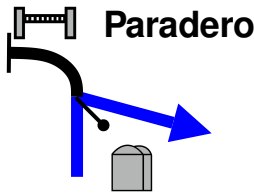
FMP

2,44

77

357°

86,11



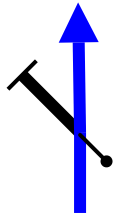
R

2,28

78

21°

86,88



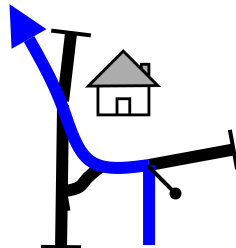
kpS FMP

0,77

79

75°

89,83



L/R L

2,95

80

320°

92,65



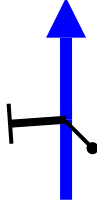
kpS FMP

2,82

81

17°

93,90



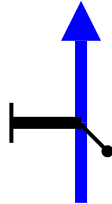
FMP

1,25

82

6°

96,15



FMP

2,25

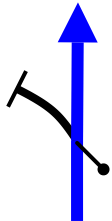


83

22°

18

96,44



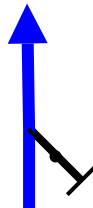
FMP

0,29

84

15°

98,43



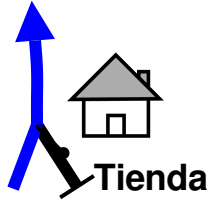
FMP

1,99

85

14°

100,15



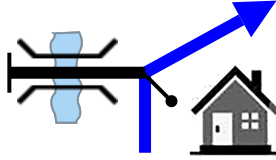
FMP

1,72

86

342°

100,50



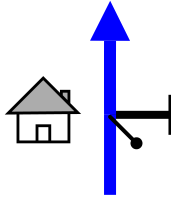
R FMP

0,35

87

45°

101,82



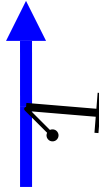
FMP

1,32

88

348°

103,65



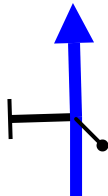
FMP

1,83

89

25°

104,21



FMP

0,56

90

64°

104,65



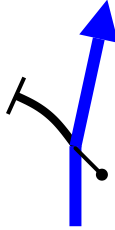
FMP

0,44 ↓

91

10°

104,79



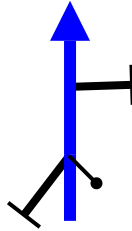
FMP

0,14

92

14°

105,13



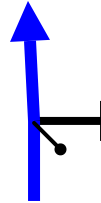
FMP

0,34

93

42°

105,75



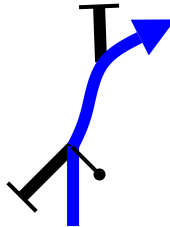
FMP

0,62 ↓

94

26°

105,98



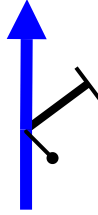
R

0,23

95

55°

106,33



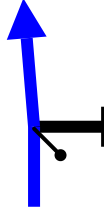
kpS

0,35

96

100°

106,74



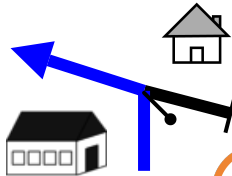
FMP

0,41

97

28°

107,33



L FMP

0,59



98

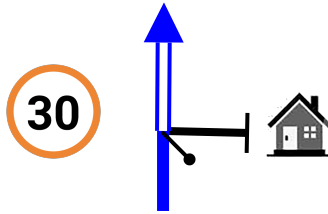
Polideportivo



322°



108,03



Zona urbana

0,70

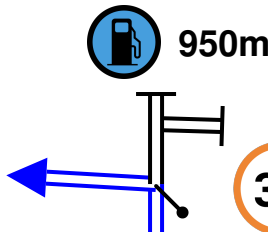


99

349°



108,44



L

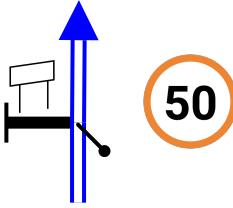
0,41



100

221°

108,72



FRO

0,28

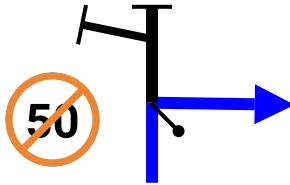
SZ

101

229°

21

109,87



R P

1,15

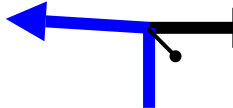
FZ

102

312°

22

110,45



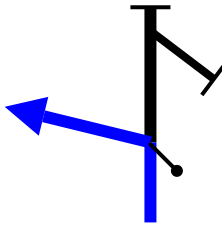
L FMP

0,58

103

241°

111,40



L

0,95

104

163°

111,92



kpS <sup>Q</sup>TMP

0,52

105

142°

112,51



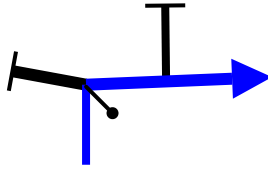
FMP

0,59

106

96°

112,88



R

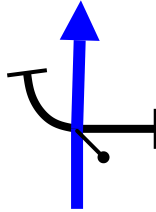
0,37



107

177°

113,02



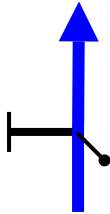
FMP

0,14

108

197°

113,58



kpS

0,56

109

205°

113,89



kpS

0,31

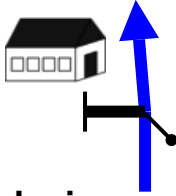


110

228°



114,04



Colegio

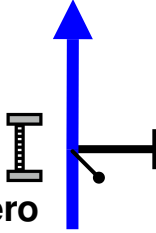
FMP

0,15

111

204°

115,19



Paradero

FMP

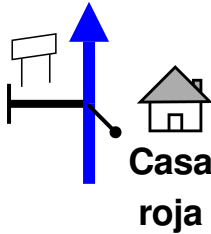
1,15



112

247°

115,34



Casa  
roja

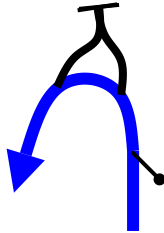
FMP

0,15

113

247°

116,20



FMP onL

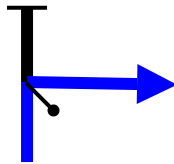
0,86



114

297°

116,35



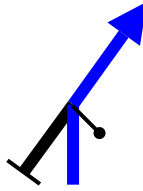
R FMP

0,15

115

246°

117,59



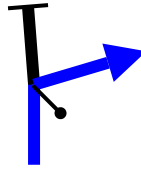
FMP

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

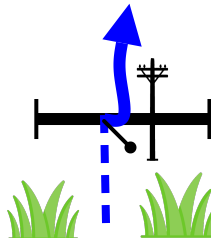


119

206°

23

118,42



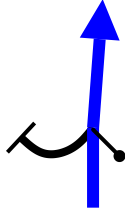
kpS FMP

0,21

120

184°

119,71



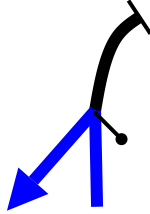
FMP

1,29

121

183°

121,42



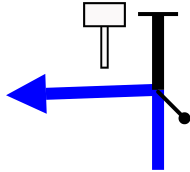
L FMP

1,71

122

117°

123,33



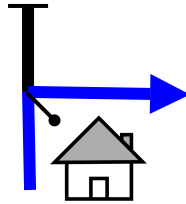
L FMP

1,91

123

43°

125,00



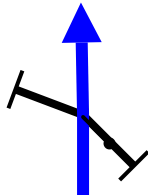
R FMP

1,67

124

116°

127,48



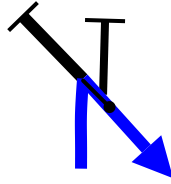
FMP

2,48

125

154°

128,99



R FMP

1,51

126

350°

129,91



Ascenso  
inclinado

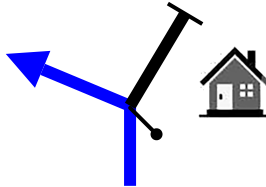
L ↗  
FMP

0,92

127

242°

133,50



L FMP

3,59

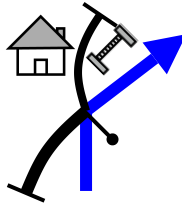


128

224°

(24)

138,76



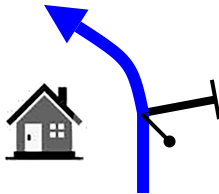
R FMP

5,26

129

266°

139,25



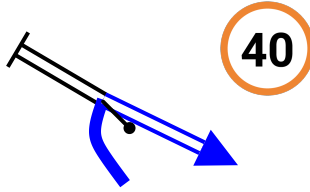
FMP

0,49

130

188°

142,98



R FRO

3,73

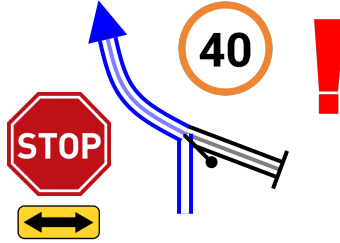


131

294°

(25)

143,81



L FRO

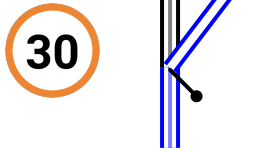
Vía Principal

0,83

132

251°

144,13



R

Zona Urbana

0,32



133

313°

(26)

144,25



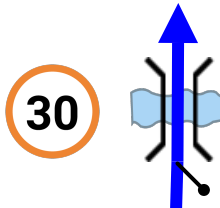
R

0,12

134

1°

144,36



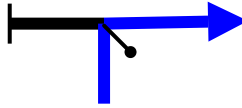
kpS ↗

0,11

135

24°

145,01



R

0,65

136

114°

145,38



Meta

0,37



137

6°



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