

45°

1:40 000
Harveys maps

30°

Hold the correct edge of the card against the contours on the slope you want to measure. The slope is the angle shown when the **index contours** match the lines.

Destination
Distance
Description
Direction
Dangers



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45°

1:50 000
OS maps

30°



45°

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OS maps

30°



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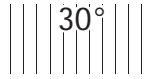
Destination
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45°

1:50 000
OS maps

30°



45°

1:50 000
OS maps

30°



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OS maps

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OS maps

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45°

1:50 000
OS maps

30°



45°

1:50 000
OS maps

30°



	5 km/h	4 km/h	3 km/h	2 km/h
100 m	1.25	1.5	2	3
200 m	2.5	3	4	6
300 m	3.75	4.5	6	9
400 m	5	6	8	12
500 m	6	7.5	10	15
600 m	7.5	9	12	18
700 m	8.25	10.5	14	21
800 m	10	12	16	24
900 m	11	13.5	18	27
1 km	12	15	20	30

Add 30 - 60 secs for every 10m climbed

www.lupineadventure.co.uk

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Pacings 100m	
Summer	
Winter	
Winter 1/2	
Pigeon	



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Summer	
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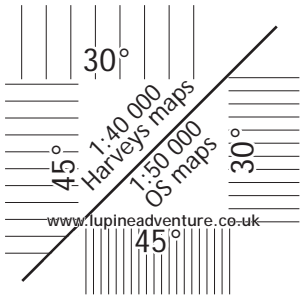
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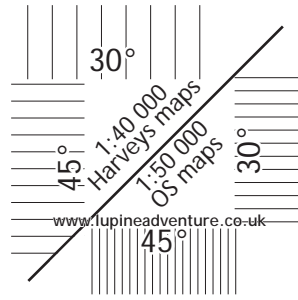
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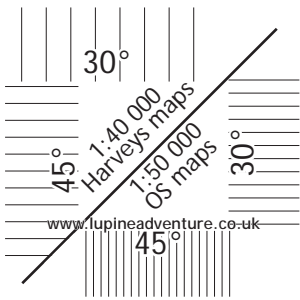
	5	4	3	2	1
1000	12	15	20	30	60
900	11	13.5	18	27	54
800	10	12	16	24	48
700	8	10.5	14	21	42
600	7.5	9	12	18	36
500	6	7.5	10	15	30
400	5	6	8	12	24
300	4	4.5	6	9	18
200	2.5	3	4	6	12
100	1	1.5	2	3	6

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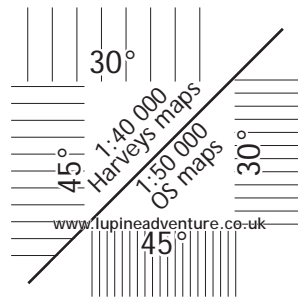
	5	4	3	2	1
1000	12	15	20	30	60
900	11	13.5	18	27	54
800	10	12	16	24	48
700	8	10.5	14	21	42
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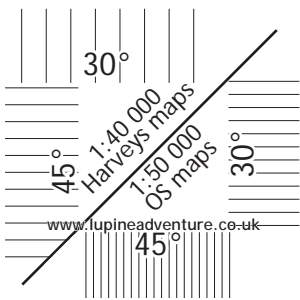
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300	4	4.5	6	9	18
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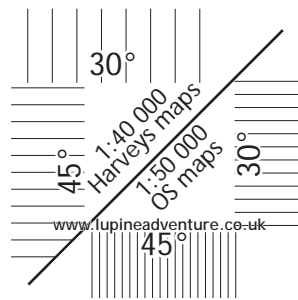
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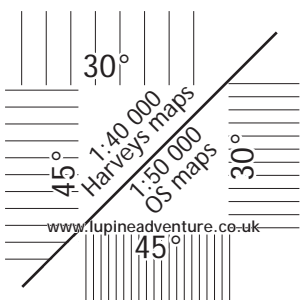
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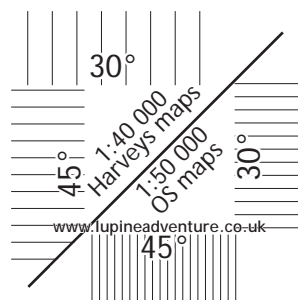
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900	11	13.5	18	27	54
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45° 1:40 000 Harveys maps 30°

	5	4	3	2	1
1000	12	15	20	30	60
900	11	13.5	18	27	54
800	10	12	16	24	48
700	8	10.5	14	21	42
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45° 1:40 000 Harveys maps 30°

	5	4	3	2	1
1000	12	15	20	30	60
900	11	13.5	18	27	54
800	10	12	16	24	48
700	8	10.5	14	21	42
600	7.5	9	12	18	36
500	6	7.5	10	15	30
400	5	6	8	12	24
300	4	4.5	6	9	18
200	2.5	3	4	6	12
100	1	1.5	2	3	6

Destination
Distance
Description
Direction
Dangers




add 30-60 secs for every 10m climbed

www.lupineadventure.co.uk

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For every leg think of the five D's

- 1) Destination
- 2) Distance
- 3) Description
- 4) Direction
- 5) Dangers
(both navigational and to your safety)

Magnetic Variations

	2011	2014	2017
Wales	2°	1°	1°
Dales + Peak	3°	2°	2°
Lake Distirct	2°	2°	1°
Cairngorms	3°	2°	2°
Glencoe - Skye	2°	1°	1°

Variations are rounded to the nearest degree. Predicted variation is prone to change. You are advised to check against a recent map. Add variation when taking a bearing from the map.

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