

## **Training Day 2009 Rallymaster Critique of the Course**

Group B received all the necessary information to successfully navigate today's rally before Start. This information was presented in the Group B navigation school and route instructions and maps designed specifically for Group B. For that reason, this critique is written primarily for the benefit of Group N and X; however, Group B participants should review this document, as well, for a better understanding of the logic used to navigate today's course with far less information.

### **Start – Checkpoint 1**

The first leg on Hellers Bend was very simple and designed to give all participants an early look at a checkpoint. However, the timing for Groups N and X was based on Split Time (see section D.8.d. in the General Rules). In this case the participants' in-time is taken when the front wheels cross the checkpoint hose and the time it takes for the rear wheels to cross is added as a penalty. To avoid penalty, rally cars needed to be travelling at least 15 mph when crossing the hose.

### **Checkpoints 2, 3 & 4**

The next three checkpoints were all part of a sequence, meaning that the information provided for each leg is needed to solve all three checkpoint locations.

The first control in this sequence was the Standoff on Camino del Cielo; however, Camino del Rey was potentially a checkpoint road for leg's 3 and 4. The route instructions note that the stretch of Camino del Rey from SR 76 to Camino del Cielo was safe, so no checkpoint could occur and you could safely get to the Standoff. At Standoff, Group X was told only that W. Lilac Rd. is safe west of Old Hwy 395 and is the preferred route on Leg 2. Group N also received this information plus the general location of all three checkpoints.

Based on the Passage Control sign for Checkpoint 2 (remember Passage Controls are within 1 mile of the manned control location), before Start, Checkpoint 2 could be near one of three intersections; at W. Lilac and Camino del Rey, at W. Lilac and Old Hwy 395 or at W. Lilac and Circle R Drive. The first is eliminated by the handout stating W. Lilac is safe up to Old Hwy 395; but, the other two locations could be reached in the available time.

The time available to reach Checkpoint 3 now becomes an important data point in solving Checkpoint 2. Checkpoint 3 leg time is only 12 minutes and less the minute for passing through Checkpoint 2 leaves only 11 minutes to reach Checkpoint 3. The Passage Control picture for Checkpoint 3 makes it obvious that Checkpoint 3 is on Old River Rd. within a mile of Little Gopher Cyn. This eliminates the W. Lilac at Circle R option for Checkpoint 2 since Checkpoint 3 could not legally be reached in the available time.

But, there was yet another clue to Checkpoint 2's location. Since everyone was sent up W. Lilac from Standoff, Checkpoint 2 could easily be seen from the intersection at Old Hwy 395.

It's already known that Checkpoint 3 is on Old River Rd.; but, since it must be entered headed toward the intersection with Little Gopher Cyn., is the control north or south of Little Gopher Cyn.? There are two clues to help answer this question. The first is simply available time. The shortest route to Old River Rd. at Little Gopher Cyn., approached from the south, is over 8 miles. This would require an average speed in excess of 45 mph considering stops and signals. So, again Checkpoint 3 could not be reached legally in the available time.

The second clue is on the Passage Control picture. Notice the small street numbering arrow is pointing left which, since passage control signs are on the right, indicates that Little Gopher Cyn. was on the left as approached on the preferred route.

This leaves Checkpoint 4 which was fully explained in the Route Instructions. First, if the checkpoint is on Camino del Rey, it is to be entered westbound. Also there is a note stating that Checkpoint 4 is visible from the nearest intersection. Looking at either Map 1 or 2, there are only two intersections along the 'hot' section of Camino del Rey; one at Camino del Cielo where you turned for the Standoff and the other at Old Hwy 395.

As you were directed to use W. Lilac as the preferred route to Checkpoint 2, you would have passed by the intersection of Old Hwy 395 and Camino del Rey on the way to Checkpoint 2. So, if you had looked down Camino del Rey when approaching the Standoff you would not have seen a checkpoint and if you took a look while passing Camino del Rey on Old Hwy 395 you would have easily seen the checkpoint and confirmed the westbound entry.

### **Checkpoint 5**

This was a completely straightforward leg designed to accomplish two things. First was to give the participants some fun driving time on a couple of the better roads in San Diego County and second to buy us some time to cycle checkpoint crews to new locations.

This was also a passive leg, meaning there was no manned checkpoint. So the Passage Control sign came into play for this leg.

### **Checkpoint 6**

Leg 6 began with a Course Control along Rice Canyon Rd. for all groups. This was done to insure participants would not use SR 76 and I-15 to reach the Standoff for leg 6.

Then we had a little fun with Group X. Only Group X were required to find Course Control 2 and turn it in at Standoff 6; however, CC-2 was at the south end of Sterling View Dr., past the Standoff. So Group X cars had two choices; pass through the standoff, retrieve the course control and then 'officially' stop at standoff on the way out or make a

normal stop at standoff, get any information for Checkpoint 6, then retrieve CC-2 and stop again at the standoff to turn in CC-2 information on the way out.

Either choice was correct. The important thing was to 'stop and check in each and every time you pass through a control' (see E.2.c. in the General Rules); a rule which is not always fully enforced. So, this exercise was just a reminder and, as such, the penalty was reduced from a max (500) to 100 points for failing to stop twice at Standoff 6.

Back to Checkpoint 6. The Route Instructions stated that the checkpoint was on a road visible from Standoff west of the I-15 freeway. Two roads were visible, Ranger and Old Hwy 395.

Group N was given a handout that revealed the checkpoints' location on Ranger Rd. Group X was given a picture that revealed a compass heading to the checkpoint; however, the bearing crossed both visible roads. So what's an Xer to do?

Two clues were provided; first the Passage Control picture, if studied, shows a Stop sign and no road continuing beyond. If this Stop were on Old Hwy 395, where is the road beyond the Stop sign? Second, the important Caution Note in the route instructions would realistically only apply to Ranger.

### **Checkpoint 7**

Leg 7 was designed to introduce the concept of a search. There was no Standoff for this checkpoint, so no additional information was provided to Groups N or X.

After a break in Fallbrook, participants had to pick up another Course Control along Sandia Creek Rd. This was designed to keep participants from considering the use of I-15 to reach the checkpoint location west of Temecula after Checkpoint 6.

Checkpoint 7 was described to be on a road south of and intersecting with Camino Estribo. The first problem was finding Camino Estribo. After a bit of study, this road appears on both maps 1 and 3A. There are three roads south of and intersecting with it; Via Tornado, Via Novillo and Camino Potro.

Time was allowed to search all three. The preferred route was Sandia Creek and Via Vaquero to Via Santa Rosa, then Via Tornado; however there was enough time to have stayed on Sandia Creek to its end, then come down Via Santa Rosa to Via Tornado and begin the search.

Naturally, the checkpoint was on the last road likely to be searched, Camino Potro.

### **Checkpoints 8, 9 & 10**

The last three checkpoints were, once again, a sequence; and, with a mild trap at the outset.

Standoff 8, 9, 10 was on Pauba Rd. just north of Los Caballos (which was an unnamed road on the maps). Remember, in a sequence, information about one control can affect others and it was stated at the beginning that all rallye controls would be open for the duration of the event. Looking at Checkpoint 10, it was also on Pauba Rd., so the only safe way into the Standoff was to use Los Caballos to avoid passing through Checkpoint 10 max early. Checkpoint 10 was manned early enough to catch anyone approaching the standoff improperly. Group N got a hint about this at Standoff 6. Group X was on its own.

At Standoff Group N was given specific information regarding checkpoints 8 and 9. Group X was shown a picture which indicated a compass bearing to Checkpoint 8 and a handout that simply stated Checkpoint 9 was north of E. Benton.

The bearing provided Group X should have ruled out Wilson Valley as a possible checkpoint road which left Sage Rd. southbound for Checkpoint 8. From Standoff the preferred route headed up Portola to an unnamed road (Glenoaks) which connected to Mesa and eventually E. Benton. Since the handout eliminated Checkpoint 9 being south of E. Benton, this was the shortest route to Checkpoint 8.

Checkpoint 9 was described in the Route Instructions as being on Sage Rd. and must be entered southbound. Group X also knew Checkpoint 9 had to be north of E. Benton (from the handout). Available time ruled out reaching the extreme north end of Sage Rd., so the only possible location for Checkpoint 9 had to be between Red Mountain Rd. and Minto Rd. From Checkpoint 8 the route continued down Sage to SR 79, then east to SR 371 and north to Wilson Valley Rd. which brought you back to Sage safely north of Checkpoint 8. From there heading up Sage and using Red Mountain and Minto looped around the checkpoint location so it could be entered properly headed south.

Local interference during pre-check led us to make this checkpoint passive, so once again the Passage Control sign came into play (a very unique sign and hard to miss).

Checkpoint 10 could be reached two ways. Simply staying on Sage Rd. all the way south to SR 79, then west to Pauba or returning down E. Benton to Mesa, Glenoaks, De Portola and Anza to SR 79, then east to Pauba. The latter was just under 2 miles shorter.

We hope you enjoyed today's event. A great deal of effort was spent to insure newcomers to the sport were not 'left to their own devices' in order to navigate the course and we hope there was enough challenge for more experienced participants. As always, we welcome any comments.

Please join us for our next event, **Total Recall** on Sunday April 26 starting in Santa Barbara. This event is being held the same weekend as Porsche Clubs' El Camino Real TSD rally which runs Saturday April 25 also in Santa Barbara. So make a weekend of it! Full details are available on the ITN web site [www.itnrally.org](http://www.itnrally.org).