

Training Day

6 hour Monte Carlo Style Navigational Road Rally

March 17, 2012

Rallymaster Critique

Start – Checkpoint 1 – A Fast Start

Checkpoint 1 was, in golfer's lingo, a gimme. Looking at the map and given the amount of time, there were few options. Couple that with the fact that you could almost touch the inmarker from the START, all you had to do was navigate a few turns successfully to get headed on Johnston Ave (unnamed on the map) in the correct direction and turn it over to your driver to record the first zero of the day.

Checkpoint 2 – Paradise?

Navigating to SO2 took you up in elevation to dense pine trees and chilly temperatures, into Paradise Valley. Prior to standoff there were a number of options that meet the "heading generally away from Anza" instructions. However, at standoff you were given a bearing directly east. Given the remaining time, the only option was the unnamed road south of Hwy 74 (Burnt Valley Rd). The bearing from SO2 intercepted the road in multiple locations, IN2 was at the far east end of the road.

Checkpoints 3-6

The route from IN2 to SO 3,4,5,6,7 had a variety of terrain and vistas for your driving and viewing pleasure.

After the restart you were faced with a maze in which you were provided little information. Prior to beginning to step through the sequence it was imperative to have a strategy so as not to inadvertently run into the wrong checkpoint. The key to successfully navigating through the mix of farm roads was (1) pay attention to the timing between inmarkers, and (2) be observant of visual clues along the way.

At the standoff Groups R and X were told that IN4 was directly north of the standoff location, which put IN4 on the 58th Ave between Van Buren St and Harrison St. This was the anchor to help determine the location of the other checkpoints. Group R was also told that IN3 was west of Van Buren and that 60th Ave west of Van Buren was safe for all legs. The challenge was to find the inmarkers in the proper sequence without accidentally finding another checkpoint and/or the standoff. The initial decision was whether you could safely use Van Buren north on your search for IN3, without accidentally going through IN5 (which was on Van Buren). The time from IN4 to IN 5 (10 minutes including 1 minute to get your time from IN4) meant that IN5 could not be on Van Buren between 61st Ave and 60th Ave since that would make it too close to IN4 (only 2.2 miles). To reach IN3 heading East, you had to travel north on Van Buren from 61st Ave to 60th Ave, west on 60th, north on Jackson, and east on 58th. If you were observant, you also noticed a timing car located just east of the intersection of 60th and Van Buren. That could only be IN6, so you now had *almost* all the information you need for the maze.

Once you found IN3 on 58th and continued to Van Buren, you knew that you could not continue across Van Buren on 58th because you would encounter IN4 in the wrong direction. And you should also have noticed a timing car to your immediate left on Van Buren which obstructed your ability to travel north on Van Buren. You now knew the location of IN5, since it was the only inmarker located on Van Buren.

Now that you were armed with the locations of all of the inmarkers, your navigator should have been able to lead you through the grid of farm roads to each of the hoses. Travel south on Van Buren, being

careful not to go through either IN6 or the standoff (which is still open) backwards. That left you with an eastbound turn on 62nd, north on Harrison, and west on 58th. Here you also needed to be mindful of speed, since this was a minimum speed inmarker.

Now it was just a question of picking your way around the other inmarkers to successfully complete the maze. Exiting IN4 you traveled south on Van Buren (avoiding IN5 to the north and IN3 to the west), west on 60th (avoiding IN6 to the east), north on Jackson to Airport, then Airport to Van Buren. IN5 awaited right where you saw it when exiting IN3.

On your way to IN6, you had to be careful not to travel east on 58th or 60th (that's where IN4 and IN6 were... in the wrong direction), or on 61st (the standoff is still open). Your first option was to turn left on 62nd, then north on Harrison and west on 60th to IN6.

Checkpoint 7 – Gift Wrapped?

At standoff you received a visual that indicated that the inmarker was due east. There were not too many options given the timing... you knew that the hose must be east of Hwy 86, therefore the only choice was Box Canyon Rd. (unnamed on map). The tricky part of this was navigating some rather obscure streets in Mecca, but once through that you experienced the stark reality of desert canyons.

Checkpoint 8 – Couldn't Make It With an Airplane

This was another checkpoint where there were multiple options prior to standoff. However, at SO8 you received instructions that IN8 was straight ahead and in line with Dillon Rd. You needed to be mindful of a couple of things on this leg. (1) Since you enter the inmarker in a southeasterly direction, you needed to be careful to not run into it the opposite direction. There was not enough time to go around through Thousand Palms, but there was an unnamed road (Hot Springs Rd) that gave you an opportunity to exit Dillon, and traversing across 22nd (unnamed on map) and then Sky Ridge Rd. allowed you to enter IN8 in the correct direction. (2) After making the turn on Hot Springs Rd, you saw an Uninstructed Course Control. Per the Generals, you are to stop at all controls during the rally. Hopefully you stopped and said hi to the rally crew here.... twice.

Due to traffic on Dillon, IN8 was a Passage Control. Given the timing to IN9 and the location of its standoff, you needed to essentially repeat your journey utilizing Hot Springs, 22nd and Sky Ridge - only this time as you exited from Sky Ridge, your direction of travel took you west on Dillon toward SO9.

Checkpoint 9 – Pavement Ends

There were lots of options for this one prior to standoff, however once there you were given a bearing that isolated the checkpoint due west. The only east-west road in that direction was 16th St (unnamed on map), just to the west of Hwy 62. Group R was told that the inmarker was west of Hwy 62. The challenge was navigating (safely) across Hwy 62 and finding Painted Hills Rd (unnamed on map), then following it to the point where it appears to end (notice Pavement Ends sign). Immediately prior to the end of the road, you made a hard left and proceeded down 16th street. There you found the final hose of the rally, as well as an interesting array of wind turbines.

ITN and the Rallymasters thank you for running Training Day 2012. We attempted to create a rally similar to those of the early 1990's. We wanted the rally to be challenging but not overly difficult, require closely watching mileages, be decipherable without a compass, and most of all - have an interesting diversity of roads. Hopefully you enjoyed the event.

Special thanks to our crews: Joe, Nathan, Tim, Jim, David, and Mike – and also to David Budlong who helped with checkout. See you at standoff!