

TRAINING DAY, APRIL 30, 2016
RALLYMASTERS: NATHAN HARRIS and GAIL HIGGINS
RALLY CHAIRMAN: PAUL McGAFFEY

Inmarker 1 was a gimme, but it did have possibilities. If you came up Haven, you reached Guasti and could see the inmarker on the right, going east away from Haven. If you didn't see it, then you could turn left on Guasti and do the loop around to come back on Guasti heading towards Haven. Not very tricky.

Inmarker 2 was due south of the start, info given at the standoff. So you knew it was west of Milliken. If on a road heading away from Milliken, then the PC would be on the right side of the road, since a PC must be on the front of the object. If on a road heading towards Milliken, then the PC would have to be on the left side. Thus, you could look up the roads and if you did not see a worker car on the left side of the road, then the inmarker was somewhere else because the PC would be in the wrong position. The only road possible was Santa Ana, and you could see the 35 MPH sign, the PC. Note that CC X was on Santa Ana for experts and regulars.

Standoff 3,4 was an easy run up Etiwanda. You got CC1 at Baseline and Etiwanda, the sign read "righty", the CC was the Y, the rally master attempt at humor. You were given an Odo check for the minimum speed leg to come. There were three routes to standoff, across Baseline to Citrus (slowest), get on the I15 freeway to Summit, then across to Citrus (preferred route), get on the I15 and go to the I210, then east and get off at Citrus. If you really wanted to gamble, you could get on the I15 north to Duncan Canyon, then over to Citrus. That meant going the wrong way on a hot road, not suggested, but worked this time. At standoff, you got a bearing for both 3 and 4.

Inmarker 3 was on Lytle Creek southbound. You got there by going to Sierra, either by freeway (preferred route was up Citrus to Duncan, then get on the freeway).. You knew Duncan was safe because the bearing from standoff indicated that Duncan was safe. Off the freeway at Sierra, turn left and then left on Lytle Creek and south to the inmarker. However, there was a problem with the inmarker positioning, and we had to throw this leg for all classes.

The route from In3 to 4 took you down Lytle Creek to Duncan Canyon. Here you wanted to turn left and get on the I15. But you could not turn left, you had to turn right on Duncan and make a U turn to get back to the freeway. If you tried to work your way down to Summit to get to Sierra, you were going to be way late at 4. On the way to 4, you passed CC 2,3,4 and 5. These were there to keep you off the freeways.

In 4 was the minimum speed for regulars and experts, groups 1 and 2 had a passage control. An orange cone marked the cross over on Cajon Blvd., and there were no problems. However, the instructions had an error, distance was from CC5, not from CC4, had to throw the leg for regulars and experts. You then got a 15 minute break at the I15 and 138 junction.

Inmarker 5 was straightforward, up 138 to Lone Pine Canyon and then to the inmarker. Route from inmarker was a little tricky to find highway 2, then through Wrightwood to Big Pine.

Spectacular run down Big Pine to Valyermo, then on to Bob's Gap to enter standoff. Error in instructions said enter southbound, no problems however, you all got it right.

SO 6/10 gave photos/bearings for all of the inmarkers. You had five inmarkers on Longview, some years ago I did this with six inmarkers on Longview and different routes for different classes. Same checkpoints, but the checkpoints had different in times and were in different order. That took some time to work out, and the crews had to be alert. Once you got the order they were in from north to south, you could determine the correct approach to all of them. Inmarker 6 was the northernmost, you could tell it crossed the northern portion of Longview. Inmarker 10 was the southernmost, the only one south of Pallett on Longview. Inmarker 7 had to be on Longview heading north from Ft. Tejon, timing to Inmarker 8 made it the only possible combination. And inmarker 9 had to be on Longview heading north from Pallett, the only remaining location. Inmarker 9 had a trap for experts and regulars, the PC sign was about five feet before the timing hose, so the hose did not exist. All but one car missed the trap and got max penalties. Groups 1 and 2 did not have a PC on their instructions, they came in and got timed. Inmarker 10 was southbound from Pallett, a PC.

There were a number of course controls between standoff and Inmarker 6. These were designed to point out movie sets and described in the instructions. At CC7, you took a picture and sent it to Paul, this was the church scene. The clock used at inmarker 6 failed near the end of the rally, so everybody got a zero when the clock went bad.

From inmarker 10 (a PC) to the finish, there was a CC on Aliso Canyon. The run down Mt. Emma to Angeles Forest and then down Aliso is fast and a lot of fun. Then you had to find the turn onto the south end of Santiago for inmarker 11. The entrance to La Cabana is about fifty feet from the inmarker, making it the closest distance from the end of a rally to the restaurant ever.

I want to thank Paul for his legion work in planning and documenting the rally, to Gail for her insight and editing, and to the workers, Larry, Derrick, Cat, Devin, and Ron for their contributions. After finishing SO 6/10, Ron went home, about 5 miles, the closest ending for him in rally history. Also, the staff at the T/A truck stop and La Cabana were very courteous, the food good, the service was excellent, and that contributed to the good time had by all. Last, but not least, I want to thank all of the participants, we had 17 cars competing, with competition in all classes, a great turnout, and we could not have done the rally without all of you.