

Old Roads June 14, 2014
Rallymasters Critique of the Course

This critique describes the course for Groups X, R and N, running a traditional southern California "starlite" or "Pan-Am" type of Monte Carlo style rally.

Before Start, only a few things could be figured - the potential roads for 1 and 2, that Leg 3 had too much time for Checkpoint to be west of Standoff and therefore probably east and requiring a loop to enter it, and finally that IN 5 was most likely on Bob's Gap Rd., due to time.

Leg 1 - other than I-5 and CA 138, only 3 roads are shown intersecting Quail Lake Rd. - an unnamed road south of CA 138, Zenobia Rd., and Peace Valley Rd. Standoff photo should have indicated clearly that IN 1 was on the near (NE) side of I-5, and therefore had to be on Zenobia.

Leg 2 - Before Start, it did not seem like Checkpoint 2 could have been further east than 170th St. W due to time on the leg. Handout at Standoff ruled out only the small loop north of 138. On the drive, Checkpoint 2 was seen at the first intersecting road to 138, which is Old Ridge Route, so you had to continue on 138 to Three Points Rd., and loop around to come into IN 2 in the correct direction.

Leg 3 - photo at Standoff showed it to be just east of Munz Ranch Rd., so you had to turn left, away from the Checkpoint, and loop around via 170th ST W to CA 138 to 110th ST W to get to Checkpoint 3 in the correct direction.

Leg 4 - Handout at Standoff 3,4 told you exactly where this was. There were two choices for the best route from 3 to 4 -- head west all the way back to Three Points Rd to N2 to Johnson Rd. This route would be about 37 miles. Or you could head west only to 170th ST W and then double back via CA 138 and 60th ST W to Godde Hill Rd. But this route was about 44 miles. You only had 44 minutes for the leg, and 1 minute of that was to exit Checkpoint 3, so you really only had 43 minutes driving time. Even if it was all at 55 MPH, you can't go 44 miles in 43 minutes at legal speed, so the preferred route was back west through Three Points.

Sometimes, during a rally, things happen. In this case, a CHP officer decided that we couldn't put a hose on the road without a county permit, so Checkpoint 4 became a staffed control, just so you could find someone there and keep going without too much confusion. To be fair, Leg 4 was deleted from scoring.

Leg 5 - time after restart indicates that Checkpoint 5 could have been on Largo Vista Rd., Bob's Gap Rd., or 131st ST. E (N6), but most likely Bob's Gap, due to time. Picture for X at Restart gave 3 arrows, 2 with map headings included, and the third one dead ahead straight south. They had to figure out which heading went with which Checkpoint. It required a process of elimination, beginning with 6 on the right, since it had to be on a road intersecting 131st ST/N6. So Checkpoint 6 was the heading at 188°. The arrow on the left at 169° pointed to a spot up on the side of the mountain. The heading crossed both Largo Vista and Big Pines Hwy., near their intersection. For 5 to be on Largo Vista, it would have had to be close to 138 and this heading was not. Further, the middle heading, at very nearly due south, straight down the road from Standoff, indicated an area where Checkpoint 7 could not be, as Ft. Tejon Rd had been declared "safe" (meaning no checkpoints) in a handout at Standoff 5,6,7,8. So the left

heading had to be Checkpoint 7, and the middle heading Checkpoint 5.

Groups R and N were told in a handout which heading went where.

Thus, after Restart, Groups N, R and X headed straight south and continued on Bob's Gap Rd into Checkpoint 5. Then they headed west on Valyermo Rd, which took them past Checkpoint 6, as described in the instructions, was plainly visible as you went by it. Then you should have used Ft. Tejon Rd. to enter 6. There you were told that 6 was also Checkpoint 8 (which was instructed as being visible from 6).

The fastest way from 6 to 7 was then to use Valyermo Rd. again to get back to 138 and take 138 all the way east to CA 2, then go through Wrightwood on 2 eastbound. Then you had to find Big Pines Hwy, which had no street sign naming it, making it devilishly tough to find using mileage alone, and take it into 7.

After 7, it was finally time to get Course Control 2 over in Juniper Hills on 106th St E. Once again, Groups X, R and N had to take Valyermo Rd. to avoid going backwards through 6, then continue west on Ft. Tejon Rd. to 106th St E to CC 2. With the CC in hand, they continued their loop around Juniper Hills to enter Checkpoint 8 via Pallet Creek Rd.

Also, just to change things up a bit, Groups 1 and 2, the turn-by-turn course, and Groups X, R and N, the Monte Carlo style course, diverged after Restart by swapping Checkpoints 5 and 7. Checkpoint 5 for Monte Carlo was Checkpoint 7 for the turn-by-turn folks, and vice versa. Also, the Monte Carlo people did 6 twice, the second time being their Checkpoint 8.

Checkpoint 9 (8 for turn-by-turn) was intended to be easy so everyone could finish the rally with a low score on the last leg.

Thanks very much for running this rally. We sincerely hope you had a good time.

Special thanks to David Budlong, Nathan Harris and Larry Scholnick, who ran checkout and worked the rally, for their help, along with Scott Morgan and Robb Warren, who also ran checkout, and very especially to Lynn Federman.

Please plan to join us again for MIDNIGHT RUN on Sept. 27, 2014.

See you at Standoff.



**STANDOFF 5,6,7
GROUP X ONLY**

**There is one of these 3 checkpoints at each
of these arrows. Numbers are map (true) headings**