

Meet Notes, 2009 US Sprint Championships

Welcome to the 2009 sprint championships! We hope you enjoy an exciting race with excellent spectator opportunities! We have planned the courses to maximize excitement while providing a fair and challenging sprint race for all competitors. Enjoy! Bring your horns! Make some noise! *Are you ready for some orienteering?*

Below are all the details you could even think of wanting to know.

Location: Start, finish, and a spectator control are all located in the 'arena,' which is located in a large clearing, the 'North Meadow' at Mendon Ponds Park. To get there, follow streamers east from the parking lot 800m east along Canfield Rd. (When you reach the junction of Canfield Rd with Douglas Rd (to the south) and South Wilmarth Rd (to the north), keep going east on Canfield Rd another 350m. This junction is at the north-east corner of the model map, where the 'finish' of the model course is displayed.) Climb on this route is less than 20m, so leave your ice-axes and crampons in the car. You can drive there if you must, but we'd prefer you don't if you don't really need to do so; there is only space for a couple of cars to pull off, and it's not a great place to turn around.

There will be excellent spectating opportunities, so please plan to hang out in the arena to watch the fast and furious racing.

Competition Area and Warm-Up Area: The area south of Canfield Rd and east of Douglas Rd is the competition area, and except within the arena area, is out of bounds to competitors. The area north of Canfield Rd, across the road from the arena, is not used for the competition, so you can warm up there as desired.

Map and Terrain: The map has been made to good old-fashioned ISOM standards. Note, not ISSOM as initially advertised. This means that vehicle trails (actually ski trails that are mowed in the summer, so quite wide) are mapped with the ISOM dashed black line symbol, and not with the ISSOM brown filled line with thin black dash border. (This is the most important difference between ISSOM and ISOM for forest areas.)

The scale is 1:4000 (note, not 1:5000 as initially advertised) and the contour interval is 2.5m.

There are a couple of non-standard symbols. These are shown on legends on the model map and on your race map.

A small blue dot indicates a fire hydrant. One of these is found in the north part of the arena. Some other hydrants are located along Canfield and Douglas Roads. None are used as control locations, though there is one very near the spectator control.

There are several sizes and types of distinctive trees shown on the map. Needle-leaved trees (pines) are shown as green circles of three sizes, depending on how big the tree is. There are also one or two broadleaf (deciduous) trees shown with a green x, although you will not actually run by one unless you are off course.

Black x indicates a man-made object; the only one on this map is a bunch of old metal drums that have rusted to sit quite low on the ground. This is used as a control location, and indicated with an X in the control description box.

It's important to understand the vegetation mapping.

First, read the comment about distinctive trees above.

White forest is extremely fast running in this area, with little or no vegetation or deadfall at ground level; you can run full speed in this. Visibility is good. This vegetation type is more represented on the competition map than the model map.

Light green is used both for forest with bushy, branchy trees, for areas with thickish ground vegetation, and for some areas with deadfall. Visibility will be a little reduced. You will not need to slow down too much, though you may have to run around vegetation sometimes.

An area of 'irregular blobs' of light green indicates scattered bushes that can be run through if you weave between the bushes. The bushes have not been mapped accurately. There is actually only a very small area of this on the sprint map, and no courses go into it.

Green stripe usually represents areas in the forest with ground vegetation (vines, ferns, raspberries) or deadfall. Runnability is not too bad, but clearly less than white forest. (This is the end of summer, so this stuff often looks worse to run through than it is.) Visibility is unimpaired.

Medium green represents bushy vegetation which is difficult to run through. In open areas, small thickets are mapped to scale as medium green blobs; a few of these are passable at narrow points. Larger areas of medium green will be passable with enough determination and pain tolerance, but this is never the best route choice, and will slow you down a lot.

Dark green represents very thick bushes, often thorny. You cannot get through this stuff, so don't try.

Full yellow represents mowed grassy areas, as you have seen along Canfield Rd on your walk. You can run full speed here. Many of the large trails have mowed areas along them, which are mapped as strips of this color. Mowing took place around Labor Day.

Yellow dots in white represent scattered trees with low vegetation beneath; this can be mowed and fast to run through, or rough open and slower.

'Medium yellow,' represents rough open land. This can be quite slow to run through; much of the mapped rough yellow represents clearings with ground vegetation at the mid-calf depth. You can still run through this with a bounding motion, but it is hard work and you are at risk of being tripped if you don't lift your feet high enough. Sometimes you will have the choice of running straight through this or around by another route; you will have already experienced this vegetation so will know how fast or slow it is for you by the time you get to any leg where there is a serious choice about avoiding rough open or not.

Vegetation boundaries between white and light green or between light green and medium green are not usually very distinct. When they are distinct, a vegetation boundary symbol (line of black dots) is used. This symbol is also used for boundaries between areas of pine trees and deciduous trees (in which case it may be more obvious if you look up than it is at ground level). Sometimes this can be confused with the black dots that mark stony ground or fallen stone walls if you are not paying attention. Boundaries between clearings (various grades of yellow) and forest or thickets (various grades of white or green) are usually fairly distinct, even when not marked with a vegetation boundary symbol.

Model Area: You can obtain a model map from registration. The model area includes the parking area at West Lodge, and some terrain to the south and east. Much of the area is not entirely relevant to the sprint terrain, and the map has not been updated to quite such a high standard. Controls have been put mostly in the more relevant areas. Here are some comparisons between the model area terrain and course and the competition terrain and courses:

Model Area	Competition Area
Substantial areas of full yellow, mowed grass open areas, and relatively little rough open	Very small areas of mowed grass; most areas with no trees are mapped as rough open land and contain vines that require more effort to run through. (There are some areas of this on the model map, near control.)
Substantial areas of marsh and other water features	One pond, no marshes, no streams, no wet ground except right next to the pond
Almost no forest marked as white (easy to run)	Areas of white forest used by courses
Several deciduous trees mapped as green x (x)	No deciduous trees mapped as green x in the area used by the courses
Course has doglegs and the course line bends to avoid obstacles and crosses itself repeatedly	The same, except for the doglegs... pay attention to which control you are going to next!
Controls as close as 30m apart	The same

Start / finish / spectator control arena: The start is located at the west side of North Meadow. When you are called up, you will have to cross the finish chute in order to get into the start chute. Please watch out for finishing runners and only cross the finish chute when it is clear. You have a whole call-up interval to move a couple of yards here.

The start triangle is not located at the map boxes. From the map boxes, all courses follow the tapes about 90 meters to the location of the start triangle on the map. You must pass through the start triangle (and there is no other sensible route to the first control anyway). There is a large tape triangle on the ground here and an orienteering control flag, but you do not need to punch anything at the start triangle. As you cross the trail junction at the south end of the arena, be aware that runners in the middle of their course may pass along the crossing trail that is perpendicular. Watch out!

After racing for a while, you will again approach the arena, this time from the west along the mowed clearing on the south side of Canfield Rd. You will then punch a spectator control, number 70, located at the north side of the arena on a spur. (Spectators are allowed everywhere around this control, as close

as you like, but please do not get in the way of runners.) You will then proceed out for a second loop. (If you cross the start chute on this second loop, watch out for starters!)

After finishing the second loop, you will enter a finish chute. Follow the chute around the edge of the whole arena (no cutting the corners!). Enjoy the uphill part; ok, enjoy the downhill part too.

After you finish, make sure to hand your map to the official. Please act in a spirit of fairness and do not tell runners who have not yet started about the course.

Spectator opportunities: As you will see, the start, spectator control, and finish line are all within a few yards of each other, and you will be able to cheer on runners for all these times. (In particular, the finish chute will seem nice and long for spectators, nasty and long for finishing runners...) Please bring enough stuff from your car that you can hang out at the arena.

We have made a special effort to make the F21 and M21 races exciting. We are starting these races at the end of the start blocks, and there will be a pause before the two races. We are giving bib numbers to M21 and F21 runners in start order: F21 with numbers 101, 102, and so on, and M21 with numbers 501, 502, and so on. We will also have printouts of the M21 and F21 start lists available at registration (spare copies in the arena) for you to be aware who is starting. At the bottom of each printout will be a tear-off slip. This will be a special fundraiser for the US team. Everyone can enter once. Predict the results of the M21 and F21 races and win! Next to the entry box for the competition, we will put a fundraising box for the US team. It might be illegal, we fear, for us to ask for a \$5 entry fee for this. So we will just put the two boxes next to each other and leave you to donate if you feel so inclined (\$5 – more if you like – suggested). You can enter without donating, if you are cheap, or donate without entering, if you don't like having fun! You will find the entry box and the donation box near the announcer position in the northwest corner of the arena. Entries close at the time of the first start in F21, which is 11:15.

Please enjoy your course, and enjoy the spectating!

Course statistics:

Course	Classes	Length	Climb	Number of controls
M/F21	M21, F21	2.6km	60m	17
Red	M-20, M35+, M40+, M45+	2.6km	60m	17
Green	M-18, M50+, M55+, M60+, M-Green, F-20, F35+, F40+, F45+, F50+	2.2km	60m	14
Brown/Orange	M-16, M65+, M70+, M-Brown, M-Orange, F-16, F55+, F60+, F65+, F70+, F75+, F-Brown, F-Orange	2.2km	55m	14
Yellow/White	M-10, M-12, M-14, F-12, F-14, F-Yellow	1.6km	35m	12