



The Tucson Orienteering Club Newsletter

March 1990

Report on the February Improvement Seminar

Five diehard orienteers (three were returnees from last month's training seminar) who were looking to get lost showed up at John Maier's spread on Sunday, February 11th. John expounded on emergency relocation and recovery techniques, how and when to "bail out" on a course, and points on the course when you are most susceptible to "mental earth moving", which is wishful thinking that enables you to mentally force the terrain you see to fit your map when in reality it does not. Paper bags were optional headgear for the field exercises that followed. We hiked to unknown locations, then practiced pinpointing our position on the map and continuing on to find controls. These ongoing training sessions are a great opportunity to get exposure to additional strategies and practice new skills away from the pressures of competition. We hope you'll be able to join us for this month's exercises.

Pat Penn and Marilyn Cleavinger

Preview of the March 11th Improvement Seminar

In preparation for this month's championship event, we will be honing skills needed to enjoy success on maps with 40-foot contour intervals. If you've gotten spoiled by the abundance of detail on the map used for the previous two events (20-foot and 5-foot contour intervals), you could be in for a rude awakening this month when we go back to 40-foot contour lines. So come and join us and clean out the cobwebs before our important March event. We will practice in the Little Rincons this month. Meet John Maier at the convenience store at the Mescal Road exit (#297) off I-10. Is it necessary to say that's east of Tucson? Meeting time will be 9 AM and the session will run 'till 4 PM with an hour for lunch. Included will be several relocation problems and differentiation between similar looking features. As usual, individual problems will receive specialized attention. All are welcome but intermediate and advanced techniques will be employed. For more information, call John at 586-7300 (Benson) or Peg Davis at 628-8985 (Tucson). Call Peg to arrange carpooling.

April Improvement Seminar Has Added Twist

The fourth in John Maier's series of improvement seminars will be the most spectacular yet. The regular seminar guiding us toward perfection will be on Sunday, April 8th from 9 AM until 3 PM, but wait there's more. On the previous evening, Saturday the 7th, John will be setting a Night-O. Yes! Our prayers and supplications have been answered. We'll be out there three days before the full moon, basking in those early rising silver beams, cavorting through Cottonwood Wash starting at 7:30 PM. But don't worry about driving back home in the dark because John has invited us to all pitch our tents near his place and make merry until the seminar starts in the morning. The night should be cold but not frigid and the crowd should be wild but not out o' control. Even though he knows there will be one vociferous grump if the Night-O course opens late, John is once again giving TOC another weekend of his time and talents. Thanks, John, and see you there!

Results from Cottonwood Wash, February 17 & 18

I was impressed with all the hardy souls who trekked the vast distances to participate in our two day meet. The weather, during the daylight hours anyway, was wonderful. Those camping overnight give the experience mixed reviews, depending entirely on the number of blankets available to said individuals.

There were an even dozen participants in our relay meet, plus observers, both human and otherwise. We were almost short of enough guys to put one to a team, though I personally was not particularly upset.

Our club business meeting was handled well with a minimum of fireworks and a maximum of results. Not bad for a group of such dynamic, strong-willed, and slightly off-center individuals. Well done, people!

Following the meeting, tents were put up, tables unfolded, dinners prepared and eaten, and the great poker game began. After several thousand dollars (represented by elbow macaroni) had changed hands, John Maier got a chance to show his slides of Navajoland, some of the most beautiful canyons I've ever seen.

Sunday's meet, after a slow start, turned out to be a great success. We surprised a few people with second halves added mid-run to the advanced and intermediate courses (sorry about that) but everyone seemed to handle the surprise very well.

For all of us who enjoyed running the Cottonwood Wash courses, I'd like to thank all of us who made it possible. See you all next month.

Mike Kessler, Meet Director

Cottonwood Wash Relay Results

Saturday, February 17th

A = 6 controls

B = 9 controls

C = 12 controls

1. The Evil Mendu (or the evil man and women do)

A. Peg Davis	35:09	
B. Rachel Gelbin	42:28	
C. Dan Cobbledick	35:14	Total- 112:51

2. Names ending in "N"

A. Ellen Sweet	35:07	
B. Marilyn Cleavinger	49:25	
C. Warren Kossmann	39:23	Total- 123:55

3. Oddvarks

A. Mark Oddvark	33:32	
B. Maynard Schweigert	31:29	
C. Laura Lim	61:50	Total- 126:11

4. Fast Faster Fastest

A. Billy Eichenbaum	35:00	
B. April Bahl	67:05	
C. Tim Fahlberg	51:47	Total- 153:52

The Trick-O didn't happen.

Cottonwood Wash Results from Sunday, February 18th

Courses designed and set by John "Vegetable Standard Time" Maier. His house was the start point, last control, and last straw.

Basic course

Colts	34:38	First team
Huebner	34:14	First man
Carlson/Little	45:58	Second team
McKenzie/Haber	55:20	Third team
Davis	Rec	

Intermediate course

Siemens	67:22	First man
Mustangs	69:15	First team
Cook	74:47	Second man
Broncos	75:55	Second team
Waltons	76:20	Third team
Johnson	76:22	First woman
Girodias/Magee	76:32	
Deatherage	77:45	Second woman
Wolverines	77:47	
CJP Team	81:53	
Dustbusters	85:49	
Bahl	87:11	Third woman

Howard	88:16	Third man
Roberts	103:07	
Ewald	114:09	
Spittlehouse	121:03	
Deluga	150:40	
Arkissor	Ret	

Advanced course

Parker	53:07	First man
Little	57:51	Second man
Cobbledick	57:13	Third man
Parsons	58:05	
Schweigert	61:58	
Dentall	64:17	
Kessler	70:56	
Sperline	73:35	
Cleavinger	88:57	First woman
Kossmann	94:43	First team
Penn	96:30	Second woman
Fahlberg	100:01	
Flemings	102:08	Second team
Harkness	106:52	
Bruder	112:02	
Davis	135:40	Third woman
Sweet	232:31	

These unofficial results were taken from the magnetic posting board. Not all recreational entries are listed. Compiled by Dale Bruder.

Various O's Available

Rogaine, Canoe-O, Bike-O, Street-O, Search & Destroy-O, Fun-O....????

Anyone interested in trying out a new type of orienteering? There are really a lot of variations and you can certainly come up with some others just by using your imagination. I am particularly interested in setting up a ROGAINE and/or a Canoe-O this summer. Anyone interested in working on it with me?

What's a ROGAINE? Well, it's like a giant Score-O. ROGAINE stands for Rugged Outdoor Group Activity Involving Navigation and Endurance. It normally lasts 24 hours and is usually done on 7 and 1/2 minute USGS maps (1:24,000 scale), but some clubs have done mini-ROGAINES lasting 6 or 12 hours. Due to the large area covered by the event (about 10 times larger than our typical orienteering site) and the long time participants are out in the "woods", certain safety precautions apply: Only team entries are allowed, they must travel together, and each member signs in at each control. Teams must indicate at each control their next intended control. There is a large penalty for returning late. ROGAINEs use a mass start which also means a near mass finish.

Mag Good's description of the ROGAINE she directed is a fairly recent O/NA list's further information. The several first aid stations located on her course were given very high point values, making it almost mandatory to visit them. Food, clothing, etc. were sent ahead to these locations by the orienteers to use during the race.

What it takes to put on a ROGAINE is a strong commitment from a number of volunteers. You can imagine the task of setting controls over an area of 150 square miles (rough area of one 1/2 and 1/2 degree map) and retrieving them afterwards. But I think our club is ready for such an event. It should not replace our regular event of the month but show up in addition to it because it's just for everyone. I suggest starting with a shorter event of 6-7 hours duration in the local area (Longest Days and before the rains start) located in the Catalinas or the Chiricahuas. The entry fees should be set to encourage advance registration.

I'd also like to see us do a C race during the hot and humid weather such as in July. Anyone interested in working with me on either of these ideas for our club should please let me know.

John Maier 586-7300 (Benson)

The Competitive Edge

Throughout this series of articles we have stressed the importance of knowing where on the map you are at all times. Yet despite our best intentions, sooner or later we may find ourselves out of touch with the map - a little bit lost or perhaps a whole bunch lost. Next to keeping in touch with the map, the most important skill to master is how to relocate quickly. Once an error has been made you want to keep it small. So switch into EMERGENCY RELOCATION MODE and nip it in the bud before it has a chance to grow into an ugly monster that can ruin your overall performance.

The key to recovery is discipline. It does no good to berate yourself for getting into this mess, nor will wishful thinking get you out of it. You must remain in control and take quick action. As soon as the terrain doesn't seem to be matching up with the map, your warning lights should start flashing: CAUTION, SLOW DOWN (or even stop). Be quick to admit your error. Avoiding the truth is only a delaying tactic - it won't help you here. Don't panic. It's not the end of the world. The game rules have just been switched on you: you're no longer looking for the control; you're trying to relocate. The one constant however is to do it ASAP. So don't start wandering around hoping to see something you'll recognize. You want results, and this isn't the lottery. So let's get unlost.

First check your map to see if the features shown in the area where you think you are match those you're looking at. Perhaps you've just drifted right or left of your intended route, or perhaps you're just a little ahead or behind where you thought you were. If so it's nothing serious, your warning system caught you in time and you can get back on track in

short order. If this doesn't work, consult your memory. What have you been seeing recently, how far have you travelled and in what direction since you last knew where you were? Check the map. Is there a nearby feature with similar features that you could have confused with the correct one? Where was the last place you were positive of your location? If you can get back there, go for it. Be careful in your present situation of the tendency to mold the terrain features to fit those on the map. Deception will not work in this case; in fact, it could make things a whole lot worse. Remember: discipline. No sloppiness. If none of these things have worked for you or your memory is too vague, you must check your map for catching features by which to relocate. (A catching feature is a linear feature which crosses your direction of travel such as a trail or wash or ridgeline.) You need a catching feature with distinct points on it that will help you to pinpoint your location. A trail or wash with distinctive junctions or bends would be good; a perfectly straight trail over a flat terrain or a wash with many similar looking bends and junctions would not. You need to be able to determine your exact location or that linear feature once you reach it. If there is no useful catching feature in the direction you are headed it will be necessary to change direction to reach one, either to the left or right, or even back in the direction you have come from. It may seem frustrating to run opposite the direction you want to go in but remember: while in your emergency relocation mode the next control is not a priority, getting unlost is. So always keep up the discipline. Good relocation technique gives you the best chance of getting back on track in the shortest possible time.

What else can you do to prepare yourself? Practice. If you practice regularly, it will become second nature to you and you'll learn to look for more features and more ways to solve the dilemma such that it becomes easier and easier to correct an error. It is also helpful to know when errors are most likely to occur so you can be on guard to prevent them. Here are some of the most critical times to be on guard: whenever tired (mental concentration is more difficult); in complex areas, especially following easy or fast sections (you forget to slow down); in areas which look similar; in featureless areas; in dense vegetation; when distracted by other orienteers on the first few controls (before getting used to the map); after a previous error (anxiety or frustration makes mental concentration difficult); and of course, whenever you get sloppy with your navigational techniques. When you do make an error don't try to make up for lost time as you're only likely to commit further errors. Concentrate instead on using good technique to relocate in short order. After relocating take it easy on the next control or two so your anxiety has a chance to recede and you can get back into your orienteering rhythm.

You'll notice we haven't gone through the step-by-step explanation of relocating off known landmarks. That is best handled in the field, not in print. So if you are on shaky ground, go to a practice session or ask someone at the next event to explain it to you. We practice relocation techniques at nearly all of our improvement seminars. For reading, Orienteering Skills and Strategies by Ron Lowry and Ken Sidney has an excellent chapter on error prevention and recovery, not to mention all the other chapters on skills and techniques. Ask someone about it at the next event.

John Maier



Course Designer: John Little

Meet Director: Dale Bruder

Location: Rosemont portion of the Santa Rita Mountains/Coronado National Forest

Access: I-10 east of Tucson to State Highway 83 (exit 281)

Camping site and Saturday Meet: South on 83 approximately 14.5 miles to Milepost 44, then west on an unsigned dirt road to the site.

Sunday Meet: I-10, south on 83 approximately 12 miles to Rosemont Junction sign. Follow dirt road to site.

Maps: black and white (1990), contour interval 40 feet.

CLASSES

Elite Men 18-35

Elite Women 18-35

Veteran Men over 35

Veteran Women over 35

Men/Women under 17

Open

COURSES

Red/Long Advanced

Green/Short Advanced

" "

Greenette/Shorter Advanced

Orange/Intermediate

White/Basic

Note: Advanced courses are of equal technical difficulty.

Competitors can choose to run a course above their class but to remain in competition, they must stay in that course both days and will compete in that course.

Awards: Handmade award to top finisher in each class and top Arizona finisher. Ribbons to second and third finishers in each class.

Camping: Free camping at the site. Sanitation facilities provided. Bring in your own water, pack out all refuse.

Hotels/Motels: in Sierra Vista (38 miles) and Tucson (50 miles)

Entry Fees: \$4/one day, \$7/both days. TOC members \$1 less. Compass rentals \$1 per day.

Start times: 9:30 AM - Noon each day. Pre-registration not required. Out of state competitors receive early start times Sunday on request. Courses close promptly at 2:00 PM.

Information: Dale Bruder (602) 323-7028

MEMBERSHIP FORM

FILL IN APPLICATION, MAKE CHECK PAYABLE TO: TUCSON ORIENTEERING CLUB, AND MAIL TO: TUCSON ORIENTEERING CLUB, P.O. BOX 13012, TUCSON, AZ 85732.

CHECK ONE: _____ NEW MEMBER _____ RENEWAL _____
Date on mailing label

NAME _____

ADDRESS _____

TELE. # _____

CHECK ONE: _____ INDIVIDUAL (\$8.00)
_____ FAMILY (\$11.00)

Members receive a monthly newsletter, have voting privileges, and receive a \$1.00 discount per major meet.



Tucson Orienteering Club
P.O. Box 13012
Tucson, Az. 85732

Address Correction Requested

