

# VANCOUVER SPRINT CAMP XIII



Training 1 Sprint Camp 2018 – Yaletown

<b>EXERCISE:</b>	INDIVIDUAL O-TERVALS
<b>GOAL:</b>	TO INCREASE TOP NAVIGATIONAL SPEED
<b>SI NEEDED?</b>	YES
<b>CONTROL DESCRIPTIONS:</b>	SEPARATE
<b>DIRECTIONS:</b>	Run each O-terval (start to control before next start) as fast as you can. Walk or jog the sections between the last control and the next start. Make sure to take the time to recover between O-tervals so that you can keep the speed high in each set. This can be done as an individual or group exercise. There is an Elite and an Expert option. The difference between the two exercises is length, not difficulty
<b>NOTES:</b>	<p>Please do not cross or run along the bike path (marked as a light purple line) during the O-terval. You may cross with caution between O-tervals</p> <p>Remember the rules of sprint. Certain symbols on the map are forbidden to cross regardless of whether you can physically cross them in the terrain. Participants are forbidden to enter, cross, or run through any area marked in olive green or purple. Objects that are thick and black are also forbidden to cross. You may not pass any water surrounded by a black line, even if the water is dry (these rules only apply to events on sprint standard maps).</p>
<b>PHILOSOPHY:</b>	<p>An orienteering race is a constant negotiation between speed and navigation. Go too fast and you risk making an error. Go too slow and you may lose many places. The goal of this exercise is to increase the speed at which you can navigate consistently. To find the limit of where you can navigate, you need to find the point at which you cannot. Ideally, you should feel a little out of control in this exercise (but not blindly so). Because the navigation can be fairly straightforward on several legs, your top navigational speed may be the same as your top running speed. If this is the case, try to maintain as high a speed as possible for the distance. The general rule is that if sprint is too easy, you aren't running fast enough.</p>
<b>TECHNIQUE:</b>	<p>Going fast does not mean that you can be sloppy on your technique. You need to be even more conscientious of it to avoid a blowout.</p> <p>Be deliberate and precise in your direction. Use the macro features that are visible from a distance to simplify navigation. Ignore small details except near the control circle.</p> <p>Try and be smooth and maintain speed through controls.</p> <p>Don't spend too long debating route choices that appear 50/50. Go with your first instinct. Any difference between the choices will be negated by time taken to choose.</p> <p>For more complicated route choices, it is ok to take a bit more time to find the shorter/route that goes through.</p> <p>Use straightforward running sections to plan ahead or push the speed.</p>

# VANCOUVER SPRINT CAMP XIII



Training 2 Sprint Camp 2018 – Confederation Park

<b>EXERCISE:</b>	CONTROL TAKING PRACTICE
<b>GOAL:</b>	TO PRACTICE MOVING THROUGH THE CONTROL WITH SPEED AND EFFICIENCY (FLOW)
<b>SI NEEDED?</b>	YES
<b>CONTROL DESCRIPTIONS:</b>	SEPARATE
<b>DIRECTIONS:</b>	Run the course focussing on your control taking system to create flow through the controls. The course has been split into 2 maps to keep it legible. Switch to map 2 at control 19. This training should not be done at top speed. Start slow to make sure that you are not being sloppy and speed up as you become more comfortable with the system.
<b>NOTES:</b>	<ul style="list-style-type: none"> <li>- There are many controls in a very small area. It is important to make sure that you are at the correct one and not to get distracted by other controls and other people.</li> <li>- Leave enough space between you and the person ahead of you that you don't have to stand around at the flag itself. Try and time your arrival at the flag by slowing down or speeding up on the leg rather than bunching at the flag.</li> <li>- The timing on this exercise is quite tight, so you can start as soon as you are finished the 2 person relay. Just be courteous to runners still on the relay as there are a few overlapping controls.</li> </ul>
<b>PHILOSOPHY:</b>	<p>When I ask people before a race what their goals are, they often tell me that they want to have good flow. I have noticed that the majority of people talk about flow as some sort of magical higher plane of consciousness that will happen to them if they get into the zone instead of a smoothness of navigation achieved by completing specific and well-practiced navigational systems. True flow will only be achieved consistently once these systems are so ingrained as to be automatic.</p> <p>Why do we care about flowing through controls in the first place?</p> <ol style="list-style-type: none"> <li>1. Most people waste a lot of time at controls. National team member Louise Oram estimates that she loses time against the very best in the world in 2 main places. She will lose a certain percentage on each leg in pure running speed but she will also lose a percentage of time at each control. These amounts are quite small but even ½ a second per control over a 24 control course is 12 seconds in a discipline that often has very small margins of victory.</li> <li>2. Each control sets you up for the next leg. Not leaving the control well can cause errors that you have to correct on the leg and could snowball into bigger problems.</li> </ol>
<b>TECHNIQUE:</b>	<p>There is flexibility in these systems. The important thing is to find a set of tasks that works for you and do them consistently in the same order every single control. Once you have an ingrained set of systems, you will begin to notice that almost all your (orienteering) problems stem from breakdowns in these systems. Your control taking system should include a plan for approaching the control, punching the control and leaving the control.</p> <p>Flow through a control is ultimately no more important than flow anywhere else on your course. If you can flow through a control with confidence that is great, but if you are uncertain invest the time to make a good plan at the beginning of the leg rather than stopping later/ needing to do damage control because you rushed.</p>

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## Control Taking System

- 1) See the control/feature
- 2) SLOW DOWN and begin to prepare for the next leg
- 3) Refold map for the next leg
- 4) Make or confirm route choice
- 5) Check compass to get correct direction
- 6) Look up for what you want to see as you exit as you approach the control (It is useful to have this visual cue as sometimes punching turns us around)
- 7) If you haven't reached the control at this stage it is okay to speed up to reach the control
- 8) Check code while punching flag
- 9) Look up to spot exit visual clue
- 10) Confirm compass
- 11) Do not leave the control unless you have a plan.

Touch-free punching has become the standard at important international competitions. Unfortunately, it is a bit too expensive and complicated to have made big headways into the North American orienteering scene yet. The touch-free punching will change your systems slightly. If you plan to attend a competition with touch-free in the near future, feel free to do this exercise pretending that you are using the touch-free system (obviously, you will not get a time if you do this but the time is not the point of this exercise).

# VANCOUVER SPRINT CAMP XIII



Training 3A Sprint Camp 2018 – BCIT

<b>EXERCISE:</b>	RELAY FINISHES
<b>GOAL:</b>	TO IMPROVE HEAD TO HEAD RUNNING IN RELAY/TRAIN SITUATIONS
<b>SI NEEDED?</b>	NO. PINFLAGS ONLY. SELF-TIME
<b>CONTROL DESCRIPTIONS:</b>	SEPARATE
<b>DIRECTIONS:</b>	<p>Mass start with a group of people of similar speed. If you can, stay together as a pack using the other runners to help motivate the speed and help with the navigation. This is a short exercise so keep the speed as high as possible. Use the reduced navigational load from running in a pack to memorize the last 1, 2, 3, or 4 controls (choose how many you want to do based on your preference and experience). When you get to the memorized section, fold your map away and put the hammer down to the finish (trying to only glance once or even not at all for each leg).</p>
<b>NOTES:</b>	<p>The pin-flags for this event were placed on Thursday, so some may have wandered off in the past few days.</p> <p>There are some map changes around #1 that have appeared since the beginning of January when the course was originally checked. The building that the control is on and the parking lot immediately to the east is fenced off and under construction. I have placed the flag as close to the original site as possible.</p> <p>Please be cautious of traffic, especially crossing roads and parking lots. BCIT has many weekend classes and will have some traffic.</p>
<b>PHILOSOPHY:</b>	<p>If you watch big orienteering relays, you will notice that large trains of runners form and that these trains are often faster than the lone runner. You will also notice that the elite runners rarely look much at their maps for the last few controls. These runners have memorized the final part of the course so that they can focus on their running if it comes down to a head-to-head race to the finish.</p>
<b>TECHNIQUE:</b>	<p>Just because you are aware of the other runners and are allowing them to influence your speed and route choice, you still need to be in control of your own navigation and be willing to make your own choice if you see a better route or the group starts to make a mistake. Groups can be very helpful but they can also turn into trains without conductors if no one takes responsibility for the navigation.</p>

# VANCOUVER SPRINT CAMP XIII



Training 3B Sprint Camp 2018 – BCIT

<b>EXERCISE:</b>	ROUTE CHOICE PARTNER EXERCISE
<b>GOAL:</b>	TO PRACTISE MAKING QUICK ROUTE CHOICES/TESTING DIFFERENCES BETWEEN SIMILAR ROUTE CHOICES
<b>SI NEEDED?</b>	NO. PINFLAGS ONLY. SELF-TIME
<b>CONTROL DESCRIPTIONS:</b>	SEPARATE
<b>DIRECTIONS:</b>	Find a partner or a couple of partners of similar speed/ability. Have each person pick a different route choice to the control. Have each partner run his/her chosen route at the same time to determine which route choice is better. You can stop and discuss with your partner at each control or you can have the person who arrives at the flag first call their choice as soon as their partner arrives (and the partner must start immediately on a different route).
<b>NOTES:</b>	Same as for BCIT A
<b>PHILOSOPHY:</b>	If you watch big orienteering relays, you will notice that large trains of runners form and that these trains are often faster than the lone runner. You will also notice that the elite runners rarely look much at their maps for the last few controls. These runners have memorized the final part of the course so that they can focus on their running if it comes down to a head-to-head race to the finish.
<b>TECHNIQUE:</b>	<p>ACTUALLY HAVE A PLAN!</p> <ul style="list-style-type: none"> <li>• Identify how you want/need to approach the control</li> <li>• Find a complete route that does not cross any out-of-bounds features that will make you turn around using the DOUBLE EYE SWEEP - Start at control and work your eye back to where you are. Then work your eye forward to the control</li> <li>• Identify major features that you expect to see along the way and the key decision points where you will have to make major route decisions</li> <li>• The shortest route without too many changes of direction or too much complicated navigation is usually best unless there is significant climb. General rule 1m vertical climb = 8-10m flat distance</li> <li>• Know your own strengths as a navigator and choose a route that suits you. Good runner, bad navigator? Take the long straight forward route. Slow but a good navigator? Choose the shorter, more complicated option.</li> </ul> <p>On 50/50 or close to 50/50 choices, go with your gut. The difference between the routes is negated by the time it takes to weigh the merits of both routes. For more complicated routes, invest the time to choose a good route</p>

# VANCOUVER SPRINT CAMP XIII



Training 4 Sprint Camp 2018 – SFU

<b>EXERCISE:</b>	START PRACTICE DICE GAME
<b>GOAL:</b>	TO PRACTISE MAKING QUICK DECISIONS OFF OF THE START
<b>SI NEEDED?</b>	NO. PINFLAGS ONLY. SELF-TIME
<b>CONTROL DESCRIPTIONS:</b>	DESCRIPTIONS ON THE MAP ONLY
<b>DIRECTIONS:</b>	Roll 2 dice. The number that you roll will correspond to one of eleven different short courses. Pick up the map of number that you roll and keep it face down. Wait for the next beep on the start clock. On the long beep, flip the map and run the loop (making sure that you pass the start triangle each time). When you are finished the loop, discard the map and roll again. If you roll a number that you have already completed, roll until you get an un-run number. Wait for the beep of the start clock on each loop.
<b>NOTES:</b>	Please be aware of traffic and respectful of residents
<b>PHILOSOPHY:</b>	Many people struggle with their first control. The idea of the exercise is to practise flipping a map, finding the start triangle and moving toward the first control.
<b>TECHNIQUE:</b>	<p>Your race starts well before the start line and you can gain a lot of information before you ever start. Read the organizers notes, know the scale, contour interval, and type of map/terrain. Observe the terrain on the way to the start – what does the vegetation look like? What is the ground surface (ie. does pavement mean asphalt or cobblestones?) Can you see any runners already on course or spot any flags? Check your compass. Are there any distinctive features visible from a large area that will help keep you mentally oriented? (mountain to the west, lake to the south etc.)</p> <p>Once at the start line, check your compass while waiting for the start clock to beep. At the beep, flip your map and immediately orient it as you head toward the start triangle. Identify the start triangle on the map (if you don't immediately see it, find a control and work backwards numerically). Fold the map for the first leg. Choose a route. Confirm direction with compass. Use the first leg to notice how the scale feels and what features are mapped and which are not. Take your first control slightly more relaxed than race pace to allow yourself to fully understand the map.</p>