

Cortez Rally

Details

Navigation Essentials

	ROAD	ROUTE		WASH / RIVER	OUED	G/D	LEFT / RIGHT	GAUCHE / DROITE
	DUAL ROAD	ROUTE avec séparateur central		SAND PIT	LANGUE DE SABLE	D/G	RIGHT / LEFT	DROITE / GAUCHE
	TRACK	PISTE TRACÉE		IGN MARKER / KM MARKER	BORNE IGN BORNE	EMP.	STONY OR ROCKY	EMPIERRE
	OFF TRACK	HORS PISTE		CEMETARY	CIMETIERE	DEF	ROUGH	DEFONCE
	1 DANGER	ATTENTION		BARREL	FUT	ORN.	RUT	ORNIERE
	2 DANGER	DANGER		SIGNPOST	PANNEAU	SER.	TIGHT	SERRE
	3 DANGER	GROS DANGER		HOUSE HUT	MAISON HUTTE	HP	OFF PISTE / OFF TRACK	HORS PISTE INTERDIT
	DIP	CUVETTE		FORT	FORT	HP	OFF TRACK FORBIDDEN	HORS PISTE INTERDIT
	BUMP	BOSSE		POST	POTEAU PIQUET	OUED	RIVER	OUED / WADI
	COMPRESSION	COMPRESSION		TYRE	PNEU	E3	NARROW	ETROIT
	DITCH	SAIGNEE		WELL	PUIT	DS	IN	DANS
	STEP	RADIER		RUINS Individual drawings	RUINES silhouette à dessiner	QT	LEAVE / QUIT	QUITTER
	STEP DOWN	MARCHE EN DESCENTE		MOUNTAIN Individual drawings	MONTAGNE silhouette à dessiner	GP	BIG / GRAND	GRAND
	STEP UP	MARCHE EN MONTEE		ANTENNA / MAST	ANTENNE	NBX	MANY	NOMBREUX
	DOWNHILL	DESCENTE		SPEED LIMIT	Limite de VITESSE	RLT	SLOW DOWN	RALENTIR
	TOWARDS	VERS		STOP	STOP	±V	MORE or LESS VISIBLE	PLUS OU MOINS VISIBLE
	UPHILL	MONTEE		CAMBER	DEVERS	S	TWISTY	SINUEUX
	LIMITED HEIGHT	HAUTEUR LIMITEE		START FINISH	DEPART ARRIVEE	PP	MAIN TRACK Prime Piste	PISTE PRINCIPALE
	HOLE COLLAPSE	TROU EFFONDRE		TIME CONTROL (CH)	CONTRÔLE HORAIRE	TD	KEEP STRAIGHT	TOUT DROIT
	RUTS	ORNIERE		FUEL	ESSENCE	TDSPP	KEEP STRAIGHT ON MAIN TRACK	TOUT DROIT SUR PISTE PRINCIPALE
	BUMPY	ONDULATION BOSSELE		HIDDEN WAYPOINT	WAIPONT MASQUE	TDSRP	KEEP STRAIGHT ON MAIN ROAD	TOUT DROIT SUR ROUTE PRINCIPALE
	OVER / UNDER BRIDGE	SUR POINT SOUS POINT		PC (Check Point)	CP	P//	PARALLEL TRACKS	PISTES PARALLELES
	FORD (Water Crossing)	GUE		START OF ASSISTANCE ZONE	DEBUT ZONE D'ASSISTANCE	P	TRACK	PISTE
	HOLE	TROU		FINISH OF ASSISTANCE ZONE	FIN ZONE D'ASSISTANCE	C	BEARING / HEADING	CAP
	CAIRN	CAIRN		VILLAGE	VILLAGE	C MOY.	AVERAGE BEARING	CAP MOYEN
	WATER TANK	CITERNE		START - END Speed Control	DEBUT de Zone FIN - vitesse limitée	TJS	ALWAYS	TOUJOURS
	BARBED WIRE FENCE	FL BARBELE		AD ON THE RIGHT	A DROITE		PHOTO	PHOTO
	FENCE	CLOTURE		AG ON THE LEFT	A GAUCHE		PALM TREE	PALMIER
	ELECTRIC LINE	LIGNE ELECTRIQUE		D RIGHT →	DROITE		BUSHES	VEGETATION
	SMALL DUNES	DUNETTES		G LEFT ←	GAUCHE		TREES	ARBRES
	DUNES	DUNES		MVS BAD	MAUVAIS		LEFT, OVER BROW	G/ SOMMET
	SMALL DUNE	DUNETTE		IMP IMPERATIVE	IMPERATIF		RIGHT, OVER BROW	D/ SOMMET
						PC	PASSAGE CONTROL	

How to follow the racecourse: A unique paper roadbook will be provided for each stage. The roadbook is the key tool for navigating the racecourse. Each roadbook notation will provide you with the heading and distance required for you to navigate to the next roadbook entry. Although we will give some waypoints for safety, we will not provide a GPS trail. We will utilize international road book symbols and abbreviations, so get familiar with them above. All race vehicles are required to have an odometer with 1/10 or 1/100 mile precision, as well as a digital compass (your GPS) that provides “true North” vehicle headings in numeric format (0 to 359 degrees). The odometer MUST be adjustable up and down in distance via manual control. Utilizing a GPS as an odometer is generally not acceptable since they are usually not easily adjustable on-the-fly. All distances in the roadbook will be in miles. These are all standard requirements for cross-country rallies worldwide.

Crew Support: Only in the bivouac or approved assistance zones during transfers. In cross-country rally, competitors take care of themselves on the race course. Crew support can only be given in the bivouac. Any support provided to competitors by crew members on Specials is forbidden. Only competitors can

help other competitors on Specials. All crew will need to receive a bivouac wristband at registration. So please provide a number of crew that will be with you.

Tracking: We're watching out for you. For your safety, a SPOT tracking device or DeLorme inReach is required on each race vehicle, and must be in tracking mode at all times while outside the bivouac and lining up for a stage start. Each competitor must bring their own SPOT/inReach device and provide a link to their SPOT tracking page to race officials. Your tracking page must not be password protected during the rally. You MUST have signed up for the tracking service through SPOT/DeLorme for your device, and tracking must be operational during the rally.

Rally School: Learn how this rally works. A rally school will be provided the day of registration in Mexicali. The school will help rally rookies learn how to navigate by roadbook, and learn some of the basics of rally racing. Rally experts will also find the school helpful in understanding unique aspects of Cortez Rally roadbooks and GPS utilization. If you think "HP" means horsepower, you REALLY need this school!

Safety for Cars & Bikes: Cars will start hours after the bikes, and some stages will be split towards the end so bikes and cars are on different tracks.

Also, some of the stages will be mostly dunes and HP (no road) towards the end if not a large percentage of the whole length. In those cases you won't be stuck on a road with a berm or cliff on each side. So, any car that might be approaching a bike can take their own path that doesn't coincide with the bike's path, and cars have the freedom to go well around to pass in these areas. In addition, it's tough to make dust in sand, so visibility in most areas should be excellent. Overall, the mix of bikes and cars in Cortez Rally should be a non-issue.

Gas Range: More is better! Long stages for motos/quads provide one or two gas stops. This may change in the weeks to come, but at the moment the longest range recommended for motos and quads is 85 miles, and 140 miles for cars and UTV's (if your car will not go 140 miles please contact us to confirm final mileage requirements). For motos and quads, when two stops are provided, one stop will be neutralized, while the other is "on the clock". Those motos and quads with a range of 140 miles can skip the "on the clock" stop and only utilize the neutralized stop. Entry includes 5 gallons of pit gas for each moto or quad for the long day.

We are also allowing one "on the clock" stop for cars/trucks/UTVs on the long stage. The Driver / Navigator must shut down and exit the vehicle, and pour their own gas from cans they supply. No chase crews are allowed in or near the gas pit. Each car/truck/UTV wishing to utilize the gas pit must supply their own gas in their own cans to race officials the day before the long stage (Stages 2). Cortez Rally officials will deliver those gas cans to the gas pit location. The longest stage is approximately 225 miles. The pit will allow a car/truck/UTV with a 140 mile range to complete the course.

Keep in mind gas range is much worse in the dunes than what you would normally get!

For reference, Dakar moto/quad rules require 250km plus 20% range, which is 186 miles (300km).

Hotels:

Mexicali – Hotel Colonial will be race headquarter for registration, tech and rally school on April 21st. Blvd. Adolfo López Mateos 1048, Centro Civico y Comercial, 21000 Mexicali, BC. +52 686 556 1312.

San Luis Rio Colorado - Hotel San Angel is on the main highway 2, less than 5 minutes from the border crossing at San Luis (South of Yuma, Arizona). Though a half hour drive from the bivouac, it is conveniently located in town. Address: 1050 Colonia Comercial, San Luis Rio Colorado 83449, Mexico Telephone: +52 653-534-0101

<https://www.facebook.com/Hotelerasanangel>

For the hotshot navigators: 32° 28.775'N 114° 46.167'W

Ensenada – TBD.

Other Rules:

- All vehicles must pass scrutineering.
- Immediately following scrutineering, all vehicles are placed in Parc Ferme (vehicle impound), and cannot be accessed again until just prior to rally start the following morning.
- No paddle tires allowed on any race vehicle. DOT tires required on all motos.
- All vehicles must carry a SPOT or InReach satellite tracking device, with tracking on at all times.
- Motos and Quads must have a front number plate (minimum size to be announced later).
- Motos must have spokes wired or zip-tied.
- All vehicles must have fuel lines tied down and secured.
- All motos and quads must have a mounted roadbook reader to accept a standard 6" wide roadbook roll.
- All vehicles must have an appropriate rally odometer (ICO, Terratrip, Tripmaster, etc.), calibrated for miles.
- All motos and quads must carry a minimum of 3 liters of water, more is preferred.
- All cars, trucks, UTV's must carry a minimum of 3 liters of water per person onboard.

Why a secret course?

- Conquering the unknown gives a great sense of accomplishment and adventure
- Helps level the playing field between those with local knowledge and newcomers
- Minimizes the impact to the environment by minimizing the repeated use of the roads traveled
- This is the traditional approach for cross-country rally events

Why no GPS tracks?

- A core concept in cross-country rally is navigating by roadbook
- GPS tracks takes away the challenge in navigation, also taking away much of the fun

When it comes to navigation, the sport of cross-country rally has retained the concept of using a roadbook to find your way as opposed to more recent developments such as GPS tracks. It's an

essential and unique component that sets rally apart from all other forms of motor racing. It forces you to THINK about where you're going, while at the same time trying to go as fast as you can.

Rally also puts a premium on "reading the terrain", since you probably have never been in that place before. When you don't know what's around the next corner, or over the next hill, you have to drive or ride a bit differently. You have to drive smart to be successful.

Rally navigation also provides opportunities for savvy competitors to out-wit their competition by picking a different path in certain parts of the course. In traditional North American desert racing, the same savvy "creative line" selection is possible (though less and less with the introduction of trackers), but that planning is generally done well before the race, in pre-running. In rally, the competitor has to do it "on-the-fly", in unknown terrain, which adds an extra level of challenge and an extra level of opportunity.

In rally, it's not supposed to be pushbutton easy to find your way from one place to another. Using GPS tracks to navigate a true cross country rally would be like paving the whole Baja 1000 course. Sure it makes it easier, but you cut part of the heart out of what the event is all about. It becomes a different race all together. If you look at navigation the same way you look at dirt, bumps, heat, dust, rocks, spectators, and all the other things you hate but love, then you can better appreciate the added challenge of navigating an unknown course in unknown terrain without GPS tracks. Navigation by roadbook presents a unique mental challenge that GPS tracks takes away.

When the navigation is tough, which we believe it should be, people make mistakes, get confused and lost, miss turns, and more. For people who love a good challenge, tough navigation makes it all the better. Ask anyone who has raced Dakar or any other overseas rally, and they will tell you they love that added challenge. Rally is more of a "thinking man's" sport. Test your balls as well as your brain!

What kind of GPS is needed?

Please specify the make and model of GPS you have on the entry form. We will contact you if there are any questions. No GPS tracks will be provided or allowed. Your GPS will be accessed before, during and after the event by Cortez Rally officials. Please make sure any routes and waypoints you wish to keep are saved on a chip before tech in Mexicali. Your GPS will be erased of all previous saved data before you are allowed to start each day. At the finish of each stage we will be downloading information from your device so please be patient.

Where to get rally equipment?

Motos: Most moto related items such are roadbook reader, rally odometer, and mounting brackets are available at Rally Management Services (RMS). RMS is offering a special Cortez Rally discounted price for a moto kit (must be entered in Cortez Rally to receive discount). This discount setup is well suited for bikes, quads, UTVs, and single-seater cars.

Cars: In most cases the rally odometer is the one thing that cars will need to add. The existing GPS can be used as your heading repeater, but many drivers prefer to have an optional heading repeater in front of them to allow them to hold the heading the codriver requires. Cars don't need a roadbook reader

unless it is a single seater. Rally Odometer, optional heading repeater for the driver can be purchased through Rally Management Services (RMS). RMS is offering a special Cortez Rally discounted price for a car kit (must be entered in Cortez Rally to receive discount). They will also be on the event to offer assistance. We highly recommend their product. If you prefer a Terratrip odometer we have special pricing on those units. For that info please contact Darren Skilton, dskilton@bajaautomotive.com

Contact:

For further details, contact Darren Skilton or Scott Whitney:

General Issues, Cars, Event Sponsors, English/Español: Darren Skilton, dskilton@bajaautomotive.com, (562) 682-2226.

Motos, Roadbooks, Course, Navigation, GPS / SPOT, Scoring: Scott Whitney, scott@hogwildracing.com, (310) 200-3330.