

FOX CHASER A-EVENT AND INTERSCHOLASTIC CHAMPIONSHIPS - FAIR HILL, MARYLAND

COMMON COURSE NOTES: SATURDAY AND SUNDAY

OTHER PARK USERS: Fair Hill is a popular equestrian and mountain biking area. You must yield to riders on horseback; please allow plenty of room.

MASON-DIXON LINE. The Mason-Dixon Line forms the northern park boundary and is shown on both maps with a dashed gray line. Land north of the Mason-Dixon Line is private property.

MAP NOTES:

- All courses for both days will use 1:10,000 offset printed maps with courses overprinted. Contour interval is 5 meters.
- The “white” forest usually provides very good visibility and run ability. However, the thicker “green” forest usually contains THORNY VEGETATION. Except for the lightest green symbol, most thick vegetation contains thorns, which are already in springtime sharpness.
- The TRANSITION AREAS between “white” forest and fields are usually thick and thorny. Navigation through these transition areas is critical for success and enjoyment at Fair Hill. Much attention has been paid to the mapping of these areas, and we think you will find the map information here valuable and up to date.
- A few NEW ROOTSTOCKS have occurred since last autumn’s fieldwork revisions. (In other words, rootstocks happen!)
- Fences mapped as uncrossable cannot be crossed – they are generally eight-foot-tall chain link with a horizontal cap on top. Small trails may be obscured by fallen leaves. Because of the limited number of rock features, boulders 0.3m and higher have been mapped. Black circles are used on the map to designate poles and fence posts.
- **Out of Bounds:** Stable and paddock areas are off limits and are marked on the map with red slash. In addition to the stable areas, there are some private residences on the map that have been marked as out-of-bounds using the red slash symbol.

E-punching Instructions: Control density is high in some areas - especially the FIRST CONTROLS on both days. *Check control codes carefully before punching.* Control stands fabricated from white PVC pipe will be used. In addition to the e-punch, a manual punch will be available at each stand. In the unlikely event of an e-punch malfunction, competitors should use the manual punch, punching anywhere on the map. If a manual punch is used, please inform the workers at the download area upon completion of the course.

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NOTE: All participants *must* download prior to boarding a bus departing for the event center.

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DAY 1 COURSE NOTES

START: All courses share a common start location; allow for a 2-3 minute walk from the bus drop. If you miss your start time, the start crew will work you in as soon as possible, but you could have a significant wait. Portable toilets are located near the start. Clothing left at the start will be returned to the bus departure point. Warm-up areas are in the immediate area near the parking lot used for drop off – wooded areas are out of bounds for warm up. (See map.)

COURSE LENGTHS are LONG by design, based on previous results in this park, in order to achieve winning times within the recommended range. These courses have a little more climb than anticipated, which might extend the times slightly.

ROAD CROSSINGS: Blue course runners could make use of an on-grade crossing. For safety, a crossing guard will be at the on-grade crossing. Tunnels are approximately eight feet high and are easily passable. Recommended crossing points have been highlighted on the map using the standard crossing point symbol:) (.

SAFETY BEARINGS: The Day 1 map is bisected in a roughly north-south direction by Appleton Road. For courses east of Appleton Road, the safety bearing is WEST. For courses west of Appleton Road, the safety bearing is EAST. The safety bearings are also printed on the maps.

BLUE, RED and GREEN IS (Interscholastic) courses must visit the SAME CONTROL TWICE. This is a last minute redesign, due to a recent bridge washout.

FIELDS mapped as rough open (light yellow) are mowed and very runnable.

FINISH. The route to the finish from the last control is marked with streamers. E-punch download will be located adjacent to the pick-up and drop-off parking lot.

DAY 2 COURSE NOTES

COURSE LENGTHS are LONG by design, based on previous results in this park, in order to achieve winning times within the recommended range. These courses have a little more climb than anticipated, which might extend the times slightly.

NOTE: Additional water stops can be found at controls 88, 108, and 152.

CAUTION: Be careful on steep banks, as soil is still loose from recent thaws.

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There is a "SEMI" SPECTATOR OPPORTUNITY at the Finish area. Weather permitting, and AFTER DOWNLOADING, participants may hang out before boarding the busses. Runners on most courses will be visible at a distance of ~150 to 400 meters.

Special thanks to the following:

Eric Weyman for his assistance as course consultant, for the many hours he spent in the field making final updates to the map and for his oversight of the map production process.

Mike Bertram - course vetting.

Fred Kruesi and Bob Gross - map printing.

John DeWolf and the Sharp girls - map stuffing and sealing.

Enjoy the courses and keep and watch for the fox!

Tallyho!

Mark Cornish & Ralph Tolbert

Course Setters