

SPARING TEKNIKTRÄNING

TRAINING TYPE:

CONTOURS – CORRIDOR – MICROSPRINT - RACING

MAP I MAPMAKER:

RAMSTALUND I A. WRÅDHE [2021]

Scale I Contours: 1/10.000° I 2,5 m [Xsprint: 1/5.000°]

LOCATION:

Preem Gas station, 59.797624, 17.444747

<https://goo.gl/maps/GkDZ1FyUbMUSwqJT8>

[1km run from the parking to start/finish area]



TRAINING INFO:

Distances: Contours 1,6km I 20m ↗
Corridor 3,1km I 35m ↗
Xsprint 0,7km I 20m ↗
Racing 4,9km I 85m ↗

Controls: Control kite 30X30 ["Racing" course]
15x15 [Corridor, Contours, Xsprint]

Note: Those controls will be out in forest from 03/04 to 11/04 included.

Separate control description

Warmup Map

Livelox

Sport Ident

Start-List

Yes	No
	X
	X
X	
	X
	X

DESCRIPTION:

For that first training of *Upplands junior- och seniorgrupp* we decided to focus on building up good technical routines before the season. And for that purpose, we picked a challenging and newly mapped area by a young and talented new mapper!

The idea is to have a mix of exercises of different lengths and difficulties. Up to you to decide your work load during that training, but for sure, as the terrain is special in the way it is pretty dense vegetations all around, you need a strategy to end up the day with the joy of being a better orienteer.

Here comes a small descriptions of what I had in mind while planning the training:

1. Contours



This is well-used exercise by everyone, with a short course on a contours map only. As I said, this area we are using is mostly covered by different layers of greens, and too often we tend to forget that contours remain the most important information. A stone or a point feature will only give you a punctual information, while contours give continuity to your orienteering. "Extracting" the contours from a map is the most precious skill of an elite orienteer, and even though the visibility is reduced in some areas, you can always get a sense for the directions of slopes.

2. Corridor

Another skill which is crucial in denser area is the ability to maintain good direct-



ion with compass. And corridor is actually the best training to practice it. Because being sharp in greens is about two things: 1- knowing exactly where you start from. It means having a clear feature, BEFORE entering the areas you want to cut with your compass. 2- THEN it is about doing the correct use of your compass (flat and body centred, and checked regularly).

And actually, it is all what is required in a narrow corridor with few turns like the one you will practice. Cause you have some clear point features (mostly stones, knolls) and from there it is all about compass and distances to the next point feature.

3. Racing



Once again, up to you to decide what kind of speed you want to use in that section, but I would say the two first exercises are at easier speed to get a good grip on what you are doing, when the two last are closer from racing speed. In that part of the training, it is a lot about learning to not leave the control before having a plan for the whole leg. Unlike most of the terrains in Uppland, it is worth investing a few seconds and not rush under the red line right away as there are a few micro routes avoiding the greener parts.

4. XSprint



This exercise, often the most fun, is more important than it looks in term of development of your technique. The scale is adapted (5.000°) to have many controls in a short distance (6 controls – 700m). The challenge here is to respect the “tempo of navigation”. Meaning as long as you have not a plan, it doesn’t help to press the speed button ;) So, it is all about putting stuffs in the right order.

The setting of the training is adapted to the COVID regulations – self-printing (you will get the printable pdf after you entered) and the choice of starting whenever you want.

NOTE:

The parking location allows several cars to be parked there, then there is small way to start/finish area (printed on the map).

There are two versions of the exercises which are about “svart” and “violet” level (example: larger corridor, “rescue features” in the contours map, etc). You will get the two versions, and are free to choose the one fitting you best.

The map is organized that way, but the exercises can be done in whatever order >

The “racing” course will be available in livelox afterward for those who want to compare their times on that part of the training.

