

**First Frost 2009**  
**Leg A - Section 1**

## **Odometer Check:**

**Start of Rally:** Exit Super Burger from the northern most exit. There is a small stake in the ground on the right side of this exit. Zero your odometer when the front of your car is beside this stake. Your first instruction, at 0.00 km is to turn right onto Prince of Wales, then turn left at Hwy 89.

Your official start time is 11:00 am plus your car number (in minutes).

**Take 18 minutes 5 seconds to reach the end of section at 14.55 km.**

km (accumulative)

0.00 Turn right onto Prince of Wales.

0.08 Turn left at the lights onto Hwy 89

5.41 Turn left onto 3rd Line E

5.50 Forced Left onto Mono - Mulmur Town Line. **Caution:** 1 lane bridge ahead.

5.94 Stop. Bear Right onto Hwy 89

8.06 Right onto 1st line East.

11.45 Straight ahead at 5th Side Road.

**ODO CHECK: Hydro Pole on the right side of the junction.**

**Novices:** Note your car odometer at this point, then pull ahead so others may take an accurate reading. Use the calculation below to calibrate your Odometer to the instructions.

12.70 Straight ahead at 8th Side Road.

14.55 Stop. Turn Left onto 10th Side Road. **END OF SECTION.**

**Novice Tip:** Remember the Section 1 is an "elapsed time" section. Start Section Two 18 minutes and 5 seconds after your official rally start time (11:00:00 + Car# (minutes) + 18:05)

**Odometer Calibration:** Divide your noted car odometer by 11.45. This will give you a calibration factor to apply to all further instructions in this rally. For example: (Car Odo = 11.70, Rally Odo check = 11.45)  $11.70/11.45 = 1.022$

The next instruction at 12.70 km would appear at 12.97 km on the car odo (12.7 x 1.022)

## Welcome to the First Frost Rally

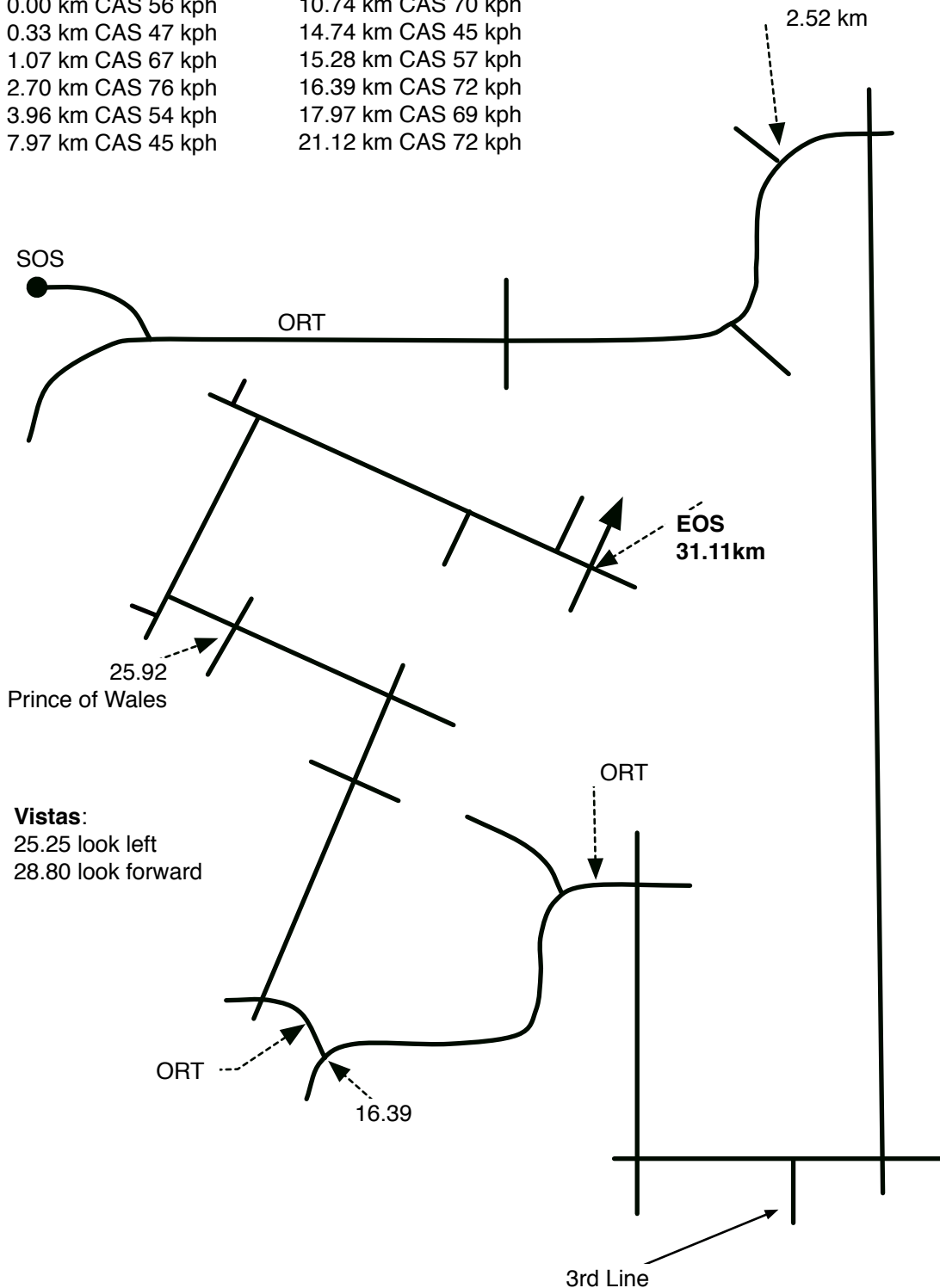
Now that I have you out on the road, I'd like you to turn left onto 10th Sideroad and proceed at an average speed of 76 kph while I tell you all about the 2009 First Frost Rally. This is the first Navigational Rally to be hosted by SPDA. This is a tale of many route recon outings, getting lost and stuck, and generally having a great time on Ontario roads. Take the right turn onto Centre Road for example. We found out it has no winter maintenance, so you'll want to drive past it and turn right on Prince of Wales instead. At 3.88 km, slow to 56 kph and take caution on the upcoming downhill if it's slippery out. During the creation of this rally, we had our cars stuck in the snow or ditches a total of 5 times, so if we happen to note a caution, you'll probably want to be careful. Stop and turn right at the Tee intersection! Whew, that was close. Better slow down a smidgeon to 47 kph at 5.13 km. Anyways, the route was put together using Google maps "terrain" feature, which gave us a pretty clear view of all the hilly, twisty, and otherwise entertaining roads. When drivers put together rally routes, you get awesome roads, but not much consideration for the Nav's. Sorry. After all, I don't have to sit in the right seat. I sit in the left seat. Speaking of left, we took a trip up 15th Side Road. Yeah, another no maintenance road, so don't go there. Drive past the other end of Centre Road on you right. I told you earlier that it's no winter maintenance. Besides, River Road is nice in it's own way, plus at 6.88 km you can speed up again to 57 kph. That'll take you past the other, OTHER end of Centre Road. Don't ask me. Maybe they like the name "Centre Road" here or something. Maybe I do too, because you're coming up on a fun road you can finally go up, which is (you guessed it) Centre Road on your left. It's a single lane, so lets slow down to 37 kph right when you turn left at 9.09 km. Sorry, I shouldn't say right when you're turning left, as it might be confusing, right? We started working on this route back in February so that we'd know first hand what the possible conditions would be like. Our first recon trip was a few days after some rain came down, so there was ice under the snow. Pretty much the worst conditions possible. On our very first trip out, even driving slow, we slid into a ditch before we'd gone 2.63 km, then spent the next 1.6 hours digging out and waiting for a tow before continuing on our way. Don't worry, we're not using that road, because it was another no maintenance road (or NWM's as they came to be known).

Centre Road was fun wasn't it? Stop, then take a right at 20th side road, speeding up to 54 kph when you turn. Beware of oncoming rally traffic (ORT) on this road. Take another right at the Tee intersection and increase your speed to 56 kph. Take a right onto Centre Road and at 13.84 km and decrease speed to 37 kph when you do so. When you stop at the intersection at the top, take a look to the left. There's another awesome road in there. Awesome except for when I slid 45 feet dead sideways down an icy 1 lane road with trees a couple feet to either side. Great Fun, but lets not go down that road yet. Continue straight ahead up Centre Road, increasing to 63 kph. If other traffic held you up you may want to go a bit faster. The Rally was originally going to start somewhere in Caledon, and continue up through Mono to the current start of the rally. Mono has some great roads for rally, but regrettably they have some bylaws concerning motorsports. We had some real fun in Mono (we got stuck there more than anywhere else), but we have to respect their laws, (and the \$2000 deposit they want for using their roads), so we've used other roads instead. No hard feelings though. It's a great community that everyone should take a quiet drive through some time. At 18.18km, stop, turn right onto 25th Side Road, and change you average speed to 69 kph. Today's route will take you far, over exciting roads and into beautiful scenery. I'd like the navigators to enjoy some of the scenery, so where it won't spoil the section instructions, I've marked some locations as a **VISTA**, with a direction relative to the car. Vista notes will be noted separately so as not to confuse them with the navigational instructions. You can ignore the vistas if you'd like, as there will be no tricks at the vistas, nor anything else that you need for the rally. Think of them as key places to look up and take in the spectacular views, assuming you're on route which isn't going to be the case if you don't turn right onto 1st Line East and slow your speed to 66 kph when you turn. We'd like to thank you all for coming out to SPDA's inaugural "First Frost Rally" and **caution you about the very steep and twisty downhill sections ahead**. The section ends at 23.67km at the end of the road, pausing 48 seconds for mental sanity, then turning left at 20th side road. That's just after you've increased speed to 70 kph at 23.45 km.

### Folding Space

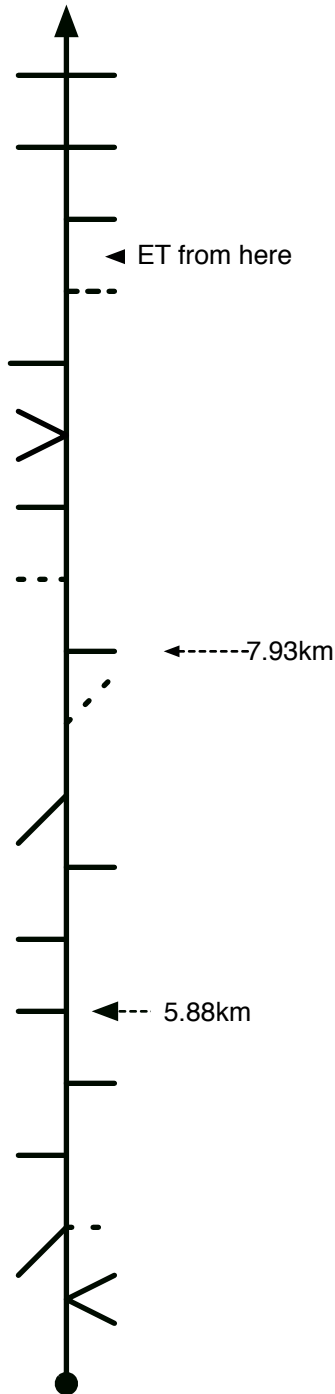
Among the things to bring when you're out making maps, would be a compass and a ruler, without which I'm sorry to say, you get something like the following. Lacking a compass, some of these roads aren't as square to each other, nor are they as straight as they may appear, and without a ruler I'm afraid the scale of the map is right out the window.

0.00 km CAS 56 kph	10.74 km CAS 70 kph
0.33 km CAS 47 kph	14.74 km CAS 45 kph
1.07 km CAS 67 kph	15.28 km CAS 57 kph
2.70 km CAS 76 kph	16.39 km CAS 72 kph
3.96 km CAS 54 kph	17.97 km CAS 69 kph
7.97 km CAS 45 kph	21.12 km CAS 72 kph



## Straight Ahead - Sort Of

Follow the straight line diagram to the end of Leg A. At 15.07 km take 7 minutes 50 seconds to reach the **end of section at 16.60 km**.



### CAS Table

**Vista:**  
2.17 km

0.00 km CAS 72  
3.22 km CAS 46  
4.08 km CAS 76  
6.29 km CAS 29  
6.55 km CAS 76  
7.93 km CAS 72  
15.07 km **BQZ (be quiet zone)**

### End of Section / End of Leg Instructions:

Park in the Mylar & Loretta's parking lot. The CP crew is inside. Turn in your score card and request your time in (any time that hasn't passed).

The CP crew will tell you when to start Leg B, and when you can pick up the Leg B instructions.

You'll have a break of about 15 minutes at Mylar and Loretta's restaurant. If you are running very late, we may shorten your break to keep you within the CP open window. Leg B ends back here with a longer break.

If you're planning on extended, off-route excursions, fuel is available at an Ultramar south of the rest stop (right, looking away from Mylar & Loretta's).

Leg B starts on Osprey Clearview Town Line, facing North at HWY 124, turning right. (The stop sign just north of Mylar & Loretta's).

## **First Frost 2009**

### **Leg A - End of Section Details**

#### **Leg: A Start of Section: 1**

Approximate Car 0 time: 11:00 am

Start of Rally is from the most Northern exit of SuperBurger, turning right onto Price of Wales, then immediately left at the traffic lights on HWY 89.

#### **Leg: A End of Section: 1**

Approximate Car 0 time: 11:18 am

Section 1 ends facing North on 1st Line East, turning left (west) onto 10th Sideroad.

N: 44° 09.112 W: 80° 07.183

#### **Leg: A End of Section: 2**

Approximate Car 0 time: 11:45 am

Section 2 ends facing South East on 1st Line E, turning left (NE) onto 20th Sideroad (River Road).

N: 44°12.443 w: 80° 07.526

#### **Leg: A End of Section: 3**

Approximate Car 0 time: 12:24 pm

Section 3 ends facing East on Mulmur / Nottawasaga Town Line, turning left (North) onto Centre Road / Lavender Hill Road.

N: 44° 16.034 W: 80° 09.813

#### **Leg: A End of Section: 4**

Approximate Car 0 time: 12:45 pm

Section 4 ends in the town of Singhampton, in the parking lot of Mylar & Loretta's restaurant. This is the end of Leg A. Turn in your timing card to the checkpoint crew inside the restaurant, and receive your Leg B start time and instructions.

First Frost 2009  
 Leg B - Section 1 - Novice

**Vistas:**  
 6.67 Ahead Right  
 12.35 Look Right

## Everyone Loves Road Counting.

Start Leg B facing north on Osprey Clearview Town line, turning right onto Hwy 124 (at the stop sign just north of Mylar and Loretta's). Zero your odometer at this point. You will pass a few roads in Singhampton on Hwy 124 before finding the intersection at 2.76km.

In this road counting section, count roads in the counter clockwise direction. You enter on road #0 with the first road to your right (counter clockwise) being road #1. Keep counting in a counter clockwise direction. Your exit road is the number at the distance below. Go straight at intersections that do not have an instruction.

### Accumulative Route Distances

0.00 km	1	15.71 km	32
2.76 km	2	17.12 km	1 (Reid's Hill)
6.47 km	6	17.16 km	10
7.71 km	16	19.84 km	13 (4th Line)
10.15 km	23	21.71 km	6
12.94 km	11	23.58 km	-1 <b>EOS</b>

### Accumulative

### CAS Table

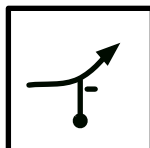
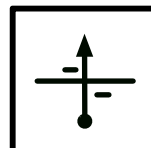
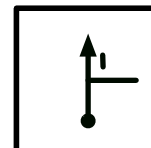
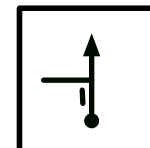
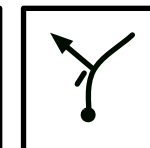
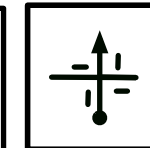
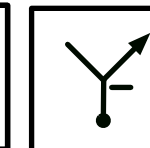
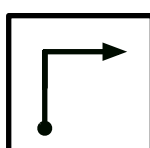
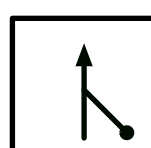
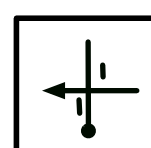
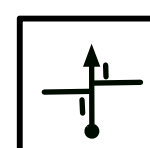
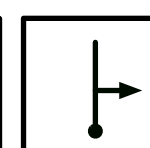
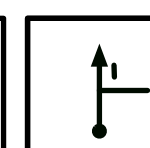
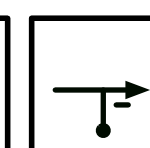
0.00 km	CAS 46 kph
0.73 km	CAS 76 kph <b>EQZ</b>
6.47 km	CAS 72 kph
15.71 km	CAS 74 kph
17.12 km	CAS 38 kph
17.16 km	CAS 54 kph
19.84 km	CAS 76 kph
23.31 km	CAS 45 kph

First Frost 2009  
 Leg B - Section 3 - Novice

## Yay! Simple Tulips.

0.00 km	CAS 76	8.00 km	CAS 36
0.30 km	CAS 72	8.02 km	CAS 76
6.05 km	CAS 53 (Reid's Hill)	18.33 km	CAS 66

Relax for a bit with these simple out of order tulips. From 18.33 km take 4 minutes 51 seconds to reach the end of section.

						
0.00	9.89	18.21	5.32	0.30	19.09 BQZ	8.00
						
6.05	8.02	11.98	2.55	19.22 <b>EOS</b> M&L's	4.66	16.14

**EOS / EOL Instructions:** Again, Park in Mylar & Loretta's and hand in your score card, with your requested time in, to the CP crew there.

You will be given your time out for start of Leg C, and the time that you can pick up Leg C route instructions. There will be a long break at this CP (about 40 minutes). As with before, this may be shorter if you're late.

Leg C starts on Osprey Clearview Town Line, facing North at HWY 124, turning right. (The stop sign just north of Mylar & Loretta's). Or exactly where Leg B started.

**aixelsyD eramthgiN**  
(aka: gniyllaR htiw ybuR)

eW detnaw ot od a tib fo na tnemirepxe ereh ot ees fi ew nac reggirt emos cixelsyd snoitcaer tsgnoma enoyreve tuo ereht, os gnihtyreve (srebmun dedulcni) si delleps sdarwkcab. s'tl ton a rorrim egami hguoht, sa lla eht sretcarahc dna secnetnes era drawrof gnicaF. secnatsiD era evitalumucca, dna ni redro.

**Tip:** All words and numbers are printed in reverse. Since your distances are also backwards, remember that whole numbers come after the decimal!

If you're dyslexic, maybe this will just all make sense!

00.00 potS. tfeL otno ediS daoR 6. SAC 27	09.41 decroF thgiR
77.20 potS. thgiR.	13.61 potS. tfeL.
36.40 potS. tfeL. SAC 47	62.81 potS. tfeL.
19.50 dbeB thgir	63.81 thgiR
80.60 dneB tfeL	72.22 <b>NOITUAC.</b> elgniS enal egdirb
71.70 tzB, tzzb, tzzzb TZZZB!	86.22 thgiartS deaha tsap ht01 eniL
14.70 potS. thgiartS deaha.	00.32 SAC 05.15
08.70 SAC 67	00.42 <b>NOITUAC.</b> sworran retfa llihnwod dneb.
30.01 dneB tfeL.	25.42 SAC 07
13.01 potS etucA thgir otno ht01 eniL	08.62 SAC 05
64.01 thgiartS deaha. SAC 17	89.62 decroF tfeL.
73.21 thgiartS deaha.	01.72 SAC 27
36.21 SAC 44. <b>noituaC,</b> egdirB ta 48.21	64.82 thgiartS deaha
09.21 tfeL.	02.92 SAC 26
33.31 <b>NOITUAC</b> elgniS enal egdirb	23.03 potS. esuaP 41 sdnoces. raeB thgiR.
03.41 potS. tfeL SAC 27	<b>SOE</b>

**AHHH! Make it Stop!**

I sincerely hope this section was not as difficult to read as it was to type.  
Don't worry. I'm sure your driver loved it.



## **First Frost 2009**

### **Leg B - End of Section Details**

#### **Leg: B Start of Section: 1**

Approximate Car 0 time: 1:02 pm

Leg B starts facing North on Osprey Clearview Town Line (Hwy 124), turning right (East) onto Hwy 124. This is the stop sign just north of Mylar & Loretta's, visible to the left as you exit the restaurant. Zero your odometer at the stop sign.

#### **Leg: B End of Section: 1**

Approximate Car 0 time: 1:23 pm

Section 1 ends facing North on 4th line, turning left (West) onto Side Road 6.

N: 44° 26.059 W: 80° 20.391

#### **Leg: B End of Section: 2**

Approximate Car 0 time: 2:00 pm

Section 2 ends facing North East on Osprey / Blue Mountains Town Line, Bearing right onto Grey Rd 2. Osprey / Blue Mountains Town Line has two ends on the west side of the road. The southern end is correct.

N: 44° 23.265 W: 80° 23.716

#### **Leg: B End of Section: 3**

Approximate Car 0 time: 2:20 pm

Section 3 ends in the town of Singhampton, in the parking lot of Mylar & Loretta's restaurant. This is the end of Leg A. Turn in your timing card to the checkpoint crew inside the restaurant, and receive your Leg B start time and instructions.

## Colossal Tulip

Start this section facing north on Osprey Clearview town line, turning right onto Hwy 124. Zero your odometer at the stop sign. In Singhampton, on Hwy 124, Go straight ahead at Church Street, then turn right at Milltown Road, then left onto Ewing Road.

Open the Colossal Tulip map. We wanted to use large type for your tired eyes, but after we scaled the map, for some reason wouldn't fit on the remainder of this page. Proceed through the 4 points indicated (#1 to #4) using the shortest distance possible for the entire route. No U-turns are allowed. You may not use the same road twice, though you may cross a road you've been on previously.

Use the average speeds posted on this page. Be sure to check there aren't additional instructions on the back of the map.

Creemore: If you enter Creemore, use only Hwy 9 (Louisa St) and Collingwood St.

Pangnirtung: If you enter Pangnirtung, you're on Baffin Island, and really REALLY off route. Be careful you aren't  $\alpha\beta^{\gamma}\delta^{\epsilon}$ .

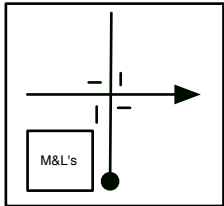
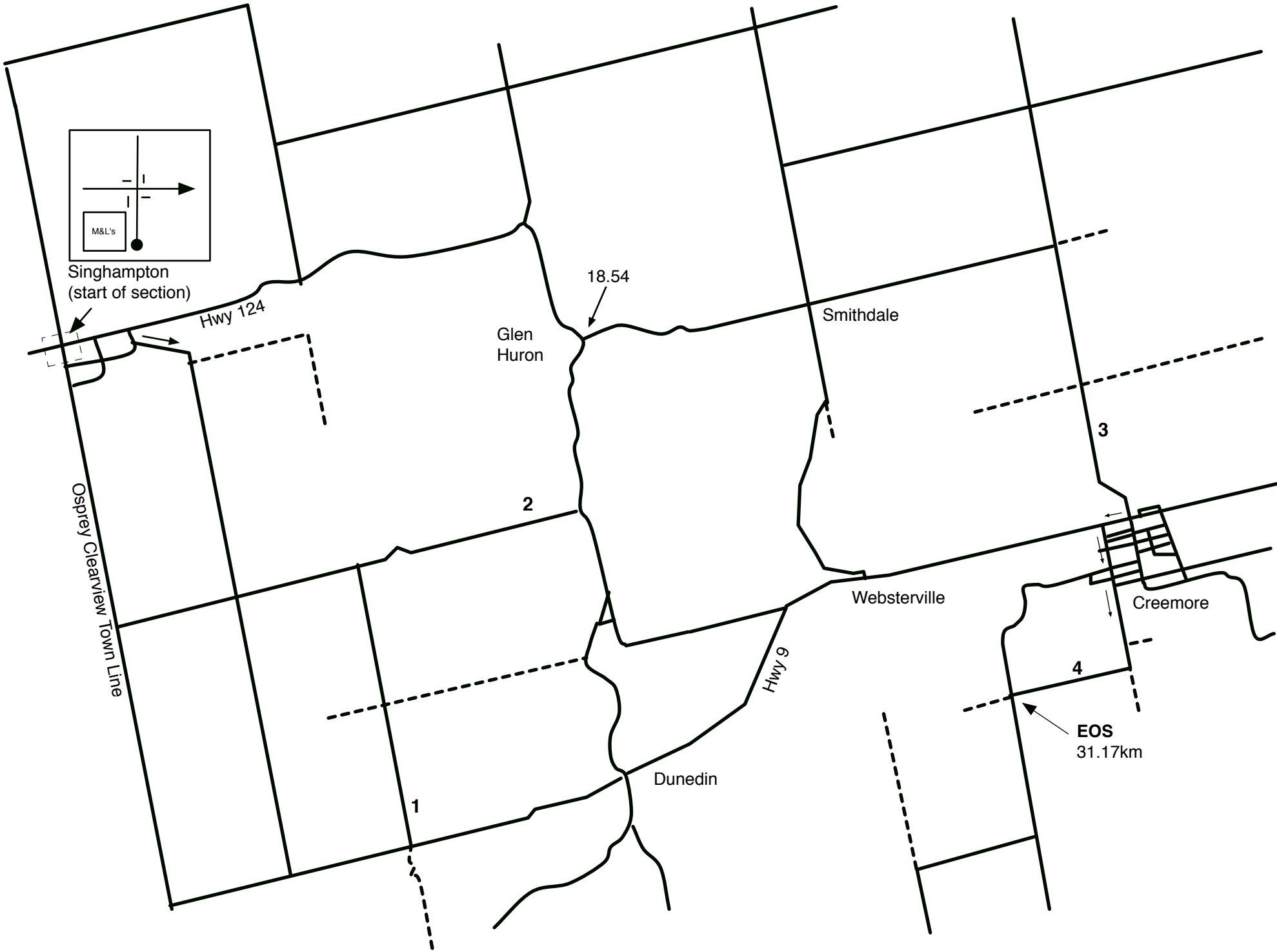
### CAS table:

0.00	km	CAS	47.2	kph
1.69	km	CAS	72	kph
16.25	km	CAS	76	kph
18.38	km	CAS	57.5	kph
21.08	km	CAS	72	kph
23.87	km	CAS	76	kph
27.38	km	CAS	45	kph
29.79	km	CAS	71	kph

### Vistas:

8.80	km	look ahead
22.50	km	look ahead
25.47	km	everywhere

28.70 km Pause 1.7 minutes



Singhampton  
(start of section)

Hwy 124

18.54

Glen  
Huron

Smithdale

3

2

Osprey Clearview Town Line

Websterville

Creemore

4

Hwy 9

Dunedin

EOS  
31.17km

1

## English, French, and WHAT?

For some time, I've been considering going up to Baffin Island to climb Mount Thor. As a rock climber of many years, I'm drawn to Mount Thor's difficult northern face, which is almost completely vertical and about 4,200 ft. tall. I say almost vertical, because the top third of the mountain actually has a 15 degree overhang. So if you fell to your death from the top, not only would you not hit anything on the way down, but you'd actually make a crater over 200 ft away from the base of the climb. Neat huh? Of course this has nothing to do with this section. I just thought it was interesting.

Many Inuit peoples live on Baffin Island, and since they have such a great abundance of roads up there (just over 23 km at last I checked), I figured it would be great to describe this part of the route using one of their native written languages, Inuktitut. A small translation guide is on the next page. Apologies in advance to anyone who actually speaks or reads Inuktitut, for my complete butchering of the language.

0.00 km	Δ <sup>ᑭᑦ</sup> . ᐱᑦᑭᑭᑦᑭᑦ ᐅᐱᑦᑭᑦᑭᑦᑭᑦ ᐅᐱᑦᑭᑦᑭᑦᑭᑦ	onto Concession 5 Nottawasaga S.	Vistas:
	ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 72 kph	7.80 Look Ahead
1.89	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ		19.40 Look Left
3.26	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ		
3.75	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ, ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 52	
4.10	<b>Caution!</b> Single Lane Bridge		
4.46	ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 72	
5.13	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ		
8.22	Δ <sup>ᑭᑦ</sup> , ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 76	onto 25th Side Road
9.86	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ	past 4th line	
10.08	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ		
11.07	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ, ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 72	
14.15	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ	past 30th side road (dead end road).	
15.30	Δ <sup>ᑭᑦ</sup> , ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ		
15.43	ᑭᑭᑦᑭᑦᑭᑦᑭᑦ		
15.90	ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 41	
16.05	ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 72	
16.82	ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	onto 4th line	
20.45	ᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ	ᐅᐱᑦᑭᑦᑭᑦᑭᑦᑭᑦ 60	
21.42	Δ <sup>ᑭᑦ</sup> , ᑭᑭᑦᑭᑦᑭᑦᑭᑦ	(end of section)	



## Folding Time

The real value of Steve's rally car "Ol' Smokey" isn't that it gets great gas mileage, or that it has excessive horsepower. It doesn't have a great paint job, It doesn't always work, and if you plan on driving it you'd better love the smell of burning oil. The frame creaks as you turn corners, and the rear brakes make this mysterious knocking noise when they get hot. What Ol' Smokey does have though, is a fully working Flux Capacitor and the required 1.21 gigawatts of power required to use it (really it was the Flux Capacitor and not the poorly wired headlights that set off all of Roger's Ham Radio equipment one day).

In this section, we recount one of our scouting trips through the last section of this rally. Of course, the odometer wasn't working that day, so rather than distances to instructions, we've given you the time we took between each instruction, and the average speed we were driving. We've only recorded the time to changes of speed or direction, so you may go straight ahead through some intersections.

The Flux Capacitor is set to jump back or forward in time, every time we accelerate past 65 kph. What? You don't think Ol' Smokey zero's CP's due to driver skill do you? Lucky for you the Flux Capacitor was broken when we recorded the Novice Instructions. Don't be too surprised if you see a few lost Experts out there though.

Route Instructions are on the next page. Some helpful formulas and end of rally instructions are below.

### Calculating End of Rally Time:

Note your time at 27.27 km into the section. Add to this time, 9 minutes, 63 seconds, plus one additional minute for every time the rally took you through an intersection with traffic lights over the entire route (Legs A, B and C). **This is your ideal time in.**

Write your ideal time in on your score card and hand it in to the CP crew at the end of the rally, at SuperBurger.

**Please park at the north end of the parking lot.**

$$\text{speed (kph)} \times \text{time (hours)} = \text{distance (km)}$$

$$\frac{\text{minutes}}{60} = \text{hours}$$

$$\frac{\text{seconds}}{60} = \text{minutes}$$

## Folding Time Route

Vistas:  
33.42 Look Right

0.00 S L onto 25th Sideroad. CAS 76

0.165 minutes R CAS 60      (Minutes / 60) x speed = distance  
0.165 / 60 x 76kph = 0.209 km

1.240 CAS 72                      1.240 / 60 x 60 = 1.240 km

1.758 S R

1.050 CAS 70

1.398 CAS 54

0.289 L to 2nd Line E. CAS 47

1.072 CAS 60

2.180 CAS 72

0.967 R

1.141 BL. Then S BL

1.367 CAS 54

0.511 CAS 72

0.850 S L onto 10th sideroad. CAS 76

0.371 CAS 47

1.787 CAS 76

1.855 R. CAS 54. **Caution** Single Lane Bridge 460m in.

0.511 CAS 72

2.205 R

3.834 S R. Onto Hwy 89. **Elapsed Time to End of Rally is from this point.**

0.267 R CAS 45, then a forced left

0.706 S BR CAS 76

3.851 S R

0.071 L into SuperBurger Northern entrance. **EOS, EOR.**

## **First Frost 2009**

### **Leg C - End of Section Details**

#### **Leg: C Start of Section: 1**

Approximate Car 0 time: 3:15 pm

Leg C starts facing North on Osprey Clearview Town Line (Hwy 124), turning right (East) onto Hwy 124. This is the stop sign just north of Mylar & Loretta's, visible to the left as you exit the restaurant. Zero your odometer at the stop sign.

#### **Leg: C End of Section: 1**

Approximate Car 0 time: 3:55 pm

Section 1 ends facing West on 6/7 Sideroad Nottawasaga,, turning left (south) on Concession 5 Nottawasaga S.

N: 44° 18.614 W: 80° 07.380

#### **Leg: C End of Section: 2**

Approximate Car 0 time: 4:10 pm

Section 2 ends facing south on 4th Line, turning left (East) onto 25th Sideroad.

N: 44° 14.682 W: 80° 5.219

#### **Leg: C End of Section: 3**

Approximate Car 0 time: 4:51 pm

Section 3 Ends at SuperBurger on Hwy 89 at Hwy 10 / Prince of Wales. Please park in the northern area of the parking lot. Turn in your timing sheet to the checkpoint crew at SuperBurger.