

Strawberry Fields Forever

2016 MTBO State Series EVENT No 4

Beerburrum State Forest
Sunday 12th June 2016

Thank you all for your entry into the 4th Queensland MTBO State Series event for 2016

Road Directions: [GOOGLE MAP LINK](#)

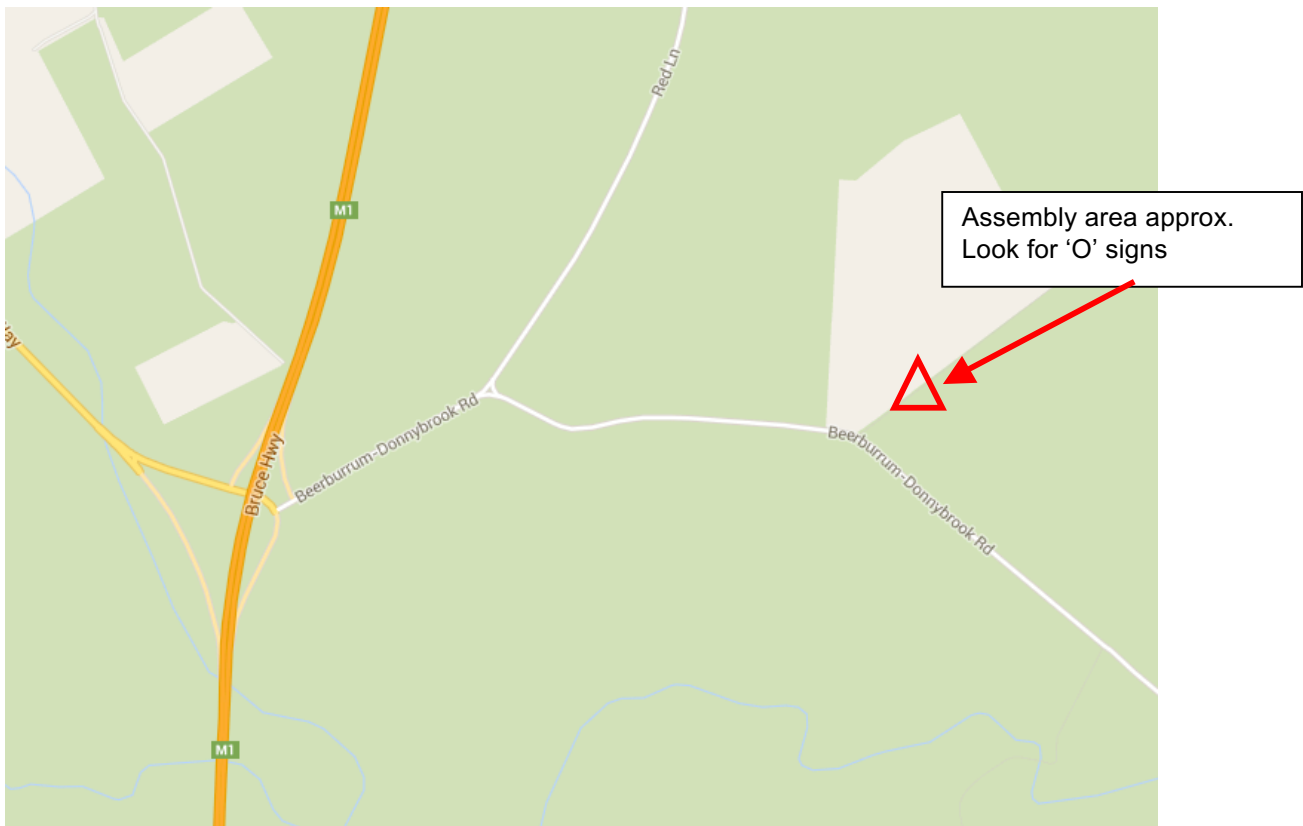
From Brisbane:

Exit left at Steve Irwin Way, then turn right towards Donnybrook.
Pass under the highway and turn left onto Beerburrum-Donnybrook Rd.
Continue along Donnybrook Rd, veering Right at Red Rd.
Continue along Donnybrook Rd to Murphy's Rd on the left to the assembly area.

From the North:

Exit left onto Beerburrum-Donnybrook Rd and continue as above.

Park as directed. Please park as economically as you can!



Courses:

- Course 1 – ~33 km – climb 100 metres - Men Open, Social Long
- Course 2 – ~30 km – climb 140 metres - Women Open, Men 40 – 49, Men 17-20
- Course 3 – ~25 km – climb 80 metres - Men 50-59, Women 40-49, Social Medium
- Course 4 – ~20 km – climb 80 metres - Men 60+, Women 50-59, Women 17-20
- Course 5 – ~15 km – climb 50 metres - Women 60+, Women 14-16, Men 14-16, Social Short

3-Hour Score and 90-Minute Recreational Course:

Each control on the Score courses is allocated a point score. The basis of the event is to gain as many points (not necessarily as many controls) within the allocated time by visiting Controls and returning to the Finish within the nominated period (ie 3 hours or 90 minutes). Controls may be visited in any order. Controls have value of 1st digit X 10 eg 63 is 60 points, 78 is 70 points etc.

Please be careful to ensure you punch the correct control by checking the number! Always be aware of riders coming in the opposite direction.

Map

Map size A3 for all courses.

For 3Hr score, Courses 1, 2 and 3, Scale is 1:20 000

For 1.5 Hr score, Courses 4 and 5, Scale is 1:15 000

Contour interval 5 metres

Legend will be on map.

The map has been prepared to the IOF standard for MTBO maps including the Australian 2 x 4 track grading system which is shown below.

	TRACK	PATH
FAST	—————	—————
MODERATE	- - - - -	- - - - -
SLOW	- - - - -	- - - - -
DIFFICULT

Tracks are greater than 1.5 metres wide. Paths are less than 1.5 metres wide. Speeds are mapped on the basis of how fast an elite rider can pass along the tracks. Note that this map was originally made for an event in September 2014. Due to the wet weather over the last summer some tracks may have gotten slower and we have only updated the map where there has been a significant change close to a control. Also, the excessive growth of lantana on some tracks, plus some logging activities has necessarily caused some considerable “dumbing down” of certain legs on some courses. Please be tolerant of the mapper and setter in this regard, we have done as much as time nature would reasonably permit us to do!

The basis for the speed of the tracks is:

Fast – little or no restriction to the speed which a rider can proceed. Generally these are tracks that would be suitable for a standard 2WD vehicle

Moderate – generally good riding with some reduction in speed and a requirement to keep an eye on where you are going to avoid obstacles such as potholes, rocks, ruts, sand, vegetation etc. Generally these are tracks that would be suitable for a light 4WD vehicle

Slow – sufficient obstacles to require the rider to pick lines to avoid obstacles. Consistently potholed, rocky, rutted, vegetated or sandy. Skilled, fit riders should be able to ride almost always. Less skilled and fit riders may have to dismount.

Difficult – a technical track/path which may require the rider to dismount. Skilled, fit riders may be able to ride without dismounting. For this event, **difficult** grade usually means heavy vegetation but may also mean rough surface, heavy ruts or sand.

Please note that the grading of the tracks is somewhat “regionalised” in that it is designed to assist the rider determine the optimum route in any particular part of the map. This means that a track given a particular grade **could** be graded differently in another part of the map.

Finally please note that the organiser/setter did not make the map and during setting it was noted that there were some tracks on the ground that weren’t on the map and vice versa. We have adjusted these where we found them, but cannot guarantee that all tracks have been mapped.

Registration:

Registration will open from 7:30am. Please make sure that all outstanding monies have been paid prior to the event. **ALL competitors are required to go to registration.** Your entry details will be confirmed and you will be issued with a SI stick (if hired) and, **if requested by you.** If you **own** an SI stick, **bring it to registration** so that the number can be checked. For newcomers, basic instruction will also be available if needed, just ask the officials. Compasses for loan and if you have requested a hire map board these will also be available at registration.

Clear & Check:

You will be directed through a clear & check area before you reach the start. It is the competitor’s responsibility to ensure they have correct SI stick and that it is cleared before they start.

Starts:

Score Events

The **3-Hour Score event** people can start between **8:00** and **8.30am.** **PUNCH THE START CONTROL.** You will get you map 2 minutes before you start.

The **90-minute Score event** will have **mass start at 9:45am.** **You DON’T NEED TO PUNCH START CONTROL.** You will get your map 5 minutes before you start ie at 9:40

State Series Events

State Series (line course) event competitors may start at any time between 8:35am and 9:30am. This event does **not** have pre-allocated start times. Please go to the start when you are ready. Two minutes before your start time you will be able move forward to start area. At one minute you can collect the map for your course and fix it to your map board etc. You can also check out the course while doing this. At the next beeps you must move forward immediately and punch the “**START**” control. You must move away from the start area immediately as there will be riders behind you wanting to start. Your timing starts from when you punch the “**START**” control.

Please note that you cannot ride back through the START and pre-start area after you have started. If you attempt to do so you will be disqualified!

Final Instructions



Finish:

All courses to punch the “**FINISH**” control. Proceed to the Admin tent to have your SI stick downloaded. If you have a hired SI stick, we will retrieve this from you. Results will be posted to results hangars as soon as possible after the event. Posted results will be preliminary, until all competitors are in and any protests are resolved. If you decide not to finish your course, you **must report** to ADMIN when you return to the assembly area **to avoid a search being mounted for you!**

Score Courses:

You finish by punching the Finish Control.

Competitors will lose 10 points per minute, or part minute, they are late punching the Finish Control.

Moral: Don't be late!

Safety:

If you encounter an injured rider, you **MUST** abandon your course and render whatever assistance you can. Send another rider back to registration for assistance, if possible. You will be permitted to either re-start from your last control preceding your abandonment or be credited with organiser ROY points at your preference. Mobile phone coverage is very limited on course and assembly area. Bring your own medical items for pre-race treatments. A first-aid kit will be available in the assembly area for emergencies. There will also be a trained first-aider in the assembly area.

During course setting it was noted that a couple of areas had signs up advising that logging was in progress and entry was prohibited. We do have approval from the appropriate authorities to conduct this event but any decision by a competitor in relation to the above mentioned signs is entirely a personal choice.

Safety Bearing:

Beerburum Donneybrook Road is a well-made unsealed road that runs east-west through the map at the northern edge of the event area. Ride to Beerburum Donneybrook Road and follow it to the assembly area.

Out of Bounds Areas:

The Bruce Highway runs down the western side of the map and is **OUT OF BOUNDS!** In addition there are a number of well trafficked roads running through the event area. These are the tracks mapped as **Fast. ALL** courses are required to cross and/or traverse one or more of these roads. Be aware that they may be carrying traffic travelling at relatively high speed and there may be dust. You must obey all road rules and are fully responsible for your own safety.

Course Closure:

Courses closes at 12:00 noon

If you have not finished your course at this time, you must abandon your course and return to the assembly area as quickly as possible **AND REPORT TO THE ADMIN**. The SPORTident units are programmed to turn off at set times so you will be unable to punch controls if out after the closure time.



Final Instructions



Water:

Everyone is urged to drink plenty of water before starting their ride. There is no water out on the course, so you must take all water you require for the event with you. Please bring your own water for use before and after the event. No water will be available in the assembly area.

Complaints and Protests:

Should you have a complaint of any kind, this should be taken to the Registration table. The event organiser will give a decision on the complaint. If you are not satisfied with the organiser's decision, you may then lodge a written protest. The event organiser will form a jury to consider the protest. The jury's decision is final.

Hazards:

There will be major potholes, puddles and debris after last weeks rain. **BE CAREFUL.**

The abundant rain over the last couple of years has led to luxuriant growth of the lantana and it is impossible to totally avoid it. **Full arm and leg protection is strongly recommended.**

During course setting the **mosquitoes** were the most abundant and ferocious. How they will be on the day of the event is unknown, but being prepared with suitable clothing and repellent is very strongly recommended.

Wild horses (brumbies) are known to exist in the area and were observed during course setting. Be careful if you find yourself in their vicinity.

There are also possibly; potholes and/or logs in the grass, motorcycles, puddles, rocks, sand and mud. Be aware!

Catering:

Bush toilets, cool drinks and a BBQ for all competitors will be provided.

Control Collection:

We are a very small club and even smaller organising team and would very much appreciate it if competitors could provide some assistance after the event collecting controls. You can easily drive to within a few hundred meters of every control so if everyone assists by collecting the controls from within one small "region" of the map we will have them all in very quickly. Please don't be shy in volunteering for this activity!

Anything Else you Want to Know:

Then contact Reid Moran email: reidmoran@hotmail.com ph:0403-688738

Rules:

Orienteering Australia MTBO rules shall apply to this event. These can be found on the MTBO Technical page on the Orienteering Queensland website at:

http://www.oq.asn.au/images/stories/Clubs/MTBO/Revised_OA_MTBO_RULES_&_GUIDELINES_2008.pdf

All competitors are urged to read and understand these rules. Some key items include:

- All competitors must wear bike helmets.
- Competitors must stay on the tracks marked on the competition map. If terrain or road condition forces the rider to dismount, they must carry the bike on a marked track. No off-road shortcuts through the bush are permitted.
- Competitors other than for the score events must visit the control sites **in numerical order**. Check that the control No. on the marker is the same as the one on your map before punching.
- SI sticks must be attached to the bike. Competitors must not become separated from their bike during a competition, unless through injury or mechanical failure.
- Courtesy and sensible behaviour are expected when mountain bike riders encounter walkers, runners, horseback riders, land-owners and others during an event.
- Special care must be taken by competitors, observers, and officials to respect the local environment. Organisers will not place controls in designated environmentally sensitive areas.
- Competitors and officials must avoid disturbing local flora, fauna and stock at the event.
- Practice and observe the rules of the road – keep to the left on roads and tracks.
- Approach all track/road crossings, corners and hillcrests with caution.
- Ride defensively and in control at all times.
- Give way to faster riders wishing to pass on narrow tracks
- Riders going downhill should give way to riders going uphill
- Give assistance to injured competitors on the course. Organisers will give a restart or organiser points for the rider who gave assistance.

SPORTident:

This event will be using the SPORTident Electronic timing system. See next page for details of this system and its use. Please ensure you are familiar with them.

SI sticks can be hired for a cost of \$5.00 per person per day. Lost sticks will be charged to the competitor at the full replacement cost of \$55.00.



An SI-stick

The **SPORTident** electronic timing system is used regularly at orienteering events. Instead of competitors carrying a paper control card and manually punching their card at each control they visit, they instead carry an **SI-stick** which they insert into the **SI unit** at each control. The **SI-stick** records the control number and time visited. After the competitor "punches" the "finish" **SI unit** at the end of their course, the information on their **SI-stick** can then be downloaded to computer and a printout made showing the controls visited, time visited, split times between controls and total elapsed time. Of course the computer can then tell if the correct controls have been visited and if they were visited in the correct order.

SPORTident and MTB-O

Getting an SI-stick

Regular orienteers have purchased their own **SI-sticks**, but these can also be hired at events for a small fee.

SI Units

The **SI units** will be attached to the top of the stand from which the control flag is hung. The SI Unit number must correspond to that on your map.

What happens at a control?

When at a control you place the end of your SI-stick into the hole on the top of the unit. The unit has a small red light that will flash and/or will emit an audible "beep" so that you know it has recorded your visit. Make sure at least one of these happens otherwise you will be down as missing that control.

What happens if the control unit doesn't work?

Occasionally these units fail. If the light doesn't flash and there is no sound, there is also a manual punch on the stand with which you **must** punch your back-up card, or your map, to show you've been to that control.

Before you start, Clear and Check

On the way to the start or at the "pre-start" you will see two SI units set up with "Clear" and "Check" labels. The SI-sticks have a limited memory so they need to be emptied before each event. The "Clear" unit will do this. The "Check" unit confirms that after clearing, your SI-stick is working OK.

What happens if I punch the wrong control?

If you punch an incorrect control this does not matter as long as you do punch **all of the correct controls and in the correct order**. Any extra controls are disregarded.

When to start?

When instructed to start, you punch a "Start" control, after receiving your map.

Was my route better than yours?

The advantage of using SPORTident for competitors is that it provides time splits for each leg which enables competitors to compare route choices and riding performance.



Inserting an SI-stick into the SI unit at a "stand" type control