



Ugly Gully and Multi Terrain Bike Orienteers present:

Deebing Creek MTBO, Foot and Duo

Saturday 30th January 2020

Important Changes

- **MASS START TIMES HAVE CHANGED SLIGHTLY SINCE THE ORIGINAL FLYER – THIS IS TO AVOID CONGESTION ON THE COURSE – PLEASE NOTE YOUR NEW TIME BELOW. SOME START TIMES ARE EARLIER**
- The MTBO Intro course is now the MTBO Short course (a line course) to reduce the number of bikes in congested areas.
- Rego opens @ 7:30am; **Courses close 11:15am.**
If you have not finished your course by this time, please abandon it and return to the Finish control and then the Download Desk.

Note, all starts are **Mass Starts**. This is to ensure the safety of competitors by minimising bike and foot people being in the same area of map simultaneously as well as reducing bike congestion on single track. Please do not show up late expecting you can start. People entered in the Duo should aim to be there at least 20 minutes before the 8:15am briefing to prepare transition.

Event	Course	Start Time	Distance	Winning time
DUO briefing	All DUO	8:15am		
DUO	Long Short	8:25am 8:27am	4.9km/15km 2.7km/8km	100mins 80 mins
Foot-O only	Moderate Very Easy, Easy BREAK Long Hard courses Short Hard course	8:30am. 8:32am BREAK 8:50am 8:52am	Short middle style	Approx. 15 minutes on Easy courses, 20 minutes on moderate, 30 mins on hard courses
MTBO Briefing	All MTBO	8:33am		
MTBO only	Long Course Short Course Intro now= Short	Approx 8:38am (after Easy through track) 8:40am		65 mins 50 mins

Event location:

The address of the event site is the Bremer/Ipswich Pony Club 112 Grampian Drive, Deebing Heights. Parking is inside the Pony Club, follow parking directions.

IT IS **STRONGLY RECOMMENDED** YOU COME FROM BRISBANE VIA **CENTENARY MOTORWAY** AND THEN EXIT ONTO GRAMPIAN DRIVE. YOU CAN THEORETICALLY DRIVE VIA THE CUNNINGHAM HIGHWAY HOWEVER DUE TO RECENT ROADWORKS YOUR GOOGLE MAPS GPS WILL NOT WORK AT THE CUNNINGHAM HIGHWAY INTERCHANGE AND YOU ARE LIKELY TO MISS THE EXIT ADDING 15 MINUTES TO YOUR JOURNEY AND THUS YOU MAY MISS YOUR START. Centenary good, Cunningham bad.

Assembly

Assembly, parking, transition, start, finish, rego all within 100m of each other. Note limited shade.

Water and toilets

None at assembly area. BYO Water and there is a McDonalds enroute on Centenary highway for toilets.

Registration

The registration desk will open at 7:30am for the purposes of giving out SI hire sticks and map board hire. There is no entry on the day. If you have pre-entered and don't require a hire stick, you do not need to go to registration.

A small quantity of MTBO Club map boards will be available for hire at registration for \$5 (free for MTBO Club members) – pay at time of entry. It makes all the difference for holding your map on your handlebars and the MTBO courses will be close to impossible without one.

Terrain

A combination of 4-wheel drive roads and tracks, considerable single track made by trail bikes, some rideable open areas and many areas of erosion to carefully ride and navigate. Most of the terrain is undulating and nothing is steep. Route choices will include riding sandy creek beds. Foot people should wear some protective gear but there are very few grass seeds and any lantana or long grass can be easily avoided (if you are navigating). Some running areas are very fast, some areas are fast and technical (complex erosion). If you have never done a foot orienteering course before you may find this difficult and you are strongly recommended to enter the Short DUO rather than the Long DUO.

Map

Scale and Contour Interval

Both Bike and Foot map Scale 1:7,500. Contour interval 5 metres. The maps will be A4 size.

Long Bike course involves a **map flip**.

Long Foot course involves **forking**.

Key Personnel

Course planner: Brenton Gray 0422 248549

Courses

Reiterating, this is a high quality and challenging event on a new map. Although winning times are short, do not underestimate the difficulty. Consider switching to a shorter Duo course if unfamiliar with complex orienteering. Email brenton@wildfiresports.com.au to change.

Note this event is **SI AIR** (so both super-fast running and riding). Those doing Duo long need SI Air punches to fit all the controls.

Foot control descriptions will be on the map only – in symbols for Hard courses and English for easier courses. If you are unfamiliar with Foot-O control descriptions, consider Duo Short and not Duo Long.

Duo competitors should expect to do the run leg before the ride leg and come appropriately prepared for this. **Bike helmets are compulsory for Duo and MTBO courses. Water at transition and on bike recommended. Mapboards strongly recommended. Note all those competitors doing a bike course are required to walk through an underpass (twice) and walk or carry your bike over uneven rocks for 30m. There is also some riding on very sandy creek beds. Near the underpass is some orange tape to help you find tracks in and out.**

Note some bike and foot controls are shared. Watch for competitors. The Mass start timings have been calculated to minimise interactions on course.

Note a handful of bike control sites are more challenging than usual – eg in a sandy creek with mounds – yellow on MTBO map. If you know where you are you will find it immediately, if you ride hoping to see it, you may not. Similarly, some termite mounds on the sides of tracks are used for both foot and bike control locations. On foot you will have description ‘termite mound’, on bike it will be in the correct spot on your map but you may not see it depending upon your direction approach (controls will not be hidden but you will be going fast so look out). This is only for controls South of Binnies Road. Foot people do not cross the road and all controls on the North of Binnies are traditional MTBO controls, but nonetheless in complex tracks. If you read the map and know where you are, all fine.

Note some controls are shared between foot and bike courses and so the appearance of stands may vary. Because of the likelihood of theft, pink tapes with control numbers will also be out on the north side of Binnies road where a control should be situated – if you see a numbered pink tape matching what you are looking for but no unit/stand is present it has been stolen - if a unit is stolen we will remove affected times to and fro such a control to calculate a winner. Thus don't give up if a unit is stolen as your times still count. If you see neither a pink tape nor a control stand on MTBO course north side of Binnies Road, hopefully that means you are lost rather than both being stolen.

Out of Bounds Areas:

These areas are marked on the map with a regular striped, purple pattern.

For Bike and Duo people:

Reminder, you may not cross the under-construction bitumen Binnies Road in the middle of the map other than the underpass/culvert (there is a repeated control there to ensure you use the underpass). There will be workers active on the road and our permission is contingent on only crossing via the underpass.

Re MTBO Map

You must stay on marked tracks/ open or semi open areas and always remain with your bike. No shortcutting through the native bush area is allowed. We will know if you break this rule from your split time and you will be disqualified. To reiterate "yellow/orange/dotted yellow" on the map is rideable. White (forest) is not. The yellow/orange on the map for the bike leg forms an integral part of the course – if you only use tracks and not yellow/orange as part of your route choice your time will be significantly slower. Reminder creeks marked as "yellow" are rideable and legal but if white with a blue watercourse then it is illegal to ride. Yellow/orange equals good. White = bad. Areas of too many tracks to map are also often marked as an "orange blob". Do not expect all tracks in these areas to be mapped. There is one control in one of these orange blob locations but it is near a watercourse so you can navigate to it.

Three MTBO Tracks are overgrown with grass but only for a small distance (less than 30m) and are not marked differently on the map. If you are in long grass for an extended period of time on MTBO course, you are lost and off the track.

Map Notes

The position of the Start triangle on the map is where you receive your map (near enough).

Bike notes

Not all fences have been shown on the map.

On this map, the tracks are shown with a rideability grading. This equates to the maximum speed of an elite rider in either direction.

Open land can be ridden on. Open land with scattered trees is shown on the map with a yellow dotty symbol. These areas can be ridden on. Rough Open land be ridden on! Refer to the legend. Areas of native forest are shown as white areas on the map and are out of bounds and can't be ridden on.

Tracks may have ruts and holes due to water damage. Ride to the conditions. Some tracks are sandy and could be slower if wet.

There may be rogue 4WDs and trail bikes on the map during the event in the bike area.

Beware also of foot orienteers and show respect and caution.

Foot notes

Unlike the MTBO map, everything is on the map and it is great fun. Bring glasses for the complex parts. Look carefully before you run onto a track or cross it in case there is a bike.

SPORTIDENT Air Check:

There will be an SPORTIDENT Air Test unit after the Clear/Check units to test your SPORTIDENT Air stick, simply wave your stick over to test your stick is on.

Note that the finish control is manual punch and not SI Air.

Special Duo Instructions. For those doing the Duo, you **do not** need to punch a finish or start unit between courses – ie during transition. You only start and finish once.

Transition

Those doing the DUO will run into a bike transition area after the last control in their foot course – do not go to the finish after your foot course; you will then collect

your helmet, bike shoes, bike and run (not ride) to the transition exit where you will collect your bike map. Note for Long Duo people there is a mapflip on the bike course, both sides have a start triangle, look for the side that goes from a start triangle to control 1 (and actually has a start triangle on the map where you are located, not 2km away).

Once you have finished both your run and bike course on the DUO you can punch the finish.

HAVE FUN!

Brenton

BEYOND THIS POINT IS GENERAL INFO ONLY

Road and Track Grading

Please also note that grass grows, trees fall and tracks are occasionally bulldozed or slashed (here on a daily basis). These things are beyond the mapper's control.

The maps have been prepared to the IOF standard for MTBO maps with the exception that we are using the Australian 2 x 4 track grading system, briefly explained below. If you are unsure about the track grading system, study the map legends available at rego. If you have any questions, please ask of our helpers.

	fast	medium	slow	difficult
Bitumen road	=====			
Dirt Roads	—————	— — — — —	- - - - -
Dirt Tracks	—————	— — — — —	- - - - -
Overgrown	~~~~~			

Fast – little or no restriction to the speed which a rider can attain. Generally, these are tracks that would be suitable for a standard 2WD vehicle. Roads shown as a wide full line, and tracks as a narrower full line.

Medium – 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. Roads shown with a wide line and a long dash and tracks with a narrower line and a long dash.

Slow – sufficient obstacles to require the rider to pick lines to avoid obstacles. Consistently potholed, rocky, rutted, vegetated or sandy. Soft surface due to standing water. Skilled, fit riders should be able to ride almost always. Less skilled and fit riders may have to dismount. Roads shown with a wide line and a short dash and tracks with a narrower line and short dash.

Difficult – a technical track/path which may require the rider to dismount. Skilled, fit riders may be able to ride without dismounting.

Overgrown – track existed at some earlier stage to a standard indicated by the black line symbol, but may be obscured by plant growth.

Safety

The emergency contact at the assembly area is shown on the map.

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 may be limited on the course and assembly area. Please keep alert and ride to the conditions. You must obey all road rules and are fully responsible for your own safety.

Hazards on this course may include:-

- fallen trees
- potholes and erosion gullies
- long grass
- native wildlife
- sand

Rules

http://www.mtbo.com.au/mtbo_rules.pdf

The Australian MTBO rules shall apply to this event. These can be found on the [MTBO Club page](#). 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 conditions force the rider to dismount, they must carry the bike on a marked track. No off-road shortcuts through the bush are permitted.
- Competitors on normal courses must visit the control sites in sequential order. Check the control number on the marker is the same as the one on your map before punching.
- 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, forestry workers, or logging vehicles during an event.
- Competitors and officials must avoid disturbing local flora, fauna and stock at the event and respect the local environment.
- 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
- Calling out to other riders, sharing information about control locations, or seeking assistance with regards to your location, will bring instant disqualification. If you see or hear any of this behaviour, report this to the organiser.
- Give assistance to injured competitors on the course. Organisers may give a restart or organiser points for the rider who gave assistance.

Map Symbols

	<u>Contour</u>		<u>Nth arrow - blue</u>
	<u>Index contour</u>		<u>Magnetic north line</u>
	<u>Forest: good visibility</u>		<u>Out-of-bounds area</u>
	<u>Forest: reduced visibility</u>		<u>Start</u>
	<u>Open land</u>		<u>Finish</u>
	<u>Rough open land</u>		<u>Control point</u>
	<u>Pond / Dam</u>		<u>Water point</u>
	<u>Crossable watercourse</u>		<u>Dangerous object across tracks</u>
	<u>High tower</u>		<u>Special man-made feature</u>
	<u>Major power line</u>		
	<u>Building</u>		
	<u>Paved area</u>		
	<u>Fence</u>		
	<u>Ruined fence</u>		

SPORTident



This event will be using the SportIdent Electronic timing system. SPORTIDENT sticks are being made available for free at this event. Lost hired sticks will be charged to the competitor at the full replacement cost of \$95.00.

SPORTIDENT Air Contactless Punching

Familiarize yourself with how the system works by reading the guides that we've sent to you.

SPORTIDENT use on the Course

If an SPORTIDENT unit at a control malfunctions and does not "beep" or "flash" when the stick is inserted, the competitor must use the red pin punch at the control to mark their map. Failure to do this will result in a DNF being recorded. If you need to use a punch at any control, please advise the Finish officials as they will need to sight your punch map, to confirm that you have completed the course.

Control Flags

Standard orange and white control flags will be suspended on pickets with an SPORTIDENT unit and red pin punch (for use if the control units fails). The control identification number will be the SPORTIDENT unit. This will match up with the control number on the map. If you accidentally

punch the wrong control, continue on to your correct control and proceed as normal. Punching a control more than once will not gain you any extra points.

Clear & Check

It is important to remember to “clear” and “check” your SPORTIDENT stick prior to each stage, to delete previous event information stored on it. Special “Clear” and “Check” units will be positioned in the pre-start area of each event. It is the competitor’s responsibility to ensure that they have the correct SPORTIDENT stick and that it is cleared of previous race data before they start. If you do not clear your SPORTIDENT stick it may not have enough memory to record all your controls.

SPORTIDENT Air Check:

There will be an SPORTIDENT Air Test unit after the Clear/Check units to test your SPORTIDENT Air stick, simply wave your stick over to test your stick is on.

Note that the finish control is manual punch and not SI Air.

Special Duo instructions. For those doing the Duo, you do not need to punch a finish or start between legs. I.e. you only start and finish once.

Start

After you register, you will start during your appropriate mass start time.

Note: you must Clear and Check your SPORTIDENT Air stick, as this wakes it up. There will be a Test unit after the Clear and Check to test your SportIdent Air stick has turned on.

Note: you’re unable to change courses at the start. Do this at Rego beforehand.

Finish

At the finish, punch one of the “Finish” controls to end their event and record a finish time. After punching the finish control, proceed to the download desk to download your results and receive your time. If you have a hired SPORTIDENT stick, we’ll retrieve it from you. If you hired a mapboard this will also be recovered.

For safety reasons, all competitors must report to the finish and then the download tent to indicate they have returned safely, irrespective of what time they return, to avoid search and rescue procedures.

DO NOT GO HOME WITHOUT DOWNLOADING.

Tip: The Finish control turns off your SPORTIDENT Air stick, so you must go there to end your ride and conserve its battery.

Safety

For any serious medical emergency call Triple Zero (or 112 if you don’t have reception from your usual mobile carrier).

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. Mobile phone coverage is generally good on the course and at the assembly area.

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.

Hazards on this course may include fallen trees, potholes, long grass, wildlife, horse riders, motor bike riders, vehicles and trucks on public roads, 4WD's. Please keep alert and ride to the conditions. You must obey all road rules.

We recommend and use the Emergency + App, to assist Emergency Services to locate you...



Emergency Plus app

'Emergency +' is a national app developed by Australia's emergency services and their Government and industry partners, helping people to call the right number at the right time, anywhere in Australia. ... Triple Zero calls are free.

Android -

https://play.google.com/store/apps/details?id=com.threesixtyentertainment.nesn&hl=en_AU

Apple - <https://itunes.apple.com/au/app/emergency/id691814685?mt=8>

PROTESTS

Chat to Brenton who will summarily dismiss by saying "This is a fun event, hope you had fun".

Why not enhance your experience by tracking yourself around the course using your smartphone or GPS and then uploading the route to Eventor and replay it against others in your class.

Try the [LiveloX](#) app or use your preferred App to record your ride and upload to Eventor.

For a list of permitted GPS devices refer to this list - [Permitted GPS Devices for MTBO](#)

COVID Safety Guidelines for MTBO Events

Prior to the Event

- Entrants, spectators and volunteers are encouraged to install or update the COVID Safe App on their smartphone. <https://www.health.gov.au/resources/apps-and-tools/covidsafe-app>
- If you have any COVID symptoms, do not come.

- Symptoms include...
 - fever
 - coughing
 - sore throat
 - shortness of breath

On Arrival

- Maintain social distancing in the parking area, at registration and on the way to the start area.

At the Start Area

- Maintain social distancing at start area.
- Ground marking will be used to ensure waiting riders are separated by 1.5m.
- Start lanes will be at 1.5m separation.
- Clear/Check/Test/Start units will be disinfected at 5-minute intervals or every 20 starters.
- Start officials will move the maps partially out of the trays or individually distribute maps.
- There will be no re-use of maps.

In the Field

- Maintain social distancing at course control points.
- Take care to avoid physically touching the Sportident units in the field.

At the Finish

- Maintain social distancing at the Download area.
- Download, take your results printout and move away from the desk.
- Leave any hired Sportident sticks or Mapboards in the boxes provided.
- No results will be displayed at events.

As you Leave

- Maintain social distancing in the Parking area.

After the Event

- If you develop COVID symptoms, self-isolate and get tested.

There will be hand sanitizer and alcohol-based wipes placed around the event. If you see them, use them to help promote hand hygiene.