

Christmas 5-Days Report – December 2012

All looking good for a successful carnival.

Entries

Over 400 entries have now been received, including more than 50 internationals. Late entries close Dec 17th. The top 8 ranked men, and 6 of the top ranked women in Australia are entered.

Maps

Map files are now with Jim Russell for setting up in a common format (all maps) and printing on Pretex (only the foot-O maps). The MTBO organisers will print their own maps.

Events

All the clubs seem to have these under control. Day 5 has not quite finalised their maps for printing, but this is being managed.

Publicity

A media release has been distributed to all local media outlets, and I am confident that the chasing start to determine the overall elite class winners on day 5 will attract some attention

Carnival Program

Now published.

Event Procedures

I have circulated pages of instructions of how the events are to run and pages more on using the MT software and publishing the results (this latter prepared by Kathy Liley – many thanks to her). It all looks way more serious than I would like, but we have got the tiger by the tail now with 400-odd entries including most of our top elites, so we need to put on a good show!

Wildfire Risk Management

With any luck, this will be a non-issue! Nevertheless there is a real risk that it will be a live matter needing to be managed. The nature of our sport, scattering isolated individuals through forested areas, means that the key decision is whether to allow people to be in that situation or not. There is little scope for action once competitors are in the field. Decision criteria are in place to shut events down in the event of severe fire danger. Event timings have been set to avoid the hottest and typically windiest times of day. It is at the margin where help may be needed to assess actual risks to competitors and whether these are acceptable for a given day. Contact has been established with a senior CFA officer in Wodonga to enable advice to be taken in this regard on a daily basis.

With respect to the risk of ignition from the assembly area, this seems to be essentially limited to a naked flame (not to be allowed) or a vehicle exhaust. Organisers will consider this risk in deciding on where to park vehicles. In particular, we are hopeful that the Indigo Shire will slash the intended parking area for day 1 for us.