

OCTOBER DOCUMENT 2005

COME ORIENTEERING AT DUNEDIN - NZ MASTERS GAMES.

HOW TO ENTER:

Contact the Games website www.nzmg.com and you can register online. Alternatively, have a registration book posted out to you. Their contact address is PO Box 5845, Dunedin, or email dunedin@nzmg.com

From the President

Myles Thayer

I want to start with a big thanks to Brian Buschl for the Tuesday red-level training. It has been going for a month now and Brian has gathered a small but dedicated group. There has been a lot of fun, some interesting challenges as darkness takes over and just a little competition at times. The exercises have been very helpful and I'm sure everyone who has attended has gained heaps.

As you will see elsewhere the NZ Mountain Bike Champs are on the 5th & 6th November at Naseby. We have special recreational courses available for all levels as well as the championship courses. The entry forms will be available on the club web site this week.

We've had two events this month, the OY at Cuttance and the Tour d'O at Logan Park. I would like to thank Dave Browning for such considerate planning so that oldies like myself weren't faced with too much climb. I thoroughly enjoyed the event and with such mild weather everyone else seemed to be having a good time too. The Tour d'O at Logan Park was very entertaining and with such a variety of courses and choices there was something for everyone. There was, of course, much mud and with visiting start/finish five times lots of tales of "what might have been" and "what should have been". Many thanks to Dion Kennedy and Jesse Robertson.

Lastly, best wishes to all those going to the Southland Champs this weekend. We look forward to your reports in the next DOCUMENT.

FROM THE COMMITTEE

Nick Mortimer

The committee met for its regular monthly meeting on Wed 21 Sept and this is a digest of some items that were discussed. Ben and Jackie Ludgate reported that the Club is in its usual sound financial state.

Michael Wood has completed the Naseby MTB-O map and planned the courses for the mountain bike weekend on 5 and 6 November. Entry forms will be out soon.

Brian Buschl's ongoing Tuesday night coaching evenings have been a great success. Email Brian if you would like to be notified of what's coming up.

The dates for local events for early 2006 have now been finalised (see separate table). Genevieve Webb has taken over from Annie Grant as the Event Coordinator. Contact Genevieve if you would like to volunteer to plan, control or organise any of these events -

before she contacts you! It was reported that perhaps in this past year some of the Short Red courses had been too long and some of the Long Red courses had been too short. Also some of the Summer Series Orange courses were too red. Comments anyone? We will mention this to next year's planners and controllers.

Orienteering is again featuring at the Masters Games in Dunedin in February. Robert Scurr and others are making a new orienteering map of the Otago University campus. The Masters Games events will consist of a sprint-O on the campus map and, on the following day, a classic event at the Pyramids. For non-Masters Games people, club events will be held on the same maps immediately following the MG events. **Early Bird entries close 31 October and by entering you have a chance to run with Peter Snell.**

The School Series will be held in conjunction with the Summer Series on Wednesday evenings from mid-February to mid-March.

On the equipment front, the committee agreed that Dave Browning should buy 40 new flags to replace some of our existing tattered and faded stock.

Finally, Internet fans will have noticed the DOC website was out of action for a couple of days at the time of Hurricane Katrina. It turns out that the club's Internet Service Provider is (or was) based in downtown New Orleans! We're back up and running again though.

MORO MARATHON SEPTEMBER 2005

Jackie Ludgate

While orienteers were out enjoying the OY at Cuttance Block on Sunday 11th September, other members of the club were "enjoying" the Dunedin marathon and half marathon. A quick flick through the results gave the following results (sorry if others have been missed out):

Full Marathon: Antoine Arcand 2:50:13 (and 5th overall), John McKinnel 2:57:31.

Half Marathon: Aaron Searle 1:27:05 (and a stereo as a spot prize!), Tane Cambridge 1:28:05, Ciaran Thayer 1:35:34, Anne Saupe 1:51:17, Jackie Ludgate 1:58:02.

Well done everyone!!

Tane's 2005 European O-Trip

Part 2

O-RINGEN

The Swedish part of my trip began with a flight to Stockholm, which I slept through most of, as I had only 2 hours sleep the night before. I had a 5 hour wait in the airport before I caught a plane to Jönköping, a 45 minute flight to the middle of Småland. From the airport I was picked up by Jenni Adams who was staying in the town. At their place, I along with Martin and Simon camped on the floor. They were very good to us, feeding us and even giving us a ride to the event in the morning.

Our first day at O-Ringen was actually the 2nd day of competition; we had missed the first day due to travel. It was really like nothing else I had seen before. Hundreds of people just everywhere.

I started my run not knowing what to expect, and bang! made a big mistake on the first control - Sorted myself out again and was going really well. I was really enjoying it, being able to run for a change as it was so flat and good not to have all the pressure of JWOC. I made another silly mistake in a swampy area and then began my run to the finish. There was a series of controls spaced over about 1km to stream the steady flow of people flowing into the finish. This part I really enjoyed and even got a fastest split. There was a bridge to climb over to get to the finish chutes, which was nothing like the hills in Switzerland. The spectators could go underneath; I just flew over it and had about a 100m sprint to the finish.

After the days event we encountered our first taste of the Swedish rain. Jenni and Carsten offered us a ride to our camp site at the event centre in Skillingaryd. We sorted out the administration of the event fees and race packages etc and they dropped us off at the camping area. We walked across the road hoping to find some sort of a clue as to where our campsite was, and decided it was near impossible without looking at a map on the internet, so we found the nearest patch of land. It turned out that we were on the bottom corner of the Västerås club circle. They didn't mind but took great interest in watching and laughing at us pitching our tents in their club circle.

Next day we woke up really early with the sun rising and tents quickly heating up. Tuesday was a rest day so we spent most of it just mucking around the event centre and avoiding the rain.

Wednesday we were back into the orienteering, with a rather hilly course for that area in Sweden (120m of climb over about 9 kms). I made a rather big mistake on the second control and pottered about the course in about 90 mins about 5 mins behind Martin. I had no problem with the physical side of the course, just the technical side, and again I had some respectable end splits. The terrain here was as close as Sweden got to New Zealand type of terrain with pine forest on typically rolling hills.

Day 4 of O-Ringen was the classic distance; my course had 10.1 km and a 3 km walk to the start (3 km walk was typical of all days). The terrain was reasonably flat with some steep parts. My tactics for today were to take it easy and slow down as much as I could. It took me a few controls to get into a rhythm. When in rhythm, everything went well, then the terrain changed and got a lot steeper, the ground underneath was also heavy in iron content and my compass played up a bit, and I made a series of costly small mistakes but finished strong once again.

Because we missed the first day of competition we could not compete in the official chasing start, so we all had late starts. The event centre was just across the other side of the road so we could have a long sleep in. As it turned out a lot of our grade had not made it to the first day and a lot were there in the unofficial race start, which was also a chasing start in random order.

I was the last starter in the grade so I had the best position possible. It was a lot more like the very flat first day beginning at the edge of a swamp; I again followed tracks made by others in the wrong direction, and made a bit of a blur on the first control again. From then on I went hard and fast orienteering really cleanly. I was keen to have a decent result at least one of the days and this was my last chance. After a long route choice leg I made a 2 minute mistake and quickly fixed it. By this time I had caught a large train of people and managed to catch time up again very quickly. I passed this group and caught another guy who I ran with for a while before dropping him when he made an error. The next group

wasn't far away; quickly. I ended up running with them. I stuck with them while keeping an eye on the map and terrain. They were running just a little slowly for me so after finding a 'hit or miss' control in the middle of a field I was off like a rocket and flew round the next 3 controls, nailing every one of them. A quick sprint across the sand to the finish and it was all over - the conclusion to the orienteering on the trip.

I had heard that in the past it took a while to get used to the terrain and it was the same for me. My results went from 40th to 32nd to 27th and then 13th on the last day. Martin won on the last day being 5 minutes faster than me.

The Trip Back

After our races the clean up began, we had a few last minute purchases to make and then we packed up our tents and other stuff before it rained. I, like Martin and Simon hadn't realized that it was quicker to fly from Copenhagen. They had flights from Stockholm and I had a flight right from Jönköping the next morning. We decided that we would have to take the last train through Skillingaryd to Jönköping the night before. So we walked out of our campsite at about 9pm to catch the 9:31 train and so began a 57 hour journey home.

We got in to town about 10:30pm, Martin and Simon had a bus to catch at 1:45 am. We waited at the bus station until we got kicked out. I had to find a bus that went to the airport but discovered that there was no such bus that early in the morning, so I waited with the others. As it turned out there was an American guy who also waited with us. He was to catch a bus at 3:30am. We saw them off and waited in the darkness out in the open until his bus arrived. I caught a taxi to the airport at about the same time. I arrived at the airport which, not surprisingly was closed, so I waited outside in the early morning light dozing on a bench until 5:20 when the terminal opened.

I boarded my plane and flew to Copenhagen where I had an 11 hour wait for a flight to Amsterdam. I slept most of the morning, catching up what I had lost. I had a long wait in the afternoon and even walked through customs just so I could say that I had been to Denmark. Here I checked in again pretty much straight away. The Check in assistant said to me 'make sure that you pick your bag up in Singapore'.

I boarded my plane and flew to Amsterdam. I had a few hours wait in Amsterdam before jumping into a very full 747 to flight to Singapore. I arrived in Singapore, and knowing that I had a 5 hour wait because of the Air NZ strikes, I went to find my luggage and then realized that I would have to go through immigration if I was going to be able to collect my bags. I tried to find a way to get my bag without going through, so after talking to a woman at the customer enquires desk for KLM I was told my bags were already checked through and didn't need to worry.

After sorting that out we made our way to the next terminal and Tessa discovered that our original flight before the strike was still flying under a changed number so we went and checked it out. Sure enough it was still going, so we changed all our flights back to what they were. I specifically asked about my luggage and was told it was checked all the way to Christchurch which I thought was a bit weird. I expected that I would have to pick my bag up in Auckland. We jumped on a direct flight for the nine hour trip to Auckland. We arrived in Auckland to find that Ross had also made it on to the same plane and we never saw him. I went through immigration; then had my hand luggage searched for fruit, while waiting for my bag to come around on the conveyor.

After a while I realized that it wasn't there and wasn't coming, which didn't surprise me. I sorted it out and found that nobody knew where it was. I went through customs without my bag, then through to the domestic terminal and on a flight to Christchurch. I arrived in Christchurch at last, with a welcoming committee, to whom I had to explain that I had no bag for them to carry! I'm not sure, but I am guessing it was in Singapore. Two separate buses to the hall and I was back.

My bag arrived the next day; it even got a taxi ride from the airport!

After 56 and a half hours of travelling it was really odd to be back. It took me two weeks to get over the jet lag completely. I had this strange feeling that it was the evening when it was lunchtime and got really tired between 4 pm and 8 pm.

Now it all seems like one big dream.

PLANNERS REPORT - Cuttance OY 11th Sept 2005

Dave Browning.

I always thought that the Cuttance Block would be a hard map to set OY courses on – and this proved the case. Vehicle parking is an issue with this map and I saw the eastern end by the McLeods farm as a clear piece of road where we could park safely. Also that end of the map has really only been used by the Long A courses in the past.

Red controls are usually easy to site on a forest map, but the Orange and Yellow courses were to be the problem. Course lengths are always difficult and I always use 2 methods to try and get the correct course lengths. Firstly I always analyse previous results on the map for km rates of the various grades. Hence the importance of recording and **always** publishing the results of **all** events with course **lengths** and **climb**. Secondly, whenever possible I run one of the Red courses after I know the area and the control sites. I pick my best guess route-choice and apart from my lack of fitness this will give me an indication of the perfect run. I then use this km rate to balance against whatever course it is and the others I know will be running. For instance on the Short Red I will use my time and km rate to judge how the ladies will go, probably slower than me even if they did the perfect course. In my opinion you must place little regard to the actual length of a course as measured off the map and be guided by how you and previous competitors have handled the area to arrive at a course **time** that is within the OY guidelines. I might add that the Short Red, particularly in forest, is the course with the greatest spread of orienteering and running ability ie from the fit fast juniors to the older men and usually slower running ladies.

When I ran the "perfect" Short red course in 56mins I knew it was too long!! I still think, on the day, the shortened version was a fraction too long, but there was really no way to cut it back without loss of quality. The Long Red was too short by about 1km or a few more controls. The Yellow and Orange were what they were – I was fixed by the fences and creeks that existed. I was worried about these 2 courses but was happy with the results. Apart from the up and over the hill at the beginning the courses were generally flat and the control sites obvious. I was really happy with the use the White course had. Sorry about the horses and cattle destroying the control on the top of the hill (repeatedly).

I had the comment that the remote start sheet system was not necessary. Had it been a shitty day with a strong cold wind this system would have stopped the problem of a wait for a start out in the open (always happens on the Short Red course.) I will always be using this start system where possible as it also takes the pressure off the starter.

My thanks to Judy as organiser and Anne as Controller. Also thanks to Barrie for the maps and to Bunny, Jane C, Ian, Dion, Bruce McLeod, and Jim for their help on the day. Also to Robert for his help on Saturday and to Brian B and the training squad who hopefully collected most of the controls on the following Tuesday.