Course Setter Duties

The course setter designs courses to satisfy the respective winning times for the style of event to be run.

Pre-requisites are:-

- Map folder
- Map of the area
- MTBO Guidelines (winning times)
- MTBO Course Setting Guidelines
- Event Date
- Event Type
- Previous course maps
- Previous results
- OCAD Course Setting software or CORPSE software
- Windows PC

Steps

Obtain a copy of the most recent base map and previous course maps from the Mapper or Organiser

Ask the Organiser what style of event is being planned… Sprint. Middle, Long, Score, Scatter.

Check on the winning times for the style of course in the latest Australian MTBO Rules and Guidelines.

Ask the Organiser where the Assembly, Parking and Finish are planned to be situated.

Plan some draft courses. Start with Course 5 (easiest/shortest).

Visit the site and check that the tracks are as per the map. Send any updates to the Mapper.

Refine your courses and then pass on to the Controller to check them.

Once approved, tape the control sites. Write control number on end of tape.

On the day before, place the controls.

MTBO Course Planning Guidelines

Navigational Standards

There are two standards of navigation in relation to MTBO course planning, easy and hard.

Planning aspects common to all forms of MTBO

1. Fairness is paramount. i.e. minimize the possibility of riders taking unmarked tracks and short-cuts. Riders are not allowed to ride off tracks, except on areas of mapped yellow and sometimes grey, if the event organizer permits such action.

2. Select an assembly area which provides plenty of room for car parking and pre-event preparation. Be very careful about using tracks in the assembly area as part of the courses. Safety should be paramount. Marshals maybe necessary.

3. Ideal finish is slightly uphill. Also allow sufficient distance for riders to pull up safely.

4. Avoid legs that encourage riders to ride down single or narrow tracks in opposite directions. Not an issue on wide roads with good surfaces.

5. Avoid legs that could bring riders into conflict with private land-holders, or environmentally sensitive areas, such as marshes or erodible tracks. Planners need to be aware of requirements of land managers.

6. Crossings of major roads should only occur on straight stretches of road, with good visibility in either direction. Placing a control just prior to the road crossing is a way of slowing riders down, before they go out onto the road. Sometimes a marshal maybe necessary.

7. The course is measured on the 'shortest possible track route' NOT 'as the crow flies'.

8. Climb is the number of contours crossed on the optimum route, and is expressed in metres.

9. Control markers are hung beside the track so that riders do not have to leave the track, or dismount, in order to punch. I.e. not too high, or too low.

10. Provided that the control marker is hung accurately (for distance), the marker can be hung anywhere along the track. i.e. it is not necessary to hang the marker on a definite feature.

11. The start triangle should be a definite point, on the map and on the ground.

12. Courses should generally run in the same direction.

13. Wherever possible courses should be set to minimize the element of luck.

14. Courses are set to achieve certain winning times applicable to age categories. Looking at past results in similar areas will provide information to calculate the course length required.

15. The terrain and its track systems really dictate what sort of course you can set. Divide the map into areas, bland areas for long legs, steep areas for route choice and detailed areas for short legs.

16. Controls should not be closer than 100m on a 'linear' feature (straight track segment).

Be constantly aware of the speed of the best bike riders and how that speed can affect the safety of other riders.