

10th World Rogaining Championships 2012

Organizers' Report

August 2012

Our WRC 2012 course is virtually planned; all the checkpoints have been marked and inspected by vettors. All of them say everything is prepared to put the flags and the SportIdent electronic punching points to the forest and the event can be started.

General

The race area is bounded by roads Oloví – Kraslice - Klingenthal – Eibenstock in the west, Oloví – Vřesová in the south, Vřesová – Nejdek – Johann-Georgenstadt – Sosa in the east and Sosa – Eibenstock in the north.

There are many marvelous places in the race area, nice rocks formations, moors, bogs and plenty of spectacular view points.

Chartered bus from Prague to Přebuz

Parking time at both **bus stops (Bus Stop Dejvicka and Prague Ruzyně terminal 1)** is limited. Make sure you arrive at the bus stop in advance. Look for Tomas Svihla (mobile: **+420 603 280 843**), the contact person responsible for the chartered bus from Prague to Přebuz. Mind he is not able to put the watch back!

White bus labelled with the WRC 2012 sign will arrive at the Bus Stop Dejvicka at **16:45** and the departure time at **17:00** will be kept. The departure spot is situated on the southern side of the Evropská Street (the right side when you are travelling from the Prague Airport). See Google maps: <http://goo.gl/maps/8mF07>

The departure spot at the Prague Airport (Terminal 1) is situated at the Parking lot P1 (short pick-up parking):

<http://goo.gl/maps/8mF07>

The bus may be little bit delayed due to heavy traffic, but the driver will try to leave the Airport as soon as possible. Be on the spot in advance - the departure time at **17:20** will be kept. Contact person managing the passenger pick-up at the Prague Airport is Miroslav Fanta (mobile: **+420 724 970 427**).

Chartered transport from Karlovy Vary to Přebuz

As we have already announced, organizers will arrange car transport from the **Bus Terminal in Karlovy Vary**. The departure spot is situated nearby the Train Station Karlovy Vary Dolni nadrazi, see Google maps: <http://goo.gl/maps/rQZx1>

We will do our best to keep the announced time schedule.

In case of any problem call contact mobile: **+420 737 545 223** or **+420 603 844 690**.

Event Centre

The event centre is a meadow close to a town called Přebuz (25 km to the northwest from Karlovy Vary). This is almost right in the centre of the race map, providing course access in most directions. There is a large grass area for camping, parking etc., but some adjacent meadows will be marked as an out-of-bounds area, see the plan of the WRC 2012 event centre: http://rogaining.cz/wrc2012/files/WRC_2012_Centre.pdf.

The camp will be open from Thursday 30 August 2012 12:00 noon to Sunday 2 September 2012. All participants have to leave the camp no later than on Sunday 10:00, meaning that overnight camping from Sunday to Monday is not allowed.

Showers

Showers provided by Czech Army will be available:

- on Thursday 16:00 - 18:00 and 20:00 - 21:30
- on Friday 18:00 - 20:00
- on Saturday 11:00 - 13:00 and 13:30 - 15:00

WRC 2012 catering

There is only one restaurant in Přebuz (limited offer of seats and food), no grocery or any other shop and no petrol station. Nevertheless all participants will be able to buy meal or basic foodstuffs at a stand at the event centre.

Menu and information about services provided in Hash House are available at the WRC 2012 website: http://rogaining.cz/wrc2012/files/WRC_Menu_en.pdf

Relief

Hilly terrain of Krušné hory (Ore Mountains/Erzgebirge) along the Czech/German border with elevation from 550 to 1018 m above sea level. Přebuz is at 900 meters elevation. There are plenty of pretty steep slopes where you won't be able to run or walk, just climb, and where you should be careful while descending, especially if it is wet. Pay attention, especially during night time, when approaching a rock quarry.

Vegetation

The major part of the WRC race area is covered with mixed (coniferous and broad-leaved) forest with various levels of passability (further info in the chapter The Map). Owners of the forest determined rules for both organizers and competitors, e. g. banned enter to fenced areas and enclosures, nature preservations, private and out-of-bound areas. Minor part of the map is covered with mountain meadows, farmland and pastures. Mind stock can be met at pastures. Some of these open areas are covered with high grass.

The Map

The map has been prepared in OCAD, the map scale is 1:40 000 (25 mm/km) with 10 m contours (50 m index contours are drawn bolder). The orientation is magnetic north along the major axis and magnetic north lines are overprinted at 2 km spacing. The map is approximately B2 sized (430 mm × 600 mm) and is printed on Tyvek. This is a waterproof material almost impossible to tear, but due to its porosity the picture in the map may become illegible when stained with mud, etc. For the wet race area it is recommended to protect the map with further layer (transparent adhesive tape, plastic bag...). A3 format plastic bags will be available at the WRC map handout.

As a base map we used topographic base map, aerophotos, orienteering maps and for the area to the south from the Czech – German border (larger part of the map) we utilized Laserscan data. Laserscan technology provides precise depiction of contours, roads, tracks, water courses and partly vegetation. In general the Bohemian part of the map is more detailed and precise than the German one. Contours are always reliable, but in Germany they are not as detailed as in Bohemia.

Of course the base map was checked and corrected by on-site fieldwork. We did our best to provide a reliable description of the terrain, especially in the surroundings of checkpoints. Nevertheless there are plenty of roads, tracks and trails in the race area and it is impossible to squeeze them all into the map. Generally, major tracks should be all marked on the map, but some tracks or narrow rides are in the map and some are not (decision was usually taken after a discussion of cartographers, course setters and course vettors). Therefore you should always check your position by other clues as well. Forest communications are often marked by strips on trees (red in

Germany, white in Bohemia) or even by numbered signs on crossroads:



Narrow ride strips and sign in Germany (red strips) and in the Czech Republic (white strips)

Some rides are old and are disappearing so they can be hard to notice even during a day. Sometimes undergrowth is reducing their passability. Only distinct and long rides were mapped (decision up to cartographer, course setter/vetter).

White colour stands for open areas (meadows, pastures and fields). Some of these estates are bounded by simple electric fences (not mapped), with care relatively easily crossable.

The rogaining map does not reflect passability. Green colour on the map usually stands for high-grown forest. Yellow colour stands for various types of younger vegetation including clearings, thickets, semi-open terrain or areas covered with scattered trees. Sometimes you can cross the light green areas easily, sometimes they are almost uncrossable. Mind that passing through the mountain forest abounding with plenty of thick bushes, fallen branches and water-soaked ground is very demanding.

Special map symbols used in the WRC 2012 map are explained in the map key:

http://rogaining.cz/wrc2012/files/Map_Symbols_WRC_EN.pdf

Out-of-bounds areas

There are some out-of-bounds areas that will be marked on the map. There are plenty of nature reservations that are indicated on the map with symbol of Out-of-bounds area and in terrain their boundary is marked with signs and strips on trees as well (yellow-blue in Germany and two red strips in the Czech Republic):



Nature reservation boundary and reservation sign in Germany and in the Czech Republic

Entering of any Nature reservation is strictly prohibited and will be punished by disqualification of the team or even by a fine! Besides inside of some reservations there may be impassable marshes and crossing them can be dangerous!

Some fields and pastures where we weren't allowed to enter are in the map marked as restricted areas as well, settlements, farmsteads and private areas are also out-of-bounds. It is not allowed to enter any fenced areas and enclosures and even cross any area bounded in terrain by a plastic red-white strip. These strips usually mark boundary of young tree seedlings protection areas or even dangerous undermined area (potential threat of caving into an old mine):



Tree seedlings protection area

Checkpoints

To this end, we have chosen, visited and marked 69 checkpoints; their codes will be between 31 and 99. Potential point result in case of visiting all check points is 4170. The check points will be marked with orienteering flags (red-white flag of size 30x30 cm) and SI unit (electronic punching unit), both fastened to a tree with a strong plastic strip:



An example of a check-point

At some places a standard orienteering stand will be used. Examples of the flags can be seen at the official training before WRC 2012.

Punching System

Electronic SI (Sport-Ident) system will be used at the race.

Drinking Water

In the race area there are plenty of running streams providing sufficient supply of fresh water therefore organizers won't provide any water points in the race area. It is recommended to avoid of refilling your reservoirs nearby human dwellings and below a stock pasture. Few remarkable water sources (spring, well...) are marked in the map by blue circle and blue letters WP1, WP2...

Exposure and Clothing

During summer season you can expect warm sunny weather, daytime temperatures 20-25°C, night-time temperatures 5-15°C, medium probability of rain. In relation to the high altitude and mountain character of the race area be prepared for a small chance of sub-zero temperatures (esp. overnight), possible windy weather, storms and hail even at this time of year. We will do our best to provide you with more accurate weather forecast before the race. Maybe you won't need it, but be prepared to bring with you a good weatherproof parka, and several layers of thermal clothing such as polypropylene and fibre pile fleece. It is unlikely that you will need to carry this with you during the race, but have it available at the event centre just in case. The most suitable fine-weather clothing you should carry is two polypropylene layers for the upper body, a windproof parka with a hood, and maybe a cap and gloves (only when a freezing night is forecasted). As the terrain is wet, we recommend to carry several pairs of socks and change them during the race or visiting of hash house in order to change wet clothes (shoes).

Good luck,

Jan Tojnar and Miroslav Seidl
August 2012