

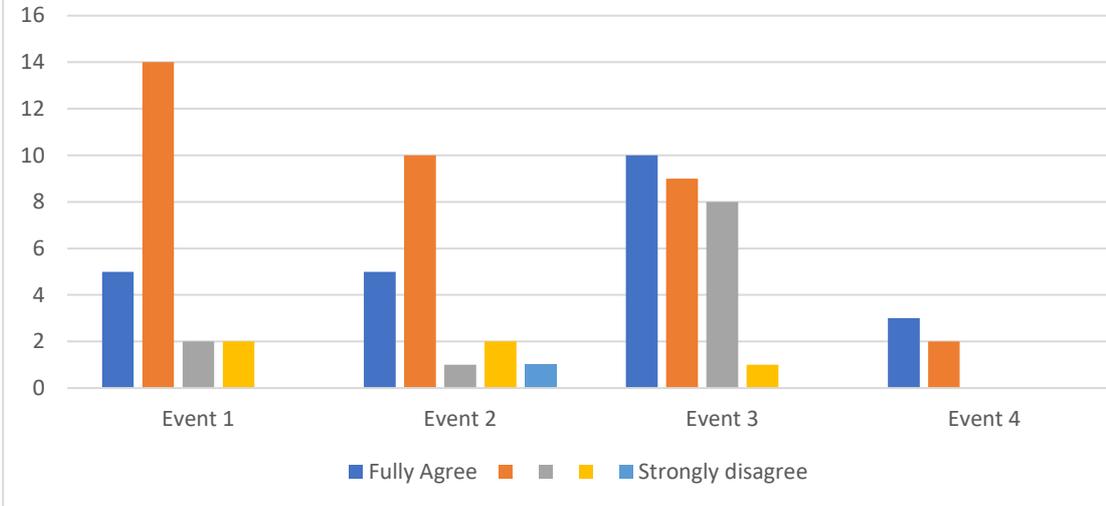
# EVENT EVALUATION 2018

<b>Event 1</b>	<b>WMMTBOC 2018 in HUN</b> June 2018 Mass start, Sprint, Long. Middle, Relay Responses total: 23
<b>Event 2</b>	<b>EMTBOC/EJMTBOC/WCup 2018 in HUN</b> June 2018 Mass start, Sprint, Long. Middle, Relay Responses total: 19
<b>Event 3</b>	<b>WMTBOC/JWMTBOC 2018 in AUT</b> August 2018 Mass start, Middle, Relay, Long. Sprint Responses total: 28
<b>Event 4</b>	<b>MTBOWCup in POR</b> September 2018 Middle, Long, Sprint Responses total: 5

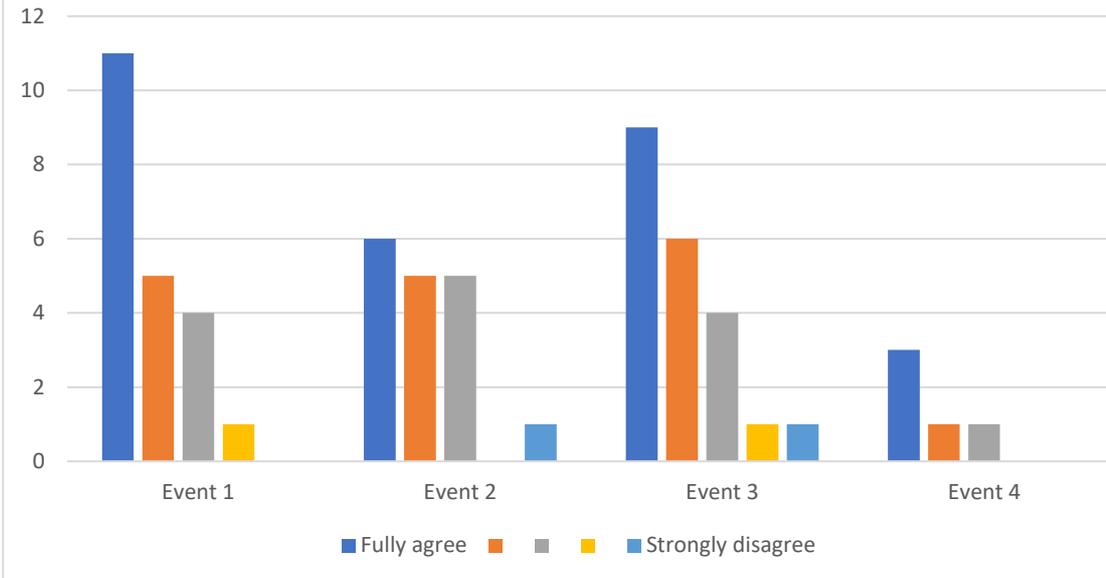
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### 1. Information before the event and communication with organiser

All information about the event was easy to find and understand and was given in time. The organiser's website was user-friendly and contained all necessary information.



The organiser answered inquiries promptly and competently.



#### Comments to this section (Information before the event):

**Event 1:** All info available through FB. // Mobile friendly website would be appreciated // All bulletins were late. In order to book accommodation that's a pity. // The website had all the information however it did not format quite right for viewing on a phone. Quick replies to emails. // I asked no questions so really can't assist on that one

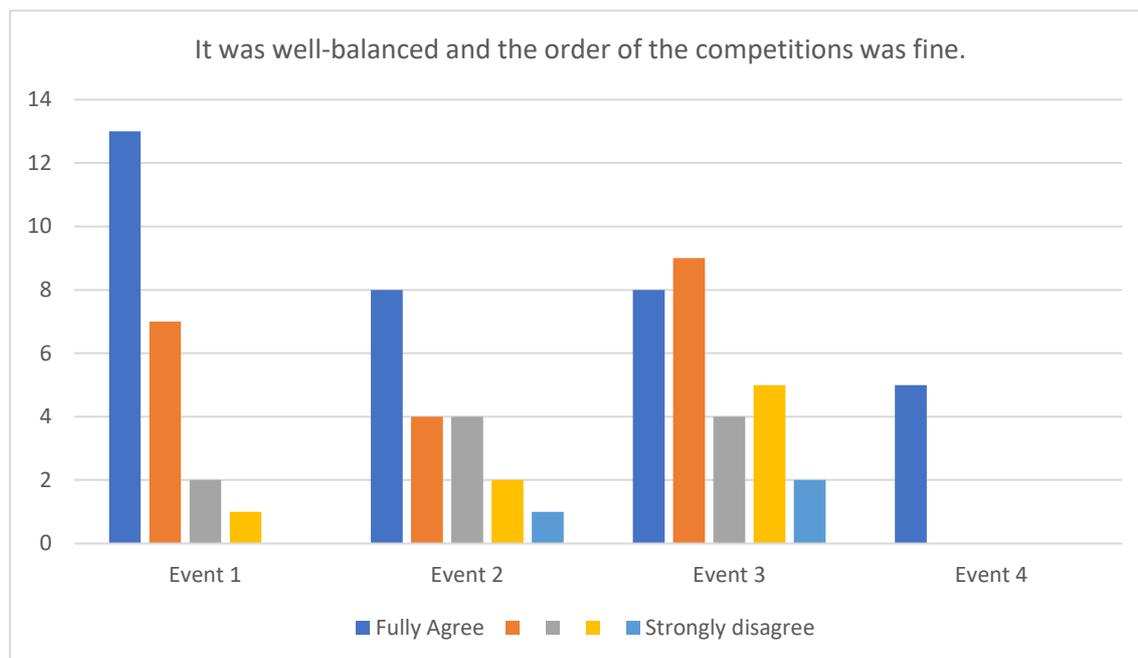
**Event 2:** Miklos and his team were very helpful with out of order problems and solved extra needs fast! // Didn't have any queries prior to event // I wasn't in touch with the organiser before the event, so I don't know

### Event 3:

Main problem was with knowing what training was available in the week before WOC, which is an ongoing problem for non European countries. Luckily my suggestion to use Bad Voslau was utilised but was stated quite late and the Russians, who we were going to train with, had already booked accom for the full week near Villach. (Thanks to Tobias Micko for great training at BV). I believe the MTBO WOC rules/guidelines should say that 7 days of training opportunities & up to date maps must be made available to teams in the week before WOC. Otherwise it is a very unfair to non-European countries. Again this year, 2 of the 3 maps provided at Villach for training were quite old and out of date, with missing or overgrown tracks, which made training hard to plan. Information about the public races was very late in getting posted - if promoted earlier WOC can get more spectators through this. Before entries are due it is important to know what times these events are being conducted, as team officials cant do events before/during WOC and must be back in time for team leaders meetings afterwards. Timing was actually good this year. Also no-one knew that there were prizes to race for...needed more info. // Staff has learned a lot during the week of the worldchamps, in the beginning staff members were not prepared to the requests of athletes and coaches.

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## 2. Event programme



### Comments to this section (Event programme):

#### Event 1:

Maybe both long distance and mass start is one to many. // 5 consecutive race days seem to be quite a lot to compete on high performance level. // In order to shorten the WMMTBOC, the unofficial relay is wrong. Drop it and have focus on the four official competitions. // It was a tough schedule with a race every day for 5 days without a rest day. This was especially true after the wet Long Distance, but it was the same for everyone. // I prefer a warm-up event followed by: Sprint, Middle, Long and Relay in that order. Relay preference is for the 2-person, 4-leg Mixed Sprint either for the warm-up event (as in 2015) or Relay (as in 2017) // I miss a Friday // It is always on account of masters events that the EOC or similar events such as WOC etc., receive higher priority both in organisation, information and probably work hours. However, the masters events generate a lot more income and should be taken to a higher priority level. Maybe having a separate crew responsible just for the masters events. In Hungary this was solved much better than in Orléans a year ago where the masters events were just treated as "side-orders".

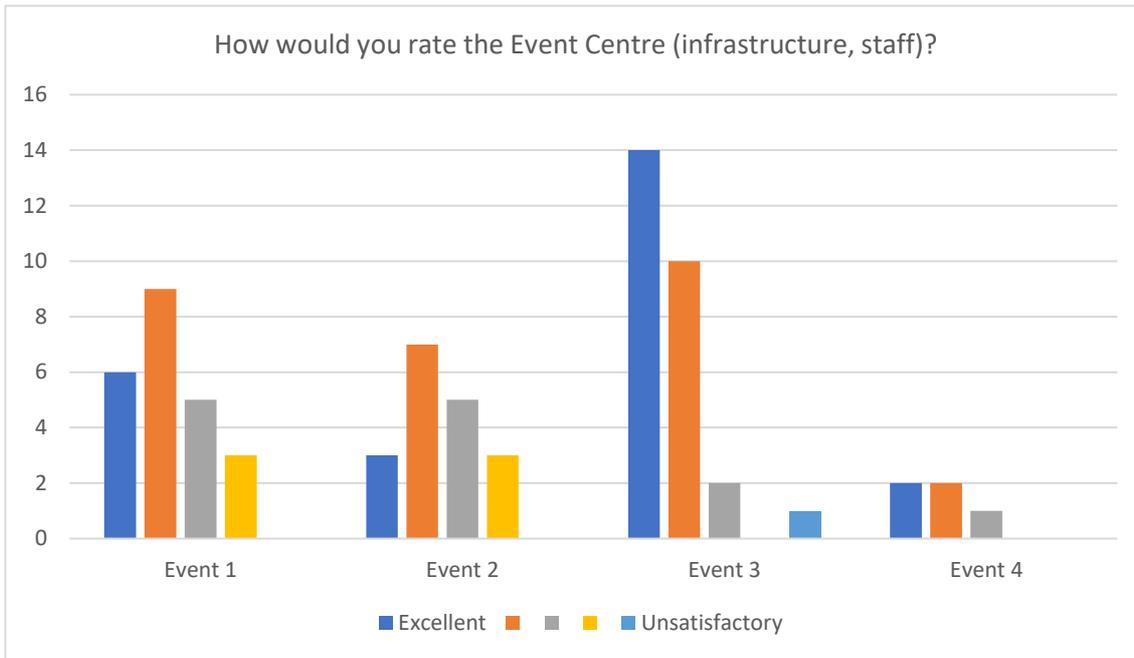
#### Event 2:

The start times and courses were set good so not too many riders crossed each other in the competition (especially important in the sprint!) // It was good to have fewer riders in the forest at the same time, but it made travelling arrangements harder as elites and masters were travelling together // I want to suggest that from a sports scientist view should be in the order from shorter to longer ones... e.g. sprint-middle-long distance // The sprint area was great. It was a shame that there was no elite sprint. No clashes with the masters for a change.

#### Event 3:

Next time start on Monday and not on Tuesday. // Der Rest Day war genial um wieder einen freien Kopf für die nächsten Rennen zu bekommen und es hat auch die ganze Anspannung bei allen gelockert! // The relay should be the last competition // This sprint at the end wasn't such a good idea for me after few hard races // Long must be the last competition. // Having the sprint after the long was bad timing. Rest day mid-week was good. // Long distance before Sprint distance is a NO GO and Relay should be the end of a championship // Last race should be on Saturday so that competitors don't need to take an extra day off from work the week after for travelling home. If it is necessary to have a race on Sunday make it on the Sunday before and not at the end of the week! // Relay could have been on the last day. // I have no problem about not having the relay as the final race but please don't do a sprint after a long distance.

### 3. Event centre



#### Comments to this section (Event centre):

##### Event 1:

very poor bike wash organisation // More bike washers were needed // To far from where people stayed // Bike wash was a disaster - without suitable equipment and supervision. Was it so hard to rent a few pressure-washers? Waiting in queue for over 3 hours after long distance has no excuses. // Appropriate size and equipment. // All the staff were great, helpful and smiling. The infrastructure were less great. // Event centres were good. Enough to toolets and showers were a bonus. All the volunteers were super helpful such as passing on car keys in quarantine. Clever badge scheme showing languages spoken. // The masters riders often come together also for the social aspect of the WMMTBOC. This event center was anti-social for opportunities to mingle with other master folks. (A little outdoor "bar", many people living far away.) // Should plan some slitter for water, to 4 till 6 bikes in paralel

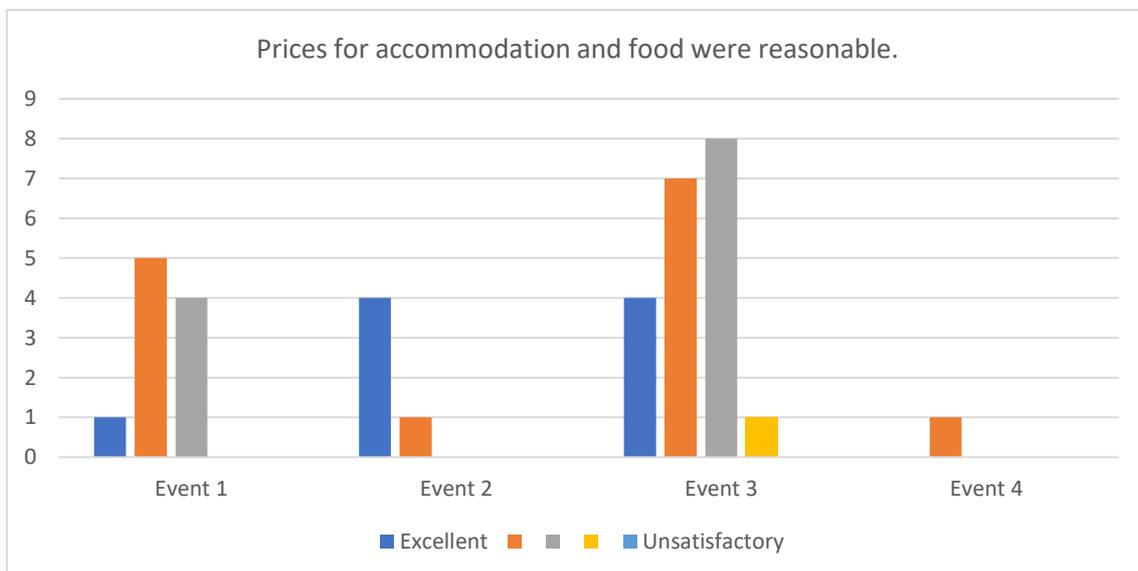
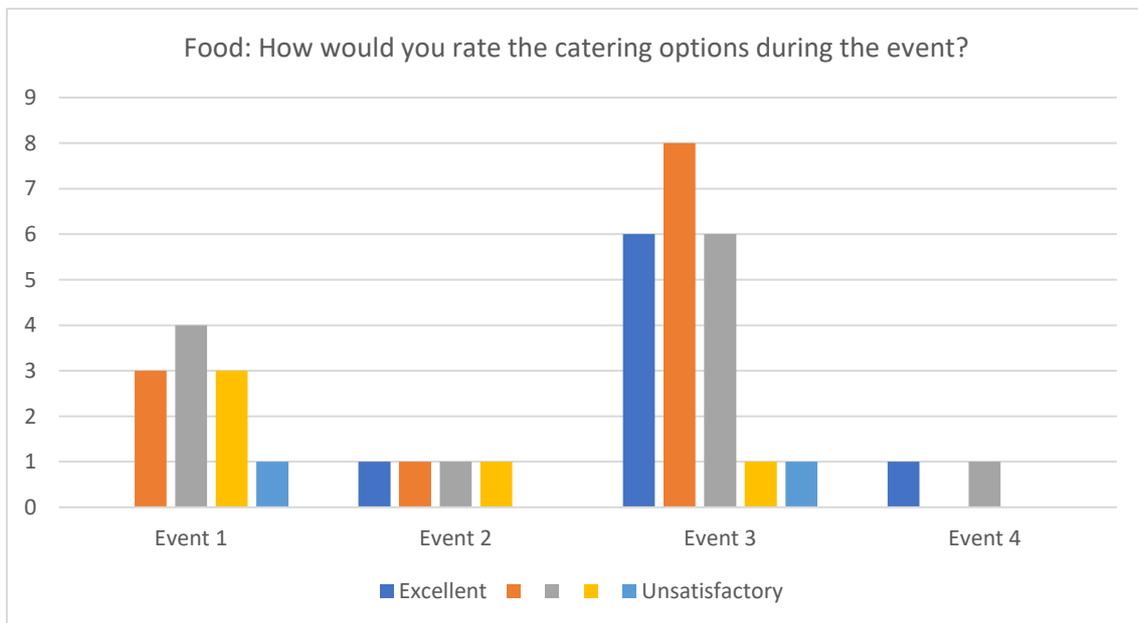
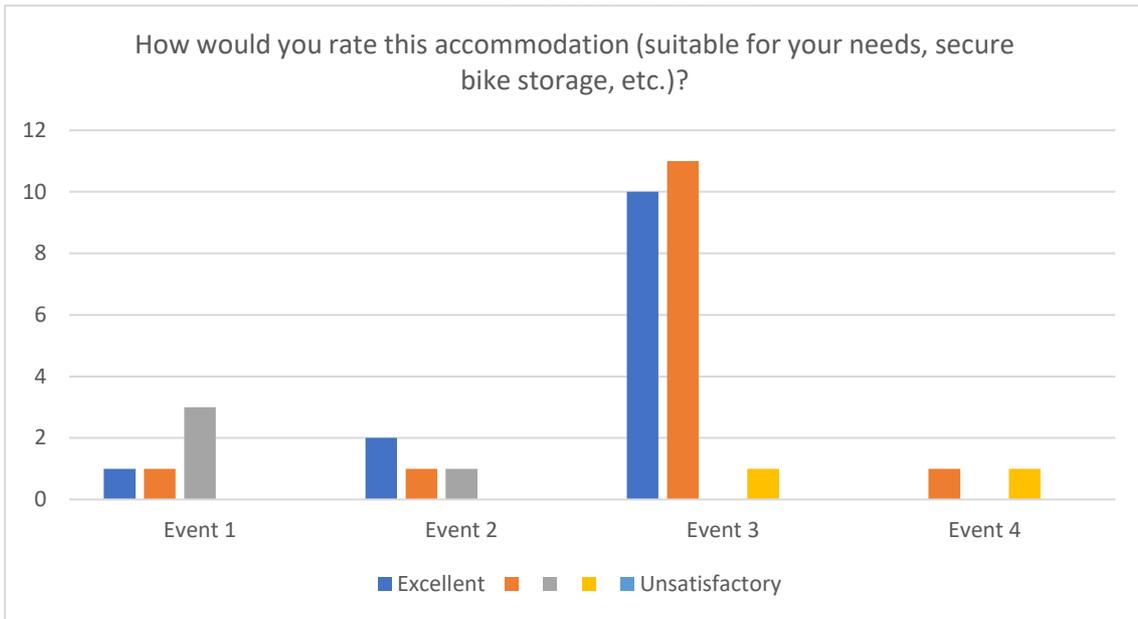
##### Event 2:

It was great that the accreditation of the Staff members showed their speaken languages // The quarantines weren't looked for very good // Could have done with more bike wash facilities // It shouldn't happen that the EC has to be moved only a few weeks before the event. Teams book their accommodation according to the location of the EC. Just one bike wash station at the EC wasn't enough, especially not in these muddy conditions. Helpful staff at the EC.

##### Event 3:

Es war sehr sehr cool dass alle Athleten gemeinsam gewohnt haben so hat man die Athleten der anderen Nationen besser kennen gelernt! // It was nice that the nations could all be at the same hotel // Was great except for the food, which was bad in quality. It is nice to be able to accommodate all teams in the one place with a range of accommodation types, from single rooms, dormitories to camping. Staff were fantastic ...some people did multiple jobs every day, and all in a friendly manner. And some were foot orienteers only. The other issue we had was people were drinking outside the eating area and talking loudly, thus preventing riders in that area from sleeping. Given the hot temperatures they needed windows open and the noise went straight up. I asked staff to move them inside / elsewhere before the first night of competition but they wouldn't even consider it until after 10pm. Before the rest day the noise went on until 12.30am when I went down and asked people to move. In our case riders spend thousands of euro to race at Worlds and deserve to be able to get a good night's sleep. // At some times when the Event Centre should have been open nobody was there. // Not enough staff checking the gps tracks // Great event centre, friendly staff

#### 4. Accommodation and food



## Comments to this section (accommodation and food):

**Event 1:** We were almost only bikers at the hotel, recommended by the organisers. Luckily we solved the bike storage. // Very poor offer of meals. No availability after the long distance race. // I didn't use the accommodation and the catering at the events was not great thus not used much by us

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**Event 2:** The food wasn't really suitable for sports people.

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**Event 3:**

Price of voucher was 8 EUR per lunch but the prices at the Competition were cheaper (Kaiserschmarren: 7 EUR, Gulasch: 4 EUR) - why? This was usury! // Ich fand den gemeinsamen Speisesaal genial. // Accommodation was nice, bike storage was average and the food especially dinner was not good. // Bit expensive I thought // Bike storage was not what I would consider secure. At all. However, it was great that everyone could stay at the same place, and that the prize giving was just 200m away.

The food wasn't very good. More often than not it only tasted of salt.

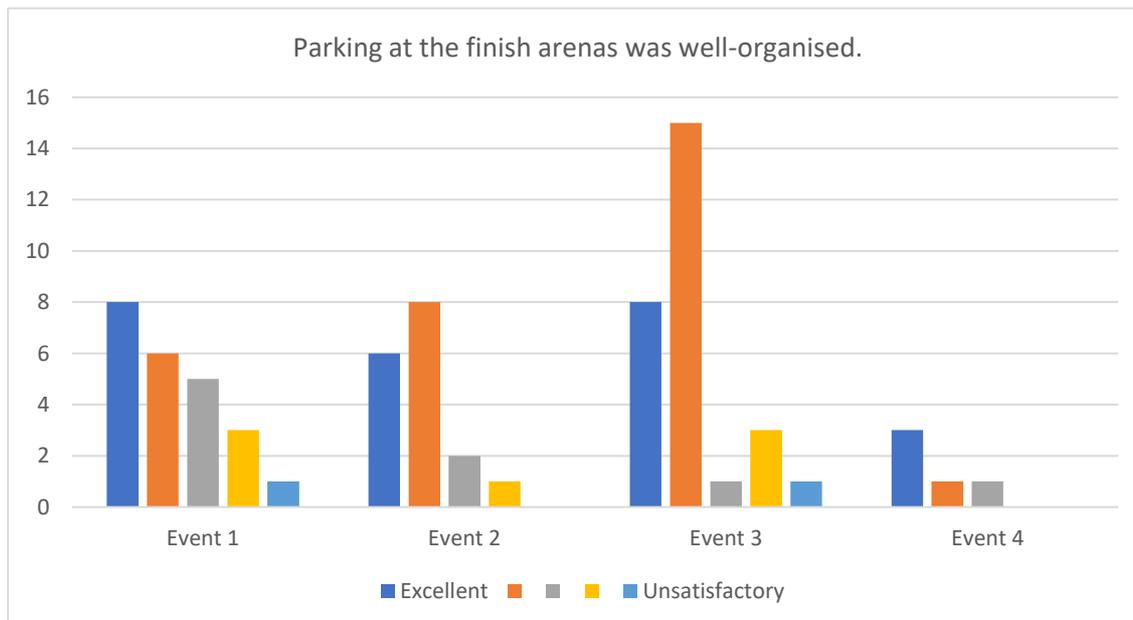
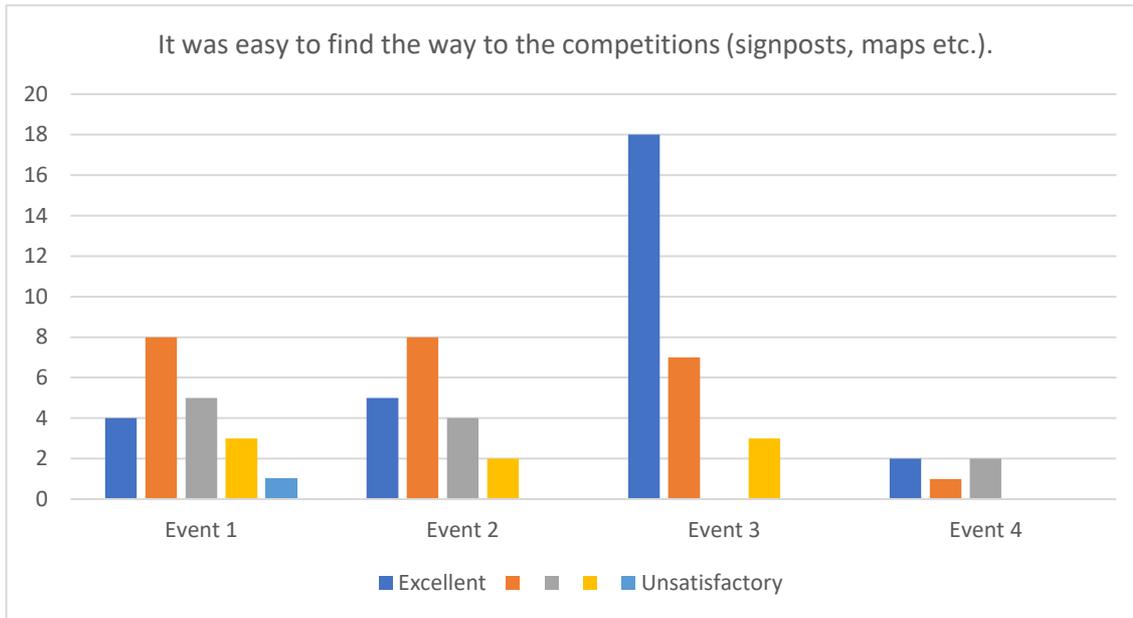
I don't know about the prices, since I'm only a competitor, but I didn't hear anything about it being too expensive so I guess the prices haven't been too high. // at least two different meals to choose would be great // A bit expensive // Accommodation was great, quality of food, too. A bigger choice of food would have been nice. If you just did not like the food of that day it was not a problem to get the vegetarian option if you asked but I don't know if everybody knew that. Opening hours of the bike storage were not very biker friendly. You always had to find a place to store the bike between the opening hours and the time when you wanted to go to the race. // Nice with pasta before the long distance!! // Great to have the EC at an accommodation where most of the teams have the possibility to stay at! // It was impossible to ventilate (very hot weather) during the night due to strong animals odour. The bike storage opening was changing every day without any warning, but yes, it was possible to call the service.

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**Event 4:** Didn't get any food except breakfast. Hotel doesn't understand English and storage of Bikes was not good.

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## 5. Transport



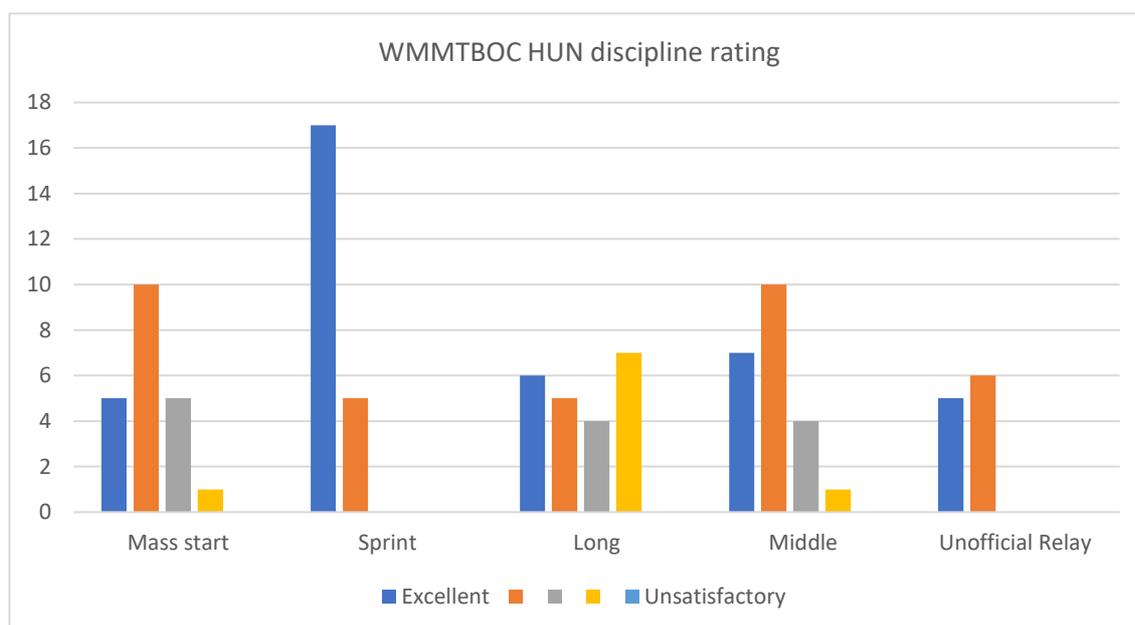
### Comments to this section (Transport):

- Event 1:** Parking well organised, but parking fee was not OK, it should be a part of accreditation fee! // Fortunately everyone has a GPS navigation, so the simple sketches in the bulletin were good enough. // However the parking fee was unknown until the show up! // All good and great to have shade at the middle / relays // There were no signposts nor any sign whatsoever when approaching the competition (quarantine areas) except the coordinates. It would have been welcome to see a sign when approaching the town (Erd) or the neighborhood (sprint). // Advisable to mark way from road to middle distance event center
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- Event 2:** The parking at the middle and relay could have been organized better // Had to rely on phones to find parking areas, but once there parking was fine. // Some more detailed information on how to get to the competition arenas would have been helpful. // Paying the park at the EC is questionable // GPS helps a lot to find the competitions
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- Event 3:** Parking at sprint was incredible. Warm up, Competition area and parking was the same place! // The signposts were a bit small but it was good that they existed; the parking at the sprint combined with the course setting was horrible // The sprint parking was shocking - a serious health & safety concern for riders with cars still moving while the juniors competed.. And there were paddocks nearby that could have been utilised. // At most of the competitions the parking was well organized, but NOT AT THE SPRINT, AT ALL! I don't even need to explain why, because you for sure already know. // We managed to get lost going to one event // Top signing to every race from EC to CC.
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## 6. Competitions feedback

Rating including the following points:

- terrain (suitable, interesting, challenging, dense network of tracks)
- courses (interesting, challenging, appropriate for format)
- safety (traffic, dangerous places in terrain, marshals, course setting)
- fairness (possible shortcuts, marshals in terrain, quarantine zones)
- refreshments (at start, during race, at finish)
- quarantine zones (competitor-friendly, shelter, space, toilets, refreshments)
- start (fair, quiet, hand-over of maps, shelter)
- finish arena (safe ride-in, spectator-friendly, atmosphere, speaker, shelter)
- technical organisation (controls in correct place, etc.)



### Comments WMMTBOC HUN:

#### Mass start

Almost all controls had no route choices and second loop almost exactly the same tracks. // Start and finish arenas were not spectator friendly. Nice courses, well balanced forking with possible contact with other competitors. Maybe too long winning times for such race format which reduced competition intensity, thus fun :-). // Good terrain. Good course and map. // Disappointing to be on the back grid as has to work hard for the first part of the race to get up to the front passing slower W55 and M55 riders. Understand that next year can be based on results of this year. From map I thought the sprint to the line was going to be a straight route, this was not the case. // More about condition than orienteering and route choice // Course-setting mostly physical nature. // The decision concerning offroad riding was a big nogo in my eye - rules are rules and the access was permitted on demand that offroad riding was not allowed - to do something else makes it difficult for future organizers.

#### Sprint

Superb sprint terrain, almost no counter-rides, not spectators friendly finish // Better than expected. Well done in order to get the classes along. Thumbs up. // Good use of area. Starts seemed to be sufficiently spread out that it was not crowded out in the woods so it felt safer than some sprints I have raced. Riders seemed to be going in same direction. // Perfect terrain for sprint. One missing path on the map, on the way to the first control. // I would have preferred to have the same course as W60 which was O-technically a lot more challenging. I don't understand why there was not just one course for W60/65 as there was in previous years. The numbers in each class were not that high.

## Long

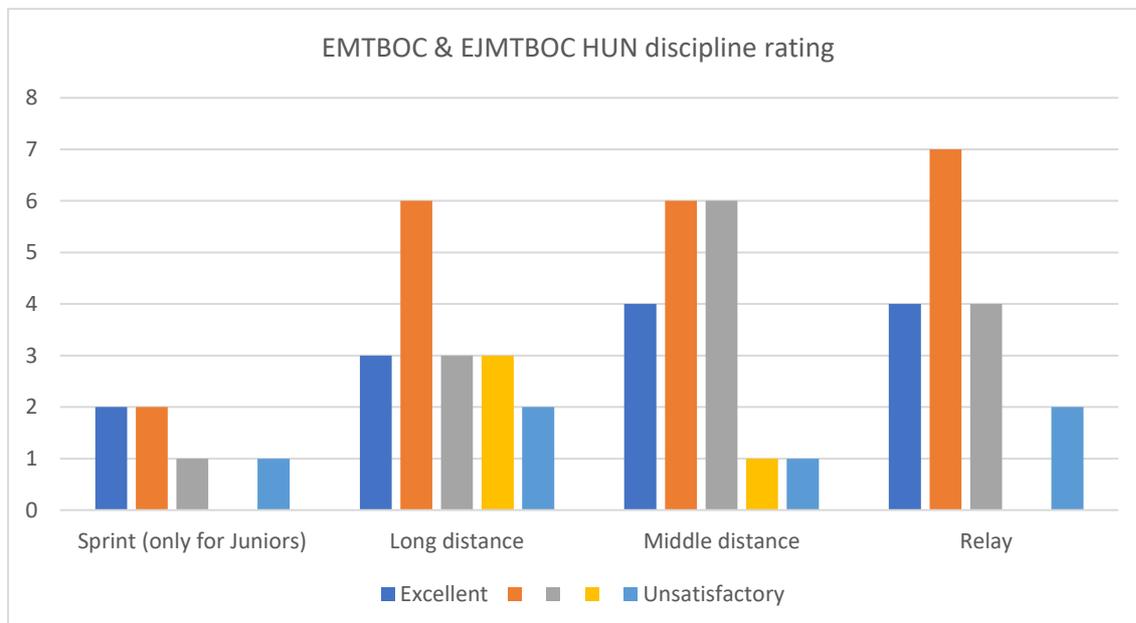
Mud could be expected by organisers. Too long courses. // To many controls without route choices // The terrain was suitable for a long distance course. However, the weather influenced the route choices dramatically and it added an element of an unexpectedness. Not spectators friendly finish area. // The co // Of course the organisers can do anything about the whether. But it was a bingo race. // The course was about the right length in those conditions, it would have been too short in the dry. // Too much about condition and pure riding. There would have been possibilities for excellent route choice controls (cf. elites). // See remark for mass start. // The desition concerning offroad riding was a big nogo in my eye - rules are rules and the access was permitted on demand that offroad riding was not allowed - to do something eles makes it difficult for future organicers. // Course could have been better without "gaffled" section.

## Middle

The map scale with course printing was difficult to read // First part without route choices and to much of long distance character. Second part was fun but NOT OK WITH 1:15000 SCALE IN M55. It should be 1:10000. Poor drawing of course overprint obscuring map details. // Very good combination of terrain types. The course was demanding for both riding as well as for map-reading. The course setting led to very dangerous situations when riding fast in the opposite direction to the competitors after the start. // Simple course planning. Fine terrain. // This was the race I most noticed the lack of cutting circles and lines that went over tracks. I also felt I was riding slowly as it was taking me ages to get to junctions. It was only after that I saw it was not a 1:10,000 map as advertised. Understand that this was due to printing issues at the last minute. // Not much orienteering in the first half of the race. Much more physical than claimed (total optimal climb about 350 meters not 200 meters). Dangerous places were people in the beginning and end of the race met on narrow and/or winding paths/roads. // General re. course-setting for Masters: it is a common misconception to suppose that people become more stupid the older they get! NO, many of us had successful orienteering careers and the O-technical aspect is what challenges us in bike-O. So, please, keep the course-setting challenging at any age and "only" reduce the distance and the climb with age. The mass-start and the long distance events were kind of uninspiring, we just needed to cover the distance and reminded me of a cross-country ride. Not much fun. // The desition concerning offroad riding was a big nogo in my eye - rules are rules and the access was permitted on demand that offroad riding was not allowed - to do something eles makes it difficult for future organicers.

## Unofficial Relay

Good with 1:10000 scale. // I missed the orienteering element in most of the courses. There were a few interesting legs over all courses, but too few. // The course was demanding for both riding as well as for map-reading. Appropriate arena for relay race. Would be good to watch 3rd legs on the screen. // Did not take part. // Some challenging tracks to be cycling down in a mass start group with different abilities of riders. // I thought the Long courses could have used the area better, but had it been dry then the courses may have been okay // Lots of fun!



Comments EMTBOC & EJMTBOC HUN:

**Sprint  
(only for Juniors)**

Great sprint terrain, courses were set so riders did not crossed each other a lot, quarantine zone was rider-friendly but did not fulfilled their goal (f.e some spectators accidentally entered finish quarantine and realized it way to late); Please cut the control lines when they are crossing at a loop!! // The quarantine wasn't looked at very good and there were too many masters at the same time as us juniors // bad decision to eliminate the sprint for the elite. all teams were there anyway, no money was saved and one less competition for riders who don't have many chances to compete with other teams // A shame that there was no sprint for the elite!

**Long distance**

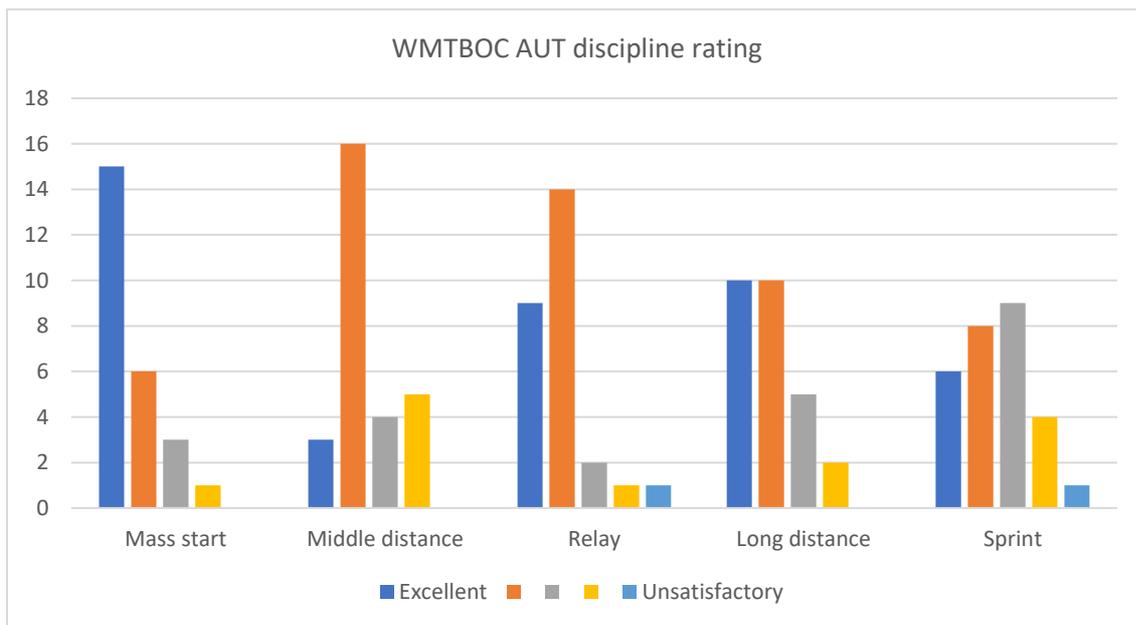
Great competition and area for a long distance, the weather was a pity but made the race very special. Please mark refreshment points on the map! Please cut the control lines when they are crossing at a loop! // Great area, finish at parking was ideal. // It's a no-go that a car shall have to pass through the start! Furthermore, the way this was handled by the start staff was highly unprofessional and not according to the rules. // the terrain was awful, it has certainly rained there before, organisers would know that would be impossible to bike there. besides, part of the competition area has been used some days before in an open competition. how can this be fair? // Some boring parts in the beginning, then quite interesting route choices in the end. Was very muddy so that it was difficult to choose the better route in some places but it's not the fault of the organizer that the weather was so bad in the night before.

**Middle distance**

Please cut the control lines when they are crossing at a loop! Quarantine zone was rider-friendly but did not fulfilled its goal! // High risk of collisions. Obscuring course print // Enjoyed course but felt the track between control 5-6 and 8-9 was a bit dangerous as riders were coming down at speed on the left of the track. More needs to be done to educate riders which side of track to ride on, or avoid issues by not using tracks for multiple routes. // Very dangerous in some places because of oncoming riders in many places where the tracks were not too wide. I was quite happy to survive the race. Course was good.

**Relay**

The course wasn't so difficult // Very difficult to see paths in grassy area // Didn't participate // If there's a control in the wrong place or the control code is wrong, it mustn't be changed in the middle of the competition! // Course was a bit boring for a relay.



## Comments WMTBOC:

**Mass start** Good map, Courses and excellent for my family who came to watch. // Obvious problem with need to look at GPS tracking before presentations for dsq. Only having 1 control where all riders emerged at end of each loop (about 500m from finish line) was bad and almost caused crashes as bunches of riders tried to get close enough to get recorded. Also caused some MP's as riders couldn't see it, as blocked from sight. Other riders suddenly screamed to a halt and almost caused accidents. Having a control either side of the road would have made this safer and clearer. General comments - relevant to all events.

1) DSQ for cutting rule.  
If a rider cuts without knowing and receives no benefit, as he still wastes time relocating and finding the control - should this be dsq or ignored? Especially relevant to those who finish outside top 20.

2) Overtime.  
It didn't seem that riders were dsq'ed for "overtime" this year?? Is this just up to the organiser or do we need to revisit the "overtime" time allowances?

3) Control numbering on SI AIR blocks.  
This year the numbers were just on the SI blocks and facing out.  
With riders going past fast the number is difficult to read.  
I suggest the number needs to at least be visible from both sides, so the rider can see it on approach and leaving.

4) GPS tracking  
If cutting isn't allowed then juniors must have GPS trackers too.  
The situation where the M17 Finnish winner of one event was accused by 2 other riders of cutting and denied it, but later his Garmin watch showed him cutting and he was forced to return the medal is a bad look for the sport.

5) DSQ - ability to protest.  
For those outside the top 10 or so...their DSQ was recorded later in the evening online and neither the rider / team leader was made aware of this directly. So we need some more rules / guidelines to allow protests by riders DSQ'ed who aren't in the top 10. It is just as important for riders finishing well down at 60th or whatever to record a finish rather a DSQ, and to have the ability to protest and be heard. This happened to NZ's Conal Bristow-Boland in the long...and we really should have protested as he certainly didn't gain any advantage from his inadvertent cutting.

6) Toilets....usually there are too few.

7) Start quarantine areas must be adequate for lots of riders to warm up at once. Can make more use of incoming roads perhaps. // Didn't come. // Good disqualifications from shortcuts // Difficult to distinguish between paths and forest. Cutting was encouraged and there were no marshals // Really cool map + courses. Could serve as an example event for future mass start races. Just the common part in the end could have been a little bit shorter. // Good area. Some mapped tracks were not clear. // excellent courses and terrain // The area might be too detail for a mass start, more Marshall in the terrain

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## Middle distance

Map was not easy to read while riding. // The map was great, the course too just sometimes there were too many people on the same paths at the same time; the finish quarantine was way too small // Map was really good but challenging both physically and mentally // Too long. // Winning times were quite a bit longer than they should have been. // There were places on the map where competitors didn't know what was allowed and what was not, which resulted in quite a few complaints. That is not ideal. // Shortcut disaster // Difficult to distinguish between paths and forest. Cutting was encouraged and there were no marshals // Too long for Middle. Very difficult course which was good for my result but I think that there were too many traps in the course setting. Cool downhill on the ski pist. // Too hot and hilly. The first couldn't be predicted, but the second could have // A lot of invisible tracks that were mapped. // The terrain was more suitable for a long distance, some mapping problems about connecting/not connecting paths and not optimal courses for this exact problem. // All controls were on the top of the next hill, no route choice where you could go around and have less climb. Many places where rider could gain a lot of time by cheating and cutting through the forest and there wasn't not sufficient marshal in the forest. // The terrain and course setting were not suitable for middle distance. This resulted in almost 15 minutes over the supposed winning time in WE. It was dry condition, what would have happened after the rain?

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## Relay

Die Wechselzone war viel zu klein/kurz bin bei meiner Übergabe festgesteckt! // The course was not so hard and the forking at the second last controls was weird but the organising was good // It was great to have a flatter, faster area for this and course setting allowed for splits and lead changes to the end.  
Warm up area was excellent.  
Good solution to allow 1st leg riders to converse with 3rd leg riders rather than have a separate quarantine.  
Results wise - there should be 2 result lists. The official results, which should show only the first finishing team of each nation, isn't listed anywhere atm!!  
It would be nice to be able to have combined teams of countries with not enough to form a relay // This is the only map and race I think was well executed. // Too easy and shortcut disaster again // Nice arena with good possibilities to follow the race // Didn't compete // Good area for relay. // Very good relay terrain (flat and fast), the courses were not too interesting.  
It was VERY GOOD that the team leaders cancelled the quarantine for the relay, there would have been no suitable quarantine zone at all. All competitors had the same informations!

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## Long distance

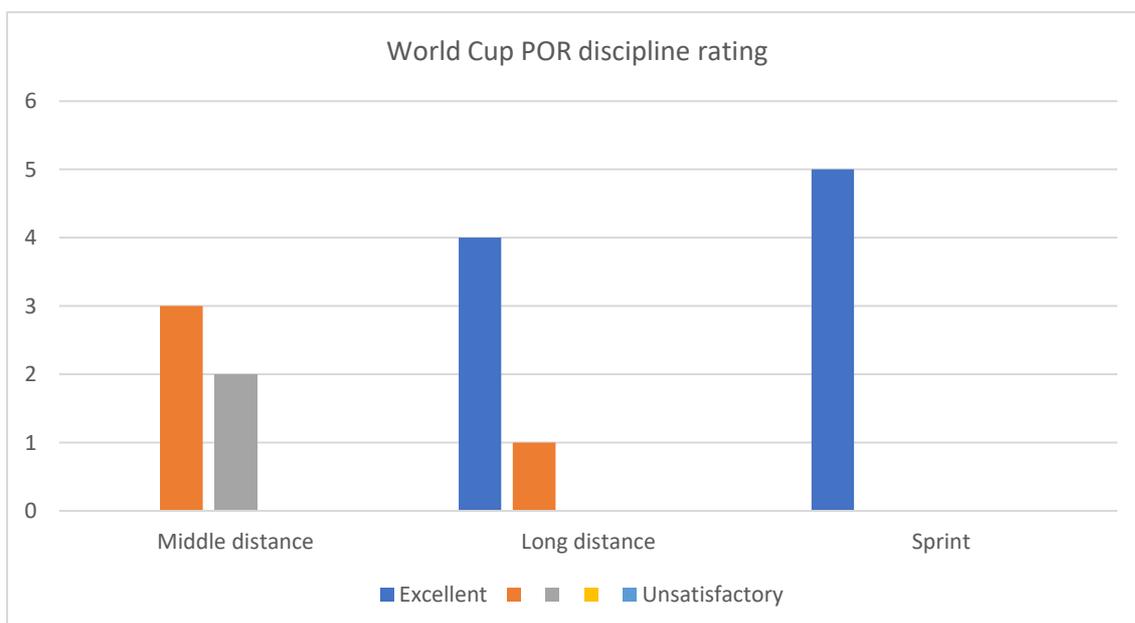
Good courses; the finish quarantine was too small // I felt the area near the start was too vague for 1:15000 and the track gradings were not accurate to the rest of the map. There was lots of common legs. eg. Elite Men did almost the same leg multiple times // The finish loop around the dam could have been made a bit better by using a roller / pre-riding it or something. The bumpy non track caused a number of riders to drop their chains and have to run in. Also there was a rocky hole 50metres from the finish which was only filled in by some-one during the event. No water at the pre-start area initially. Finish quarantine inadequate ...no warm down area. Question of A & B elite classes - on the positive side it is nice for every rider to get a world champs finisher position which having only A class allows, and they had time to run the whole field this year. However having a B class means that less able riders can still finish in a reasonable time. Late DSQ's of lower down riders didn't allow time for protests. Having riders during their race emerge onto the road that riders were using to ride to the start wasn't ideal. // Again, there were a few places where competitors couldn't see the paths on the map. Not ideal! // Poor arena. Difficult to distinguish between paths and forest at some places // Tricky part in the beginning, good long route choices, very good long distance race. // Very technical area, it was more like a long middle, because all controls required full focus, there wasn't any obviously route choice where you could ride longer one better tracks. // The supposed winning time in WE was overcome. It was dry condition, what would happened after the rain?

## Sprint

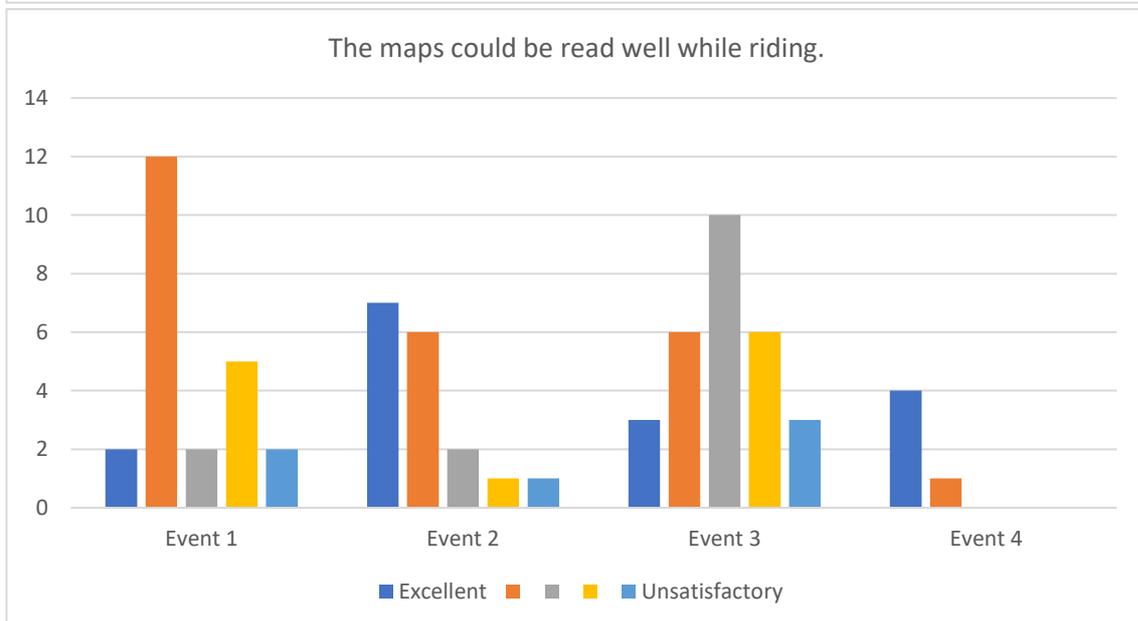
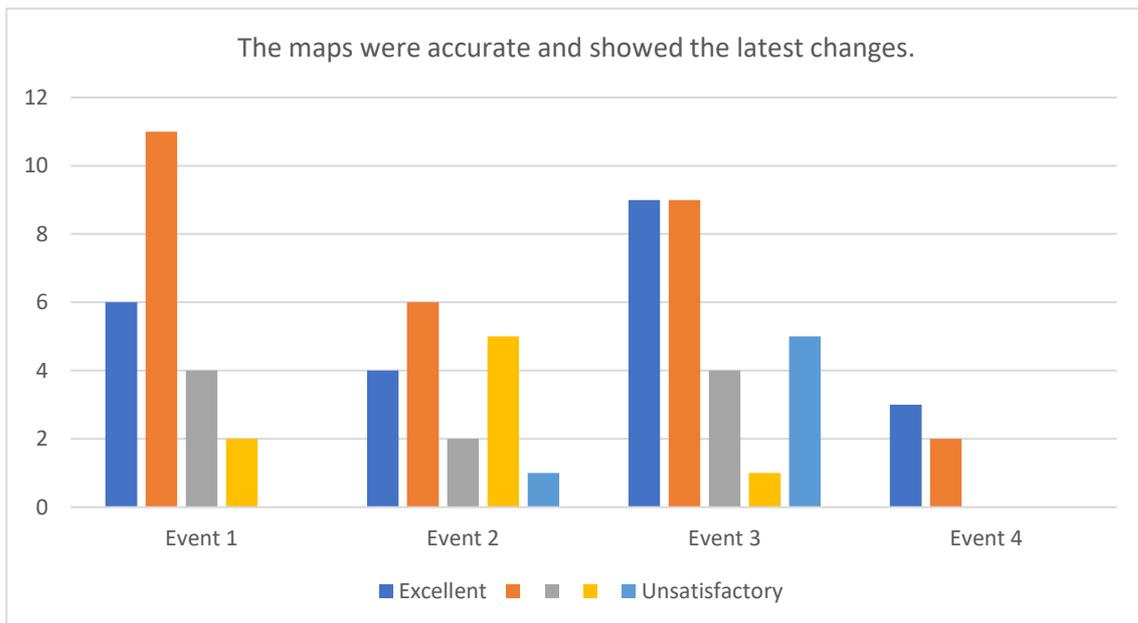
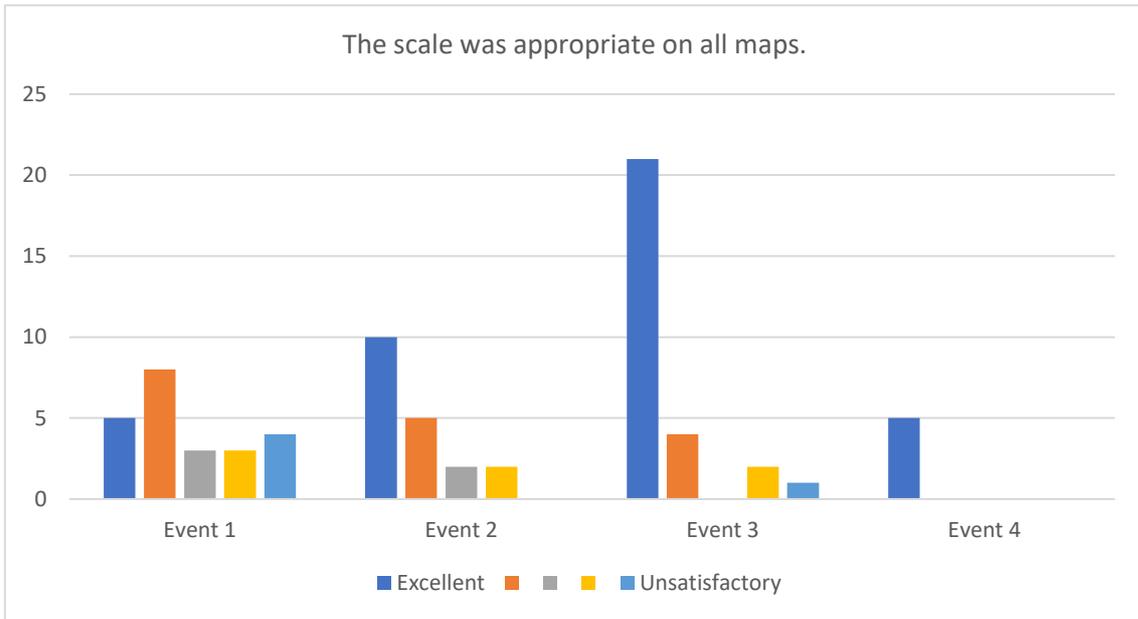
The area could be used better. Warm up, Competition area and parking was the same place! // Die Straße vor der Kaserne wo auch alle geparkt haben war für Athleten sehr gefährlich! Zum Glück ist nicht passiert // It was a horror that the parking and warm up zone was in the way of the courses! I drove slalom around the ones who warmed up and nearly crashed in a car and I was not the only one. The courses were good but the lines hid routes in some categories; the quarantine was okay // The place was very interesting and competing in the military base is unforgettable experience // Lots of Fun. Good map. Fast area. However some lack of circle cutting and number placement hid key features // Parking and warm up should have been well away from the course. Amazing the main controllers didn't pick that up, but they don't seem competent to me. // Sprint. Safety! It was really dangerous to ride thru the parking area with a lot of cars and competitors of other classes who was already finished (juniors) or waited for their starts (open classes) // Not as technical navigation as we would have wished. Lay-out was bad and not thought out with later riders being able to see quite a bit of the course on arrival and in quarantine area. Junior riders had to ride through the parking lot while cars were still arriving - lucky that a bad accident didn't happen. Elite riders still had to ride between 2 lots of parked cars at high speed downhill with people moving between them. Having both orange & yellow dotted areas caused confusion.

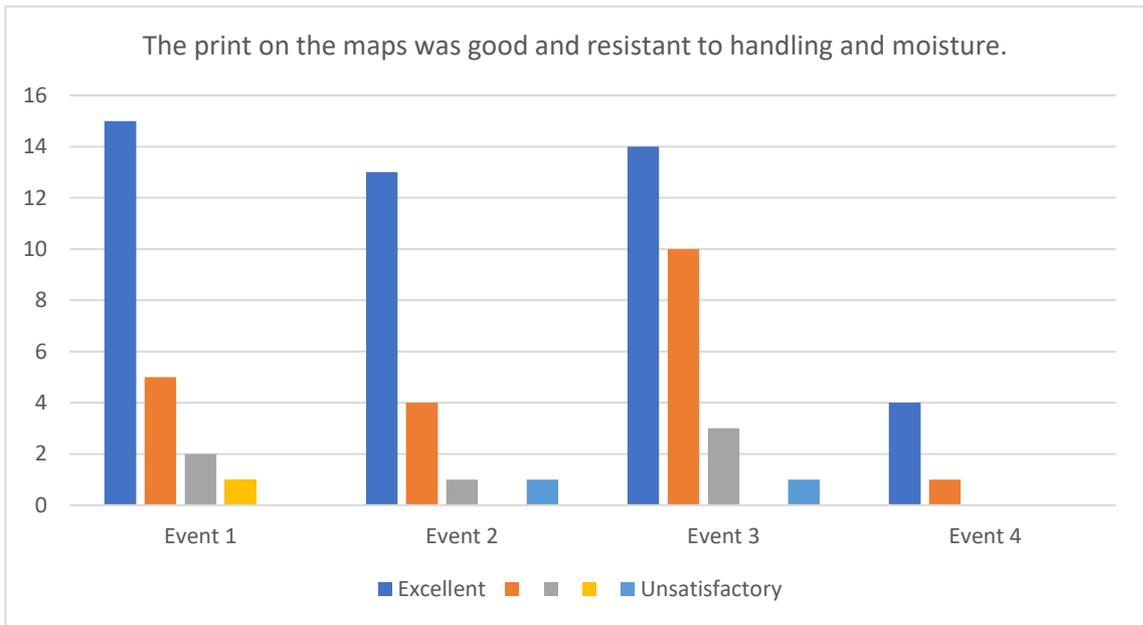
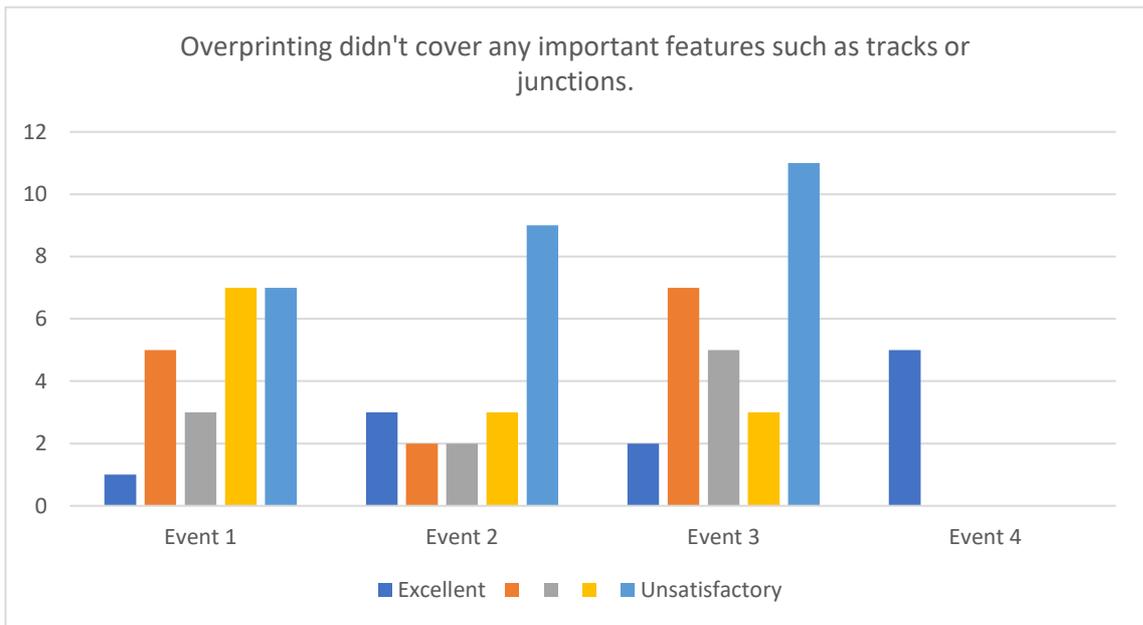
// It was a good sprint, but once again, there were places where riders couldn't see what is allowed and what is not. Furthermore riders had to scream and shout of everyone at the parking lot, which was not very well organized. Not ideal! // Dangerous passing with cars and spectators (cp. 2-4). Courses could be more technical // Parking in the middle of the competition area was really dangerous. For external spectators who were not in the team leader's meeting it was very unclear that you had to stay in the finish arena once you went there. Course was boring, too much riding, too little orienteering involved. OK for a national race but not for World Championships. One route choice at the end of the race was blocked by too many people. // Course was poorly made and hard to read cause obvisus routshoises got left une rhe lines. Too easy. // The terrain was really good for a sprint, tho a still major issues:

- confusing "quarantine in quarantine" solution
- the parking/race situation was a MAJOR ISSUE; a LOT of VERY dangerous situations (driving cars, warm up area, competitors at the very beginning of the course) - but you know all of that: not cool!
- the courses were not very interesting, there could have been much more interesting courses! (f.e Austrian Sprint Championships in Wals - very similar terrain and top courses!)
- Overprinting of control-numbers, control-lines etc. caused a lot of trouble during the race - could have been prevented easily! // The area and the course were good, but the setup was a catastrophe, where parking, riders warming up and riders in competition were going through the same area, it was only luck that there wasn't any serious accident



## 7. Maps





## Comments to this section (Maps):

### Event 1:

1:15000 for middle was not appropriate. Colours (settlements) were incorrect. Circles should be cutted. // 1:15000 was totally wrong choice for Middle. Poor course overprint and too dark a colour caused many competitors problems on Middle. Breaking of circles and lines not used to improve legibility. 1:10000 should be standard for Masters. // Only problem with middle // 1:15000 is not ok for M55 in middle distance. A lot of bad overprinting in middle distance. // Track grading was sometimes quite strange - the element of surprise was in every map, except may be the sprint. // Middle distance should be in 1:10.000. Overprinting hid several key paths and route choices. Other days were ok. // Scale and overprinting problems is the main questions for fair competitions! 80% of the total rate of WMMTBO depends on this circumstances. // Dissapointing that no circles or lines were cutted. Should be easy. In WMMTBOC the mapscale should be a Big as possible. Use 1:7500 or 1:10000. // See previous comment about overprint. Paper and print seemed to survive the wet muddy day. // In the middle race, the crossing points of the high fence around control 12 (55) were not indicated as required by ISMTBOM. Moreover, one crossing point (the optimal one) was overprinted. Some details (paths) were also overprinted. IMPORTANT!: The maps did not have the size as claimed. A4 is 210x297mm and A3 is 297x420mm. But maps did have sizes like 217x306 and 303x430, just to mention two examples. This is very bad since competitors might choose the mapholder based on the A4/A3 information and too big a map must be folded at the start (confusion, loss of time). Even though it is strongly recommended not to have a size like 217x306mm, if this is the case, that precise size should be given in the information and not A4. // The overprinting obscured a lot of detail. The line bending (ie just around a control and not across the whole leg) was poor and the Middle map at 1:15,000 was hard to read for we old and frail people. When we visited the same area the next day at 1:10,000 it was a whole lot more enjoyable // W 65 wants 1:10000 // M 70 1:10 000 // A3 map was bigger then standard A3 by some 5-7mm, and due to oversize was difficult to put into holder. // The course-print was lacking, no cuts in circles and lines to make important detail visible. The middle distance should have been printed on 1:10.000. The map on the middle distance had many tracks I would have mapped differently. The terrain on the long distance was hevely affected by night rain, which made the map, quite poor.

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### Event 2:

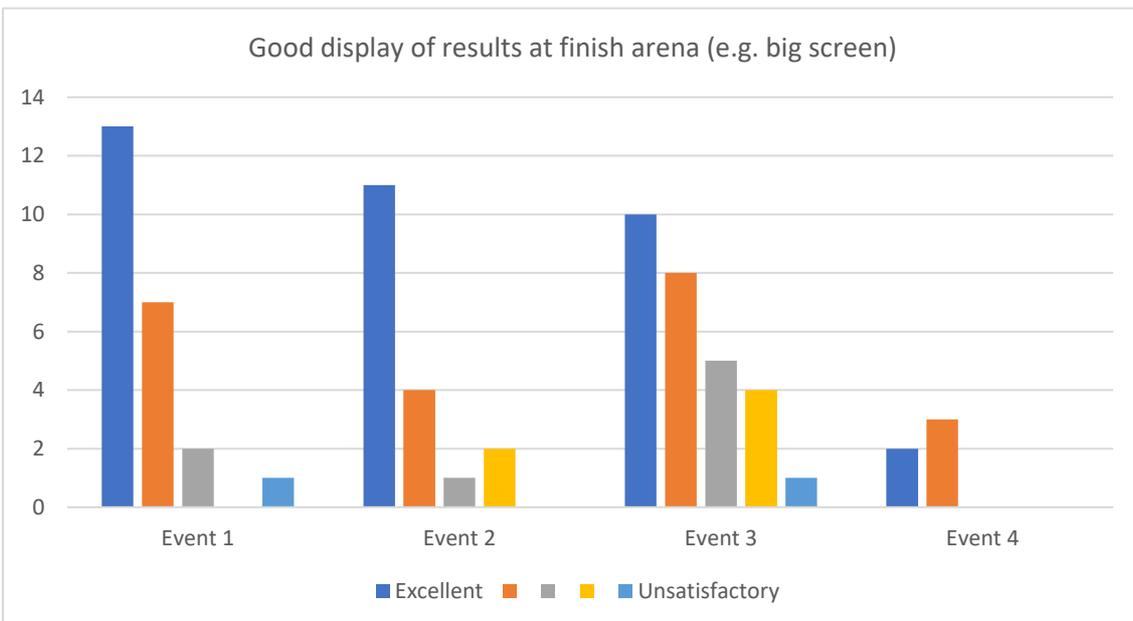
In M15000 maps, 10000scale signs were used. Its good for visibility, but not according to the rules. Overprint hide some important tracks and cause few mistakes by riders. Gradation of tracks were not correct. Few path, which were unable to see, were used to have controls there. I believe, if you need to mark junction with yellow/black sings - this path should not be used to set controls. The same situation with 'dangerous' tracks. If organisers see, that track is dangerous - simply DO NOT PUT controls there. In relay no.31 control was placed in dangerous downhill, were so many crashed happened. Were there not enough tracks to put controls on?? Miserable attitude from organisers :( // 1:10 000 for middle would have been better // A number of tracks were obscured by overprinting and should have been broken. Small track to #2 on Middle race just below control was almost impossible to see which cost a lot of riders time and was unfair on those who didn't have a rider turning onto it in front of them. // Not breaking circles and lines was the main problem and is so easy to do. // The maps weren't according to the ISMTBOM in all points and there was no information about that (e.g. forested and open terrain on middle and relay map, size of symbols and scale).

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### Event 3:

Handmade map correction at mass start with different quality. // Sometimes there were new tracks in the areas and the gps doesnt know that - the map counts but sometimes you just have no idea if thats already the track of the map or not // Some colours weren't chosen so good. example: on middle there was a bike track with dark orange and some points on it with pink/violet markings. It wasn't hard to make a mistake there and i heard that many people did. // Shocking overprinting in all races. What were thinking and what was the IOF controller thinking. It ruined some great courses for people because it became an eyesight test while riding on bumpy tracks. Some parts were not clear sitting at a table with a good light on. // Control circles needed to be cut!! Why is this an issue AGAIN! Simon said it was because lack of time - rubbish. You have to spend time getting the circle correct, and then it just takes a little more time to look at the lines & cut where necessary. Also control numbers need to not cover detail also - not such a problem as control circles though, here. // The map were not good, in any way. You couldn't see anything because of the course, and uf you could then the paths were drawn in the worst way possible. I make MTBO-trainings here in Denmark, and at those trainings I cut the circles and make sure you can see EVERYTHING you need to see to get to the control. If I can do it at a damn training, which takes about 5 minutes to do, then you can do it at an international championship as well. My personal opinion is that it is not okay to organize a championship if you don't even know how to make a course or draw a map, which the Austrians certainly didn't. // Maps were poor. Tracks were difficult to find. Maps contained many unnecessary details and were difficult to read, especially at 1:15000 scale. Course overprint covered many important paths, junctions, gaps etc. // the scale of the long-distance was too hard to readwhile biking // Big forest road on relay map into a private area was not mapped but open to ride. On the middle distance map it was difficult in some places to see where you could ride and where it was possible to get to the controls. // Course was porly made and hard to read cause obvisus routshoises got left une rhe lines. A lot of invisible tracks that were mapped. Looked like no one checked the terrain. // No takeout in circles or line on the course printing at all, is not acceptable at a Championship. // Overprinting covered a lot of important features such as tracks or junctions. The maps could not be read well while riding, especially the small dot paths could not be noticed while standing. Some paths were drawn by hand in the map (mass start), each competitor had differnt shape and quality of this path. It was easy to change stones to dot path (is it necessary to draw every stone in the map, in addition by almost same colour as tracks are??). Junctions were not connected (too big gap), manytimes it was impossible to find out I can ride or not (the map designer did not use. Too many uncertainties in map which competitor had to solve instead to concetrate on racing.

## 8. Timekeeping, results



### Comments to this section (Timekeeping, results):

**Event 1:** Too slow rolling // Well done. Really nice. Good speak. // Good live information that could be also accessed on line.

#### Event 2:

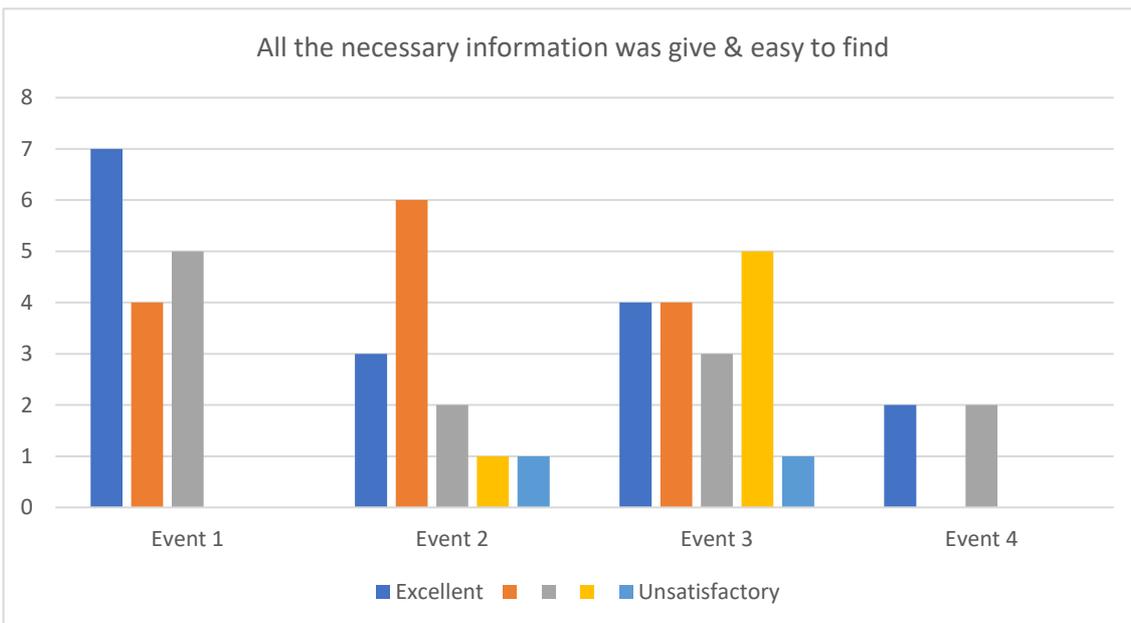
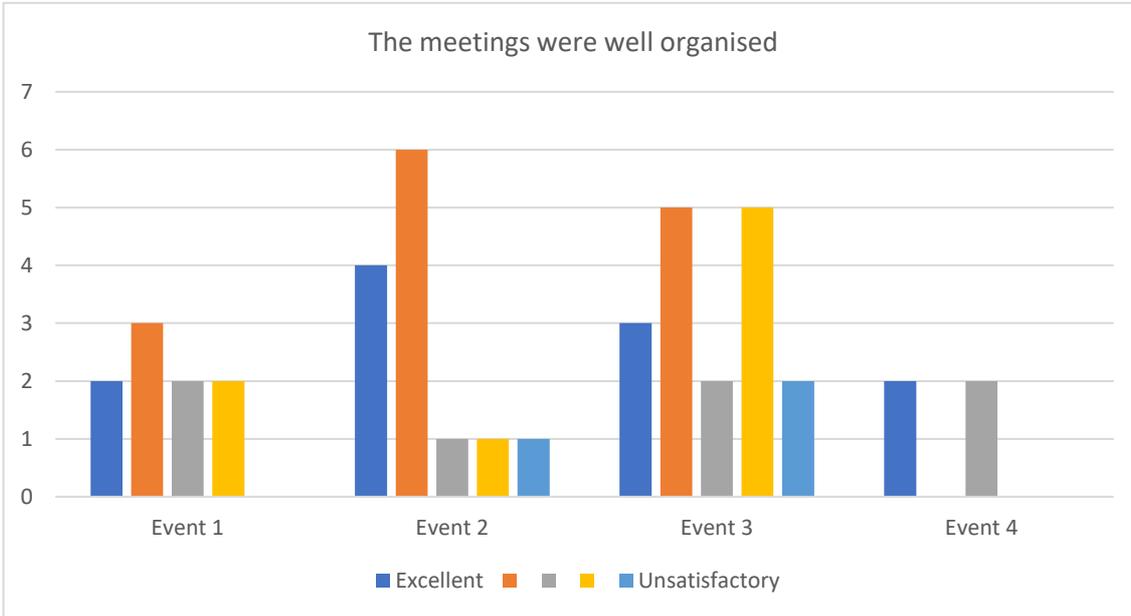
Do not ever change controls in the forest during a competition! That is a no-go! The results of the relay are not accurate to the actual races of the riders! When the start is interrupted by anything you have to interrupt the Start Times, wait until everything is ready and on its normal state again! // Didn't see any results at event centre, but were online quickly with live results being excellent. // Backup SIACs: It was confusing (and in the end more work for the organisers) to announce in Bulletins 3 & 4 that backup SIACs would be provided, but then they were only handed out after the first competition of the elite when the SIAC of two riders failed.

#### Event 3:

The people who were watching the gps stood in front of the result displays // The screens were situated away from finish quarantine, so there were some situations when you waited for 2 hours and didn't know what's happening between your rivals // My family said the screen were hard to see with the number of people there. // Too small a screen and needed to be higher so more people could see at once. Perhaps more screens. // Online results were changed with every complaint/protest. Better to wait with everything until official results // The disqualifications after race by analysing GPS were a mess // Due to disqualifications it took very long until official results were published. And in some cases even those official results were changed afterwards. Especially in the beginning of the week it took long until you could find results, splits, ... // Because of dsq. people the races were not fair. Sometimes people got disqualified for short cutting and sometimes people got away with short cutting. // no big screen

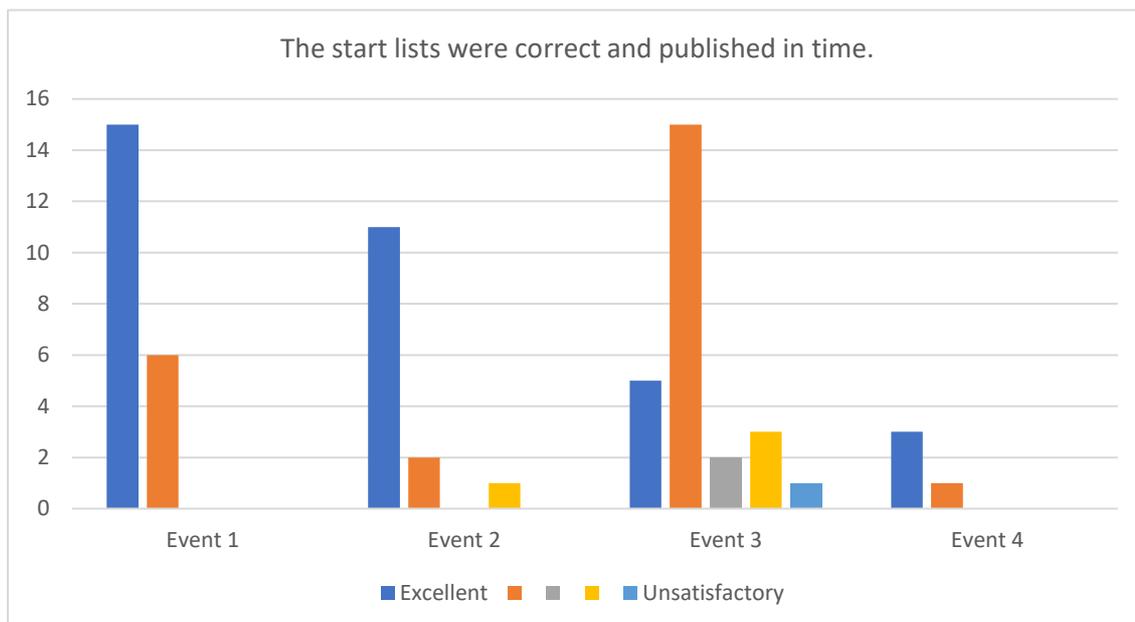
### 9. Team officials meetings, informations during event

During Event 1 - WMMMTBOC HUN was no team officials meeting, information sessions only  
 Did attend World Masters information sessions                      yes - 9      no - 14



Bulletin 4 preferences:

	Event 1	Event 2	Event 3	Event 4
Prefer a printed copy.	5	6	17	1
Online only.	16	10	10	3



### Comments to this section (Team officials meetings, informations during event):

#### Event 1:

Fourth bulletin for a while was not available for download as pdf, only in html form on the website and it was a technical issue reading this bulletin on mobile devices (black stripe were covering 1/4 of the text) // Having left home several weeks previously, access to a paper copy would have been good. I would have paid a small fee (the cost) for a printed copy. Posting up the information online was really useful. // Decisions about crucial information, like riding off-track, should be made well in advance and not hours before competitions start. The information session should be reserved for information that is good to know, not crucial for the race. All people cannot attend this session, for example, if the hotel is a one-hour-ride away. // Bulletin 4 should have been out before we left home, or alternatively given out in print. // The text from the Masters sessions were always published in the evening on the website, thank you!

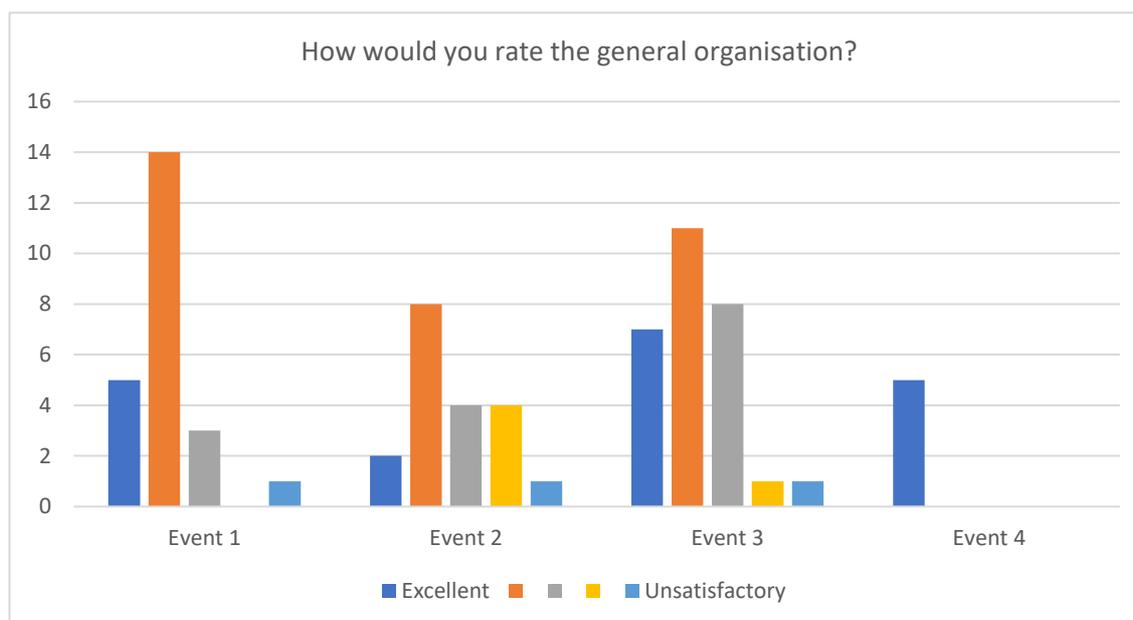
#### Event 2:

The bulletin was published after several teams already arrived so possibilities to print yourself was limited // Online bulletins works well for those with small teams who can't get to meeting. // 1. The TL meetings took too long because a lot of time was spent on translations between the event director and the presenter. It's fine if someone else than the event director holds the meeting, but in this case this person should be familiar with the organisational details of the event.  
 2. Team officials have a tight schedule too, so it's annoying when a meeting starts with a delay of almost half an hour, a delay which could have been avoided with better planning.  
 3. It's a waste of time to repeat everything at the TL meeting which is already in the bulletin. Most extra information was only given because a team leader asked for it. And if there was no question, the "service" was not provided (e.g. tech zone at the relay: "Nobody asked about it, so there's no tech zone!")

#### Event 3:

Most thing we competitors heard about the team officials meetings was: noone really knows everything so yeah we don't have too many new informations and its some chaos; but for what we heard of the meetings it worked out pretty good at the competitions // It was no printed full start lists and results in team box // Interesting that in 2017 when I forgot to enter 2 juniors that they were given first starts. This year several teams that forgot to enter riders were randomly given start slots automatically. Is this a rule change or were the organisers more efficient in checking paid entries v submitted entries? (I support what they did this year)  
 Nice to have 2 printed start lists per country for officials.  
 Great to have the leaders meeting summary online quickly after the meetings. // There were some problems with delayed start lists and results. // All team leaders just got the start time for the riders not a complete start list, we requested to get these lists every day, but only got it at the last competition day. // Organisers had chaos in some kind of preparations. Sometimes team leaders had to solve problems instead of organisers (quarantine organization etc.)

## 10. General organisation rating



### Comments to this section (General organisation):

#### Event 1:

Bike-wash was not good at long distance. The mud was not a surprise so that could have been better prepared. // Friendly people make a lot of impression :-)// Very bad bikewash // A huge amount of effort went into this by volunteers and the experience you gave competitors was excellent and much appreciated. // BIKE WASH... Possibilities for lunch (already in the quarantine). Things got better though and the soup the final day was excellent (but 3 washing points instead of 1 was still not enough...) // After the 2017 French Farce it wasn't hard to improve // Thanks for offering a bike-washing station! However, it is not satisfactory to have to wait an hour and more each day! Were there bike mechanic services? They were sorely missed!

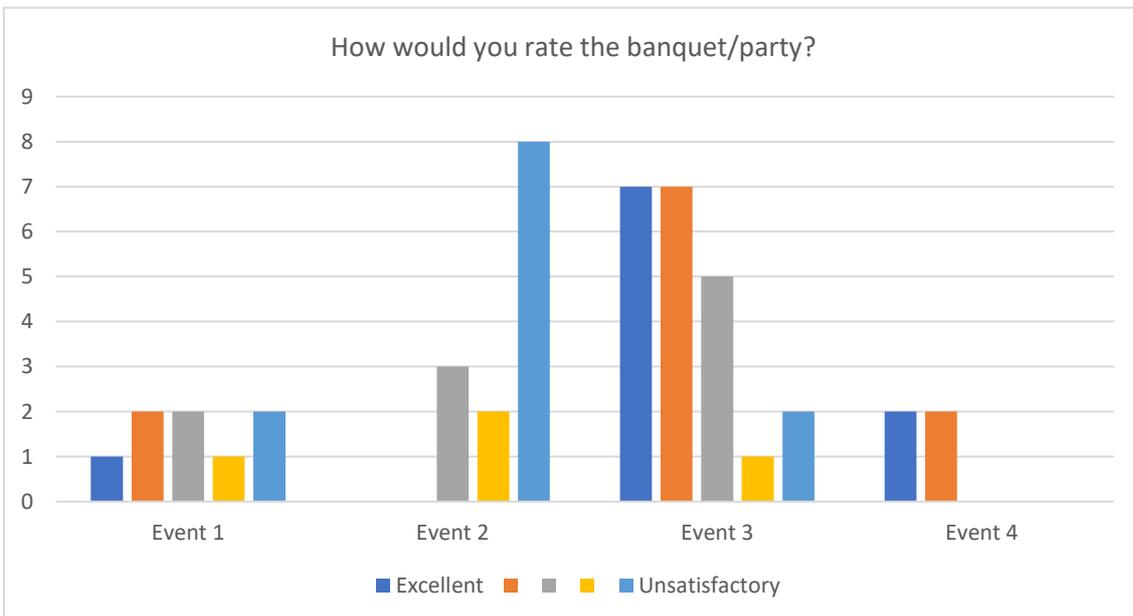
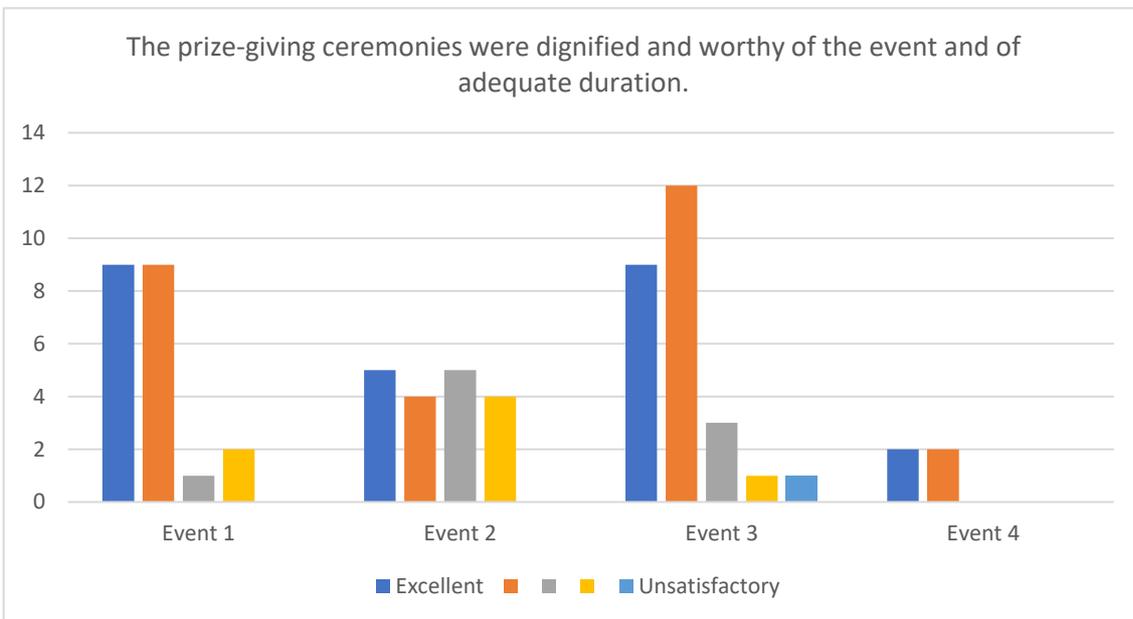
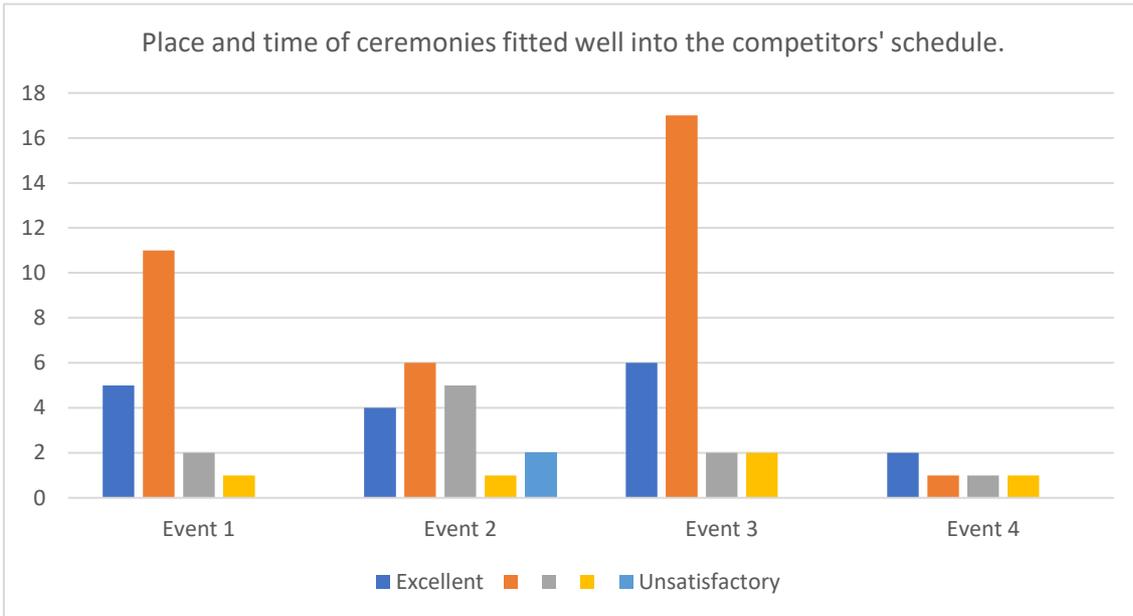
#### Event 2:

Not enough bike washes // Program of competitions were too tight. Athletes didn't have enough time to rest. The idea to have long as the first competition is not suitable. // Could have done with more bike wash as we left after queuing for over an hour and not getting bike clean. // I have the impression that little more was done than to offer the bare necessities.  
As a teamleader I'd also expect to get something for my accreditation fee; but no maps, no printed bulletin, no present...

#### Event 3:

The bike wash at the competitions was not so well but the one at the Edelhof was super // Bike wash was great. Would have been nice to have a bike mechanic on site but probably not practical.  
Media production of small videos, photos etc was great.  
Events all within 30kms of the event centre was ideal as this meant travel times were short.  
Good to have people selling food and drinks at events, for teams and spectators alike. This didn't happen every day but was appreciated when it did.  
Nice to have the small map around the event centre that riders could utilise.  
Many nice little touches, like country flags on doors of accommodation rooms.  
Was good to see 2019 organisers present - perhaps in future it would be useful to have a planned meeting with them for 45 mins before a leaders meeting, or on the rest day. That way everyone could benefit from a question and answer session.  
Overall, the maps and courses were great and the controls all in the right places - easy enough to write but I know the time and effort required to achieve this, especially with those detailed maps. Well done.

### 11. Prize-giving ceremonies



## Comments to this section (Prize-giving ceremonies):

### Event 1:

What party? // Not participated on the party // If we want prize ceremony together with the elite, then take Masters first or they will leave right after they have got their prizes. // Thank you for doing separate ceremonies for Men and for Women. It is always strange to have photos from the podium of people who were not in your race. Nice souvenir T shirts and lovely medal from the relays. // Did not attend any of these // Having the award ceremony at 6 pm causes major problems as this is about the optimum time for preparing and eating dinner. Doing so at 8 pm was kind of late and troublesome, especially when the start the next day was at 9:20 am!

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### Event 2:

Was there a party?? // Impossible to do anything else (eg. recovery, bike care) if one would attend both competition and ceremony. Did not attend party since competition the day after // Didn't attend // I'm not aware of any party. Anyway, it's not ideal to have a party in the evening before a competition. // which party? // I wouldn't call it a party, it was some tables, chairs and food.. We didn't stay long.

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### Event 3:

Außergewöhnlich coole und entspannte Atmosphäre war echt mega geil!!! // There was no food when I arrived; the music was good // I think there was too small amount of food for everyone on banquet but it was cool anyway // Banquet was poor. Dingy and disappointing food. The opening ceremony was poorly timed. Between two hot races recovery was key. Not standing on hot concrete for an hour. // Food for the riders at banquet was totally inadequate - they should have been given a decent normal meal, especially as most were drinking so much afterwards. Banquet for officials was tremendous - very nice to be able to sit down and chat to other officials informally together and food was excellent. A non military band or DJ would have been better. The "play" carnival thing was a good idea. Flower ceremony seems to be a duplication and not necessary. Keeps riders waiting around at event longer than needed and puts more strain on organisers to check results, gps tracks etc. When Georgia, the NZ rider was announced on the jwoc podium in 4th, it was "the rider from the other side of the world," with NZ not getting a mention! Luckily NZ was mentioned the 2nd time she made the podium. (Don't panic, we thought it quite funny!) More information needed about opening ceremony beforehand, and ideally chairs or grass to sit on for riders. // Was there even food at the banquet? Anyways I had fun so it gets a 1. // The banquet was too expensive, there was no warm food and no worthy party for a world champs final celebration // The food at the banquet was pretty poor for the price paid. It costed the same as a regular meal on every other day and wasn't nearly as good. And there was no control on payments, everyone staying at the EC could just grab something to eat. // Ceremonies were frequently delayed because of protests. Otherwise they would have fit into the schedule well. Prizes were a little poor for the medal winners. According to the rules the organizer should provide prizes for at least place 1-3 but there was nothing for 2nd and 3rd place. Duration and dignity of prize giving was good. Food at banquet was embarrassing even though the quality of the spreads was good. Hidden somewhere in a dark shed in cardboard boxes you felt like someone wanted to feed a dog. Music was good, just too long gaps between the songs, band was also not too motivated and stopped already at 23:45 which is probably understandable because it was really hot in the gym. Generally the atmosphere was quite good at the banquet as you could sit outside and everything was directly in the accommodation so that it was not a problem to get home after the party. // Would have been nice if the canteen had served some food right after the prize giving and before the banquet // The food was a bit average for the competitors, not so much a banquet as leftovers from breakfast // Flower ceremony is unnecessary.

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## 12. Overall & Atmosphere

