

## Planners' report – JK 2014 day 2 – Merthyr Common

The planning team would like to start with the thanks. I know this breaks with tradition but without the majority of people in the following list, day 2 of JK2014 would not have happened.

In roughly chronological order thanks to following.

- Roger Edwards and the rest of the LEI planning team for the teamwork which enabled us to dovetail the end of the day 2 and 3 courses together.
- Our controller Tim Pribul and his attention to detail which ensured that we removed 99.9% of the gremlins. (No prizes for spotting anything that slipped through.)
- Dave Peel for the revised map.
- MWOC, LEI and the Gwent Outdoor Centre for the loan of additional SI units etc.
- Graham Tough for coordinating and preparing all the SI units.
- Pat Grenfell for entering and running course 22.
- Mick Lucking for managing the logistics of the print run including reprinting the control descriptions at short notice after one of the gremlins crept in.
- Nigel Ferrand and Nick Dallimore for assisting in putting out stakes and units prior to the event.
- John Pearce and George Pribul along with Tim for checking the units on the morning of the competition.
- Mike Kay, Ian Kennett and Gill Manning for control collection.

Finally to all 2873 of you who ran on the day and thanks for the appreciative comments we have received with regard to the courses.

Now back to the planning. This time last year after a site visit the initial draft planning ideas were formulated. Kevin to plan the M21L and the longer senior courses, Jane to plan the junior and very short senior courses and Pete to plan the elite middle courses and the remainder. Apart from control site rationalisation these courses generally followed this logic until September. At this point with courses we felt were 95% ready we found out that there were new course combinations planned for 2014. Most of the courses fitted to the new guidelines but some had to be shortened or lengthened to fit, and courses 21 and 22 were completely new. The only other potential impact was the loss of the original assembly area. We made a conscious decision not to alter the courses and I believe the section between the road crossing to the finish worked well from a spectator perspective.

The key planning decisions we made were to have all the courses going roughly anticlockwise with wherever possible a long leg (or 2) along the southern slopes and a number of short legs in the area SE of the road crossing.

Obviously the weather can be unpredictable on such an area (contrast days 2 and 3) so the courses were planned to have winning times at the shorter end of the EWT range. Analysis of the long and elite courses shows we had 17 won within EWT range 5 over and 12 under. Included in the latter were the M/W10s and 12s. These courses were obviously difficult to plan due to the lack of line features and as a result were shorter than ideal.

A query was raised with respect to control 216 which was the first control on M20E/M18E. Pete and Tim Pribul visited the area after the competition and did a thorough check of the control in relation to the adjacent features. The conclusion was that the control was correctly sited.

Pete Ribbans, Kevin Bush and Jane Bush (all SWOC)