

# CHIVENOR SPRINT

Promoted by North Devon Motor Club  
with the kind permission of RMB Chivenor

## SUPPLEMENTARY REGULATIONS

**Sunday 20th September 2009**  
*around the thrilling new 2 mile course*

Qualifying round of the  
**2009 ASWMC BRIDGE TYRES & WHEELS  
SPRINT CHAMPIONSHIP**  
and the  
**TORBAY SPEED CHAMPIONSHIP**

TEXT ONLY VERSION

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**NORTH DEVON MOTOR CLUB  
MEMBERSHIP APPLICATION FORM**

Please complete in BLOCK CAPITALS and return with the full remittance to:  
**Sarah Knight, Close Court, Eddys Lane, Barnstaple, Devon EX32 9BJ**

APPLICANT'S NAME.....

ADDITIONAL NAME(S)†.....

ADDRESS.....

POST CODE ..... TEL. No. ....

Email..... Mobile .....  
(Please include email address as urgent updates will be sent this way)

I/We\* hereby apply for membership of the North Devon Motor Club and hereby agree to abide by the rules of the Club.

SIGNATURE(S).....

DATE.....

† Any Additional Members must be resident at the same address as Full member.  
\*Delete as appropriate

Fees for applications made after 30th June will be subject to a 50% reduction. All memberships shall cease on 31<sup>st</sup> December each year. Names and addresses will be stored on a single computer for the sole purpose of NDMC mailings to members. By their nature, email addresses may be more widely circulated.

- FEES:
- Full member (£18.00) £
  - Additional member(s)† (£5.00) £
  - Junior member (under 17) (£5.00) £
  - Competition member (£10.00) £

I/We\* enclose CHEQUE/PO/CASH\* to the value of £ \_\_\_\_\_

(Cheques to made payable to: NORTH DEVON MOTOR CLUB)  
For official use only: Chiv.09 Membership No.

**Chivenor Sprint**



- ✓ Brand new thrilling 2 mile course
- ✓ Unique standing quarter-mile time & speed measurement
- ✓ First class runway surface
- ✓ No vehicle class restrictions
- ✓ Excellent "welfare" facilities
- ✓ Refreshments available
- ✓ Familiarity run & two practice runs
- ✓ At least two competition runs
- ✓ Plenty of paddock space for competition and support vehicles
- ✓ Overnight camping
- ✓ Optional Saturday evening scrutineering session
- ✓ **Round of the Bridge Tyres & Wheels ASWMC Sprint Championship**
- ✓ **Round of the Torbay Speed Championship**
- ✓ New in 2009 – separate Rally Car Classes.
- ✓ Organised by North Devon Motor Club with much appreciated help from the other D4M Clubs, Plymouth and Torbay Motor Clubs.
- ✓ An event not to be missed !

## ACKNOWLEDGMENTS

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**The North Devon Motor Club would like to extend sincere thanks to the following individuals and organisations for making this event possible:**

Colonel Andy Maynard (Commanding Officer, RMB Chivenor)  
Major Nick Underwood (Base Admin. Officer)  
Mr Dean Butt, Defence Estates  
22 Squadron RAF Search and Rescue  
624 Volunteer Gliding Squadron  
Motor Sports Association  
Corporal Lefin (Water Resource Centre)  
St John Ambulance  
RGP Architects  
Mr A Grant & Grant Auto Services  
Mr M Reed & Kia Ora Torrington  
All advertisers, award and class sponsors  
Pressplay Call Centre Ltd  
West Cross Garage for support vehicles and breakdown  
Andrew Cook (straw bales)  
Silver Street Motors (vans)  
Devon 4 Motorsport – Plymouth and Torbay Motor Clubs  
All marshals, officials and supporting clubs  
Reverend Sarah Wood, Parish Church of Heanton Punchardon  
and the residents of  
Chivenor, Wrafton and Heanton Punchardon.

# MARSHAL APPLICATION FORM

Name .....

Address.....

.....

Post Code .....

Tel.No. ....

Mobile .....

Number in team (please circle)

①      ②      ③      ④      ○ approx number

◇ I/We volunteer for specific duties (details) \_\_\_\_\_

or  
◇ I/We volunteer for any duties deemed necessary

Please provide details of previous experience, Marshal Training Grade etc to assist in assigning appropriate duties.

\_\_\_\_\_

Please forward to our Event Chief Marshal

Robert Cocker  
Trojen  
Franklyn Avenue  
Braunton  
Devon  
EX33 2JY

# Sprinting @ Chivenor....



North Devon Motor Club takes great pleasure in inviting you to participate in this year's Sprint at RMB Chivenor on Sunday 20th September 2009.

We are grateful to Commanding Officer Colonel Andy Maynard and Major Nick Underwood for granting us permission to hold another event at the Base.

With the flood defence works now complete, we can look forward to new opportunities at Chivenor. We are very excited about our brand new and longer circuit. The intended course is 3520 yards (2 miles) and consists of left and right hand bends, hairpins and fast straights. The surface is tarmac in first class condition. Our traditional feature, the quarter mile from standing start is still there!

We believe Robert Cocker has designed another classic circuit taking speed and safety in mind. The re-sited paddock will bring everyone closer to the action and will be capable of accommodating both competition and support vehicles in adjacent plots.

Drivers will be given a convoy opportunity before practice begins. We intend to offer two practice runs followed by two event runs all for the same entry fee as two years ago !

The meeting is a round of the 2009 Bridge Tyres & Wheels ASWMC Sprint Championship and the Torbay Speed Championship.

**There are some benefits to camping on the base overnight. First of all its entirely free, scrutineers will be there to inspect your car thus avoiding the rush next morning, you get a chance to relax and take in the wonderful north Devon scenery and a bar with refreshments will be available in the Water Resource Centre. What more could you wish for?**

We hope you will take this opportunity to compete or marshal on what many competitors consider to be one of the most thrilling sprint venues in the South West.

**For downloadable regulations, circuit plan and results ON-LINE, go to  
[www.ndmcc.org.uk](http://www.ndmcc.org.uk)**

- j) **ENGINE** Only one engine may be fitted. Car engines must comply with regulation b). Motorcycle engines must be, or have been, offered by a manufacturer for a production motorcycle.
- k) **ELECTRICAL** All exterior lighting, including headlights, side, tail and indicator lights, must be fitted and function to MoT requirements. A battery and starter motor capable of repeated starts must be fitted and operable by the driver whilst normally seated. A fully operational alternator/generator must be fitted. A charge indicator light, functioning in the same mode as the original, must be fitted and functional.

**Cars in classes C1, C2, C3 & C4 must comply with the following:-**

- l) **ELIGIBILITY** Cars conforming to the MSA definition of Modified Production Cars (Hillclimbs & Sprints), PLUS any other Saloon or Sports Cars, homologated or otherwise, manufactured in small numbers, which are not eligible for classes A1 to A4.
- Rally Cars or Sports Cars, which at any time were homologated into Group B, are prohibited.

**Cars in classes C5, C6 & C7 must comply with the following:-**

- m) **ELIGIBILITY** Eligible Kit cars must be, or have been, listed in "Kit Car" Magazine, plus any car ever available in kit or component form, unless classified as eligible for Classes C1 to C4.
- n) **ENGINE** Only one engine may be fitted. Car engines must comply with regulation 2b). Motorcycle engines must be, or have been, offered by a manufacturer for a production motorcycle.

**Classes D1, D2 & D3**

- o) **ELIGIBILITY** Cars shall conform to the current MSA definitions for Sports Libre Cars:- Special Saloons; Hillclimb Super Sports Chassis Cars; Sports Racing Cars and Group B Sports Cars (Rally Group B) PLUS cars which are ineligible for any other class, but are deemed acceptable in the championship by the Eligibility Scrutineer.

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unless different diameters are fitted as standard by the manufacturer.

- f) TYRES** Any radial ply tyre is allowed which is fully road legal and capable of acceptance by an Annual Department of Transport Vehicle Inspection (MoT Test). Tyres marked 'Racing Purposes Only', or similar wording, are not allowed. Cross ply tyres are not allowed.  
Maximum tyre sizes are as follows:  
Class A1, not greater than 185 section or lower than 60 aspect ratio.  
Classes A2, A3, A4 & B1, not greater than 205 section or lower than 55 aspect ratio.  
Classes B2 & B3, not greater than 225 section or lower than 55 aspect ratio.  
Cars with tyres offered as manufacturers standard or optional fitting, of wider section or lower aspect ratio than shown above, may be eligible to use either those tyres, OR tyres conforming to the above criteria. The onus of proving eligibility to use non-complying tyres is the responsibility of the competitor.
- g) BODYWORK** The bodywork must conform to the manufacturers original silhouette above centre line of wheels. The bodyshell and/or chassis must be of the same material as originally specified. No body panels may be replaced by the panels constructed of a material different than originally specified, except engine and boot covers. No additional holes or power bulges are permitted in these two items. Modifications to the floor pan and inner wheel arches are prohibited. Wheel arch extensions may be fitted but must not exceed 2 inches in width at any point, except where available as a factory option.
- h) INTERIOR FIXTURES & FITTINGS** Removal of seats and interior trim (with the exception of carpets/floor mats) is prohibited. Front seats may be replaced by fully trimmed 'competition' seats. Rear seats must remain as original and be fitted.  
Windscreens may be replaced by one constructed of laminated glass. The construction material of all other windows may not be changed and the opening mechanism, as specified by the manufacturer, must remain fitted and operable. Internal safety roll-overbar(s) may be fitted, but no suspension loads may be fed into them.
- Cars in classes B1, B2 & B3 must comply with the following:-**
- i) ELIGIBILITY** Cars eligible for this category include kit cars, replica cars and any other cars manufactured after 01.01.1972 in limited numbers. Kit cars must be, or have been, listed in "Kit Car" Magazine, plus any car ever available in kit or component form, unless eligible for Classes A1 to A4.  
Each car must be fully road legal, carry a valid tax disc and have a valid MOT certificate, where applicable, for that vehicle. Cars must comply in all ways with the Road Traffic Acts and Construction and Use regulations. Cars must also conform to the MSA Vehicle Regulations for Speed Events.  
All cars in these classes must also comply with **b) i) to vii), c), e) and f)** above.  
Cars eligible for these classes are NOT eligible to contest classes A1 to A4.  
Onus of proof of eligibility for these classes rests with the competitor.

## Supplementary Regulations

### 1 announcement

North Devon Motor Club will promote a National B status Sprint on Sunday 20th September 2009 at Royal Marines Barracks Chivenor, off the A361 approx 3 miles west of Barnstaple, Devon. For Sat Navs post code is EX31 4AZ. Map reference of circuit entrance 180 / 508344.

### 2 jurisdiction

The event will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the organisers may issue for the event.

### 3.1 championships & permits

MSA Permit No: applied for.

The event is a 2009 round of the:

Bridge Tyres & Wheels ASWMC Sprint Championship, CHS2009/046 (E),  
Torbay Speed Championship, CHS2009/055 (D).

### 3.2 eligibility

The event is open to:

Fully elected members of the organising Club;

Fully elected members of member clubs of the ASWMC & ACSMC;

Registered contenders in the 2009 Bridge Tyres & Wheels ASWMC Sprint Championship,

**Note.** Anyone wishing to enter must be in possession of an appropriate grade of Competition Licence.

### 4 time schedule

The format of the event will be as follows:

Saturday 19/9/09	Time	Location
Scrutineering (Optional)	16.30hrs - 18.30hrs	Paddock
Gate closes	22.00hrs	Crash Gate 2
<b>Sunday 20/9/09</b>		
Gate opens	06.00hrs	Crash Gate 2
Signing-on	06.00hrs - 08.00hrs	Next to Event HQ
Marshals	07.00hrs - 08.20hrs	Event HQ
Drivers <sup>1</sup>	06.30hrs - 09.00hrs	Paddock Space
Scrutineering <sup>2</sup>	08.15hrs	Next to Event HQ
Marshals Briefing	08.30hrs (attendance mandatory)	Event HQ
Drivers Briefing	from 08.45hrs	
Convoy/Practice Runs	On completion of practice	
First Timed Run		

Note1. Any competitor not signed on by 08.30hrs may be excluded and the place awarded to a reserve entry.

Note2. Drivers of vehicles awaiting Scrutineering inspection in paddock space must leave somebody with the vehicle (remember helmet and overalls).

## 5 track details

The course is 3520yds ( 2 miles ) in total length consisting of a quarter mile straight (timed from standing start) with right-hand and left-hand bends and hairpins, some of which are man-made. Boundaries of the course will be defined by coloured cones, black/white chevrons and bales and penalty markers in strategic locations. Striking a penalty marker (larger traffic cone) will incur a 10 second time penalty. If, at any time, all four wheels leave the boundaries of the course, the run will be deemed a "fail".

## 6 classes

The event will operate to the following class structure and order:

- Class A1: Series Road Production Cars up to 1400cc
- Class A2: Series Road Production Cars over 1400cc up to 1800cc
- Class A3: Series Road Production Cars over 1800cc up to 2600cc
- Class A4: Series Road Production Cars over 2600cc
- Class B1: Limited Prod. Road Kit Cars. Car eng. up to 1400cc  
m/c engine up to 875cc
- Class B2: Limited Prod. Road Kit Cars. Car eng. 1401cc-1800cc  
m/c engine 876cc-1125cc
- Class B3: Limited Prod. Road Kit Cars. Car eng. over 1800cc  
m/c engine over 1125cc
- Class C1: Mod Prod Saloons & Sports Cars up to 1400cc
- Class C2: Mod Prod Saloons & Sports Cars over 1400cc up to 1800cc
- Class C3: Mod Prod Saloons & Sports Cars over 1800cc up to 2600cc
- Class C4: Mod Prod Saloons & Sports Cars over 2600cc
- Class C5: Mod Prod Kit Cars, car engine up to 1400cc, M/C engine up to 875cc
- Class C6: Mod Prod Kit Cars, car engine 1401-1800cc, M/C engine 876-1125cc
- Class C7: Mod Prod Kit Cars, car engine over 1800cc, M/C engine over 1125cc
- Class D1: Sports Libre Cars up to 1400cc
- Class D2: Sports Libre Cars over 1400cc up to 1800cc
- Class D3: Sports Libre Cars over 1800cc
- Class E1: Racing Cars up to 600cc
- Class E2: Racing Cars over 600cc up to 1100cc
- Class E3: Racing Cars over 1100cc up to 1600cc
- Class E4: Racing Cars over 1600cc
- Class F1: Rally Cars up to 2000cc
- Class F2: Rally Cars over 2000cc

## Important points relating to Classes and Vehicles

- 6.1. When completing Entry Form, drivers are reminded to indicate the event and championship classes (which may be different) for correct points allocation.
- 6.2. All vehicles must comply with the appropriate MSA regulations and categories as stated in I68 for the event. Class eligibility is defined in

# Appendix A

**For the purposes of this event, choice of tyre manufacturer is free subject to compliance with this Appendix. Those competing in championships where tyre choice is restricted are responsible for ensuring compliance with the championship regulations.**

**Cars in classes A1, A2, A3 & A4 must comply with the following:-**

**(a) ELIGIBILITY.** Any Series Production Saloon or Sports Car, plus Limited Production cars manufactured before 01.01.1972. Exceptions are, irrespective of date of manufacture, Lotus 7 and all derivatives therefrom.

Each car must be fully road legal, carry a valid tax disc and have a valid MOT certificate, where applicable, for that vehicle. Cars must comply in all ways with the Road Traffic Acts and Construction & Use regulations. Cars must conform to the MSA Vehicle Safety Regulations for Speed Events.

The use of TRADE PLATES is prohibited.

The organisers or ASWMC reserve the right to re-classify any car in the interests of maintaining parity within the category.

## b) ENGINE

- i) Where cars are, or have been, offered by the manufacturer with alternative body styles, e.g. saloon, coupe, roadster, GT etc, an engine offered for any manufacturer listed bodystyle is acceptable.
- ii) The engine **MUST** remain in the same position and orientation as that originally specified by the manufacturer.
- iii) Cylinder block and cylinder head must have the same construction and material as the original engine, including alternatives as in i).
- iv) It must have the same number of cylinders as the original.
- v) It must have the same number of valves per cylinder and the same method of valve operation as the original.
- vi) All other components and modifications are without restriction.
- vii) Engine capacity may be increased by boring and/or stroking, but must always remain within the maximum for the class.
- c) **GEARBOX/FINAL DRIVE** The gearbox and differential casing must be as originally manufactured, and retained and fitted in their original positions. The ratios and other internals are free.
- d) **SUSPENSION** Suspension must be of the same type and method of operation as that offered by the manufacturer of the vehicle. Shock absorbers are free as to type, method of operation and position or location. The addition or change of anti-roll bar(s), anti-tramp bar(s) and stabilising bar(s) is allowed.
- e) **WHEELS** Wheel sizes are free but must all be of the same diameter,

Secretary of the Meeting: Mrs Jill Hayward 01271 371538  
 Chandos, 20 Hillcrest Road, Newport, Barnstaple, Devon EX32 9EP  
**We ask you to refrain from telephoning officials after 9.00pm**

### 18 Judges of Fact

will be appointed (145) to adjudicate on unsatisfactory or false starts, not following correct course, touching course markers or baulking and excessiveness noise/sound.

### 19 provisional results

will be published in accordance with Regulation A61(a).  
 Any protest / appeal must be lodged in accordance with C(d)45 to 59.

### 20 starting order

Competitors will start singly in class and numerical order at approximately 30 second intervals. Competitors **MUST** be ready to take their runs and to comply with the paddock official's instructions throughout the day or be prepared to forfeit their run.  
 Second (A) drivers will take their runs as far as practicable at the end of each class.

### 21 general

- (a) There will be no designated tyre warming area. The practice of wheel-spinning (tyre warming) prior to the start line will not be permitted.
- (b) All artificial methods of tyre warming will be prohibited.
- (c) The method of timing will be by beam-activated electronic clock.
- (d) The starting signal will be a green light. There will be NO red light.
- (e) Timing commences when the light beam is broken by the timing strut on the front of the car (complying with I67).
- (f) Large trackside signs will clearly show the distance and degree of approaching bends or features of the course.
- (g) The finish line will be identified by chequered boards.

### 22 red flags and baulking

Due to the number of cars which may be on the course at any time, red flags will be used if a baulk occurs.

### 23 22 squadron search & rescue

RMB Chivenor is the home of 22 Squadron Search and Rescue Unit. In the unlikely event that the S&R Helicopter requires a runway take-off (when carrying full fuel load), it will be necessary to pause the competition for a short period.

### 24 Overnight Camping and Access to Venue

Camping during the evening before the event will be permitted. Anyone intending to stay overnight must advise the Secretary of the Meeting in advance. Venue access will be controlled using Passes. Details will follow in Final Instructions.

### 25 All other MSA General Regulations apply as written.

#### Appendix A.

- 6.3. The onus of responsibility for the eligibility of vehicles competing in championships rests with the entrant/competitor. Where disputes occur relating to vehicle compliance, the onus will be on the competitor to satisfy the organisers, NOT the organisers to prove compliance.
- 6.4. Cars in Classes A1 to E4 must conform to relevant definitions in I46 to I132 of the MSA Competitors' and Officials' Yearbook 2009.
- 6.5. Cars with engines using non-diesel fuel and fitted with forced induction will be subject to a 40% capacity increase.  
 Cars with engines running on diesel fuel will be subject to a 30% capacity reduction.
- 6.6. All vehicles must be fitted with a silencer at all times. A sound test will be carried out on all cars prior to practice; (C(b) 24).

### 7 familiarity, practice & event runs

In accordance with I.7.b(ii), all drivers will be given a single opportunity to drive the course at non-competitive speed for course familiarisation purposes. A maximum of two practice runs will be permitted. The format of practice runs will be determined by the organisers and will be confirmed in Final Instructions, on the official notice board and at the drivers briefing.  
 Circumstances permitting, competitors will be given the opportunity of a minimum of two event runs, with the best run time to count for awards.

### 8 competitor numbering

Competitors are responsible for providing their own competition numbers as per Technical Regulation C(b).6 and I.30. Drivers of shared cars must ensure that the correct number is displayed for each run. Second drivers will share the same number as first drivers with the addition of a 'A' suffix. Times set by cars not correctly identified may be disallowed with no opportunity of a re-run.

### 9 paddock

Each competitor will have paddock space allocated to their competition car and one support vehicle. Passes will be issued with Final Instructions. Competition vehicles must be unloaded as instructed on arrival and trailers parked as directed by the officials.

**NOISE** – Always be conscious of the noise you create. Excessive noise from revving engines etc will not be tolerated. Competition car engines must not be started until 9:00hrs, unless permitted by senior event officials.

**SPEED** – 10mph maximum speed limit will be enforced within the paddock and routes to and from the course (I.34).

**PETS, PARTICULARLY DOGS** – Be aware, for their own safety, **DOGS** cannot be permitted inside this military venue. **THIS IS A STRICT CONDITION OF OUR LICENCE FOR USE OF RMB CHIVENOR.** If you bring a dog, however well behaved, you could jeopardise future events.

**SAFETY** – In the interests of safety, Mini-motos, scooters, bicycles, mopeds, roller-blades or similar will not be permitted in the paddock.

**GROUNDSHEETS** - must be brought and used where maintenance to competition

vehicles may give rise to oil spillages or other damage to tarmac surfaces in the paddock area.

### 10 awards will be presented as follows:

First In Class	An Award.
Second In Class (subject to minimum 4 entries)	An Award.
Third In Class (subject to minimum 8 entries)	An Award.
Fourth In Class (subject to minimum 15 entries)	An Award.
Best performance by NDMC member	An Award.
Fastest Quarter in each Class	An Award.
Best Turned-Out Car (judged by a guest)	*Steve Sanders Memorial Trophy.
Fastest Quarter of the Day	*Kia Ora Torrington Trophy.
Fastest Time of the Day	*Grant Auto Services Trophy.

Prizes will be awarded as soon as possible after declaration of the Results.

No competitor may win more than one award other than those marked \*.

Regrettably the organisers cannot forward awards not collected at the prize giving.  
\*Perpetual Awards remain the property of the North Devon Motor Club and must be returned upon request.

To qualify for awards, any quarter-mile split times must be set within a successfully completed event run free of additional penalty or failure. Equally, quarter mile data from flagged runs will not be counted.  
Failure to record a quarter mile time, for whatever reason, will not entitle the competitor to a re-run.

### 11 number of entries

The maximum entry for the event is 130 (a maximum 10 reserves will be listed if necessary), the minimum entry for the event is 60. The minimum for each class is 3. A driver may not enter in more than one car and a car may not be shared by more than two drivers.

### 12 organisers rights regarding entry levels

Should any of the above minimum figures not be reached the organisers have the right to either cancel the meeting or sub-divide, add, delete or amalgamate classes as necessary. Any variations to published entry lists (amalgamations etc) will be posted at the conclusion of documentation and will be final.

### 13 entry list

The entry list opens on publication of these supplementary regulations and closes finally on **5th September 2009**.

### 14 entry secretary

All entries should be sent to:

Mrs Jill Hayward  
Chandos, 20 Hillcrest Road, Newport, Barnstaple, Devon EX32 9EP  
Telephone enquiries (before 21.00hrs please) to **01271 371538**.

Regulations requests by answering service: remember to leave your name, full address and contact telephone number.

**Club Membership:** A membership application form is included within these

Supplementary Regulations.

**Downloadable Regulations & Entry:** log on to [www.ndimc.org.uk](http://www.ndimc.org.uk)

### 15 include with your entry:

A completed Entry Form for each driver (plus Club Membership Form if applicable) and full entry fee(s) by cheque for each driver.

### 16 entries

**-Fees-** The entry fee for the event shall be **£80.00** (eighty pounds) and all cheques must be made payable to

**North Devon Motor Club.**

Late entries, received after the closing date, may exceptionally be accepted, subject to a fee of **£95.00** (ninety five pounds) which will be strictly non-refundable. In all cases, post-dated cheques will NOT be accepted. Charges up to £10.00 will be levied in the event of a cheque requiring re-presentation.

**-Acknowledgement & selection of entries-** Receipt of entries will be acknowledged which should not be construed as acceptance of entry unless specifically stated.

Telephone entries will not be accepted.

Entries will be selected at the organiser's discretion (A40 and C(a).57).

**-Withdrawal of entry-** Entries withdrawn and confirmed in writing to the **Entry Secretary** on or before the final closing date in SR13 will be refunded less £10.00 administration fee.

Entries withdrawn after closing date but before day of event confirmed in writing to the **Secretary of the Meeting** within seven days following the meeting, may be offered a 50% refund after admin fee has been deducted.

To qualify for a refund, competitors must fulfill ALL the following conditions:

[1] The competitor must telephone the Entries Secretary prior to the day of the event, to advise of his/her intention to withdraw. If the Entries Secretary is unobtainable, a message recorded by the competitor offering clear identification will be acceptable.

[2] The competitor must also provide written and signed confirmation of withdrawal, which shall only apply to his/her individual entry, for receipt by the Entries Secretary on or before the Wednesday immediately following the event.

[3] In all cases, the competitor must communicate with the named Entries Secretary in SR14 and no other person.

### 17 the officials of the meeting

MSA Steward	appointed by MSA
MSA Scrutineer	Mr John Cooper 07702 240970
MSA Environmental Scrutineer	Mrs Lynn Palmer
MSA Timekeeper	Mr Peter Locke
Club Stewards	Mr Peter Horne, Mr Bill Taylor
Clerk of the Course	Mr John Hill 01803 327331
Joint Deputy Clerks of the Course	Mr Rodger Harvey & Mr Greg Thomas
Chief Marshal	Mr Robert Cocker 01271 814019
Chief Medical Officer	Dr Stuart Hateley
Results Officer	Miss Debbie Locke

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