

**Southampton Orienteering Club**  
**November Classic**  
**Final Details**

**Date:** Sunday 2<sup>nd</sup> November 2014

**Venue:** Kings Garn Gutter and Castle Malwood, New Forest.

**Car Park and Assembly area:**

- Ocknell Camp Site.
- The nearest post code (to the north of the site entrance) is SO43 7HH.
- The site entrance is at GR 253120.
- Assembly is at the north end of the camp site and parking will fill in from this end. In broad terms therefore the later you arrive the further you may be from assembly. However all parking will be within about 5 minutes walk of assembly and disabled parking will be available closer.
- The Forestry Commission charge £1 per car which will be collected at the entrance.

**Travel:**

- From the north and east: go to Junction 1 of the M27 and follow the brown signs to Ocknell Camp Site (about 10 minutes from J1).
- From the west: turn off the A31 at Stoney Cross and the entrance to Ocknell Camp Site is on the left hand side after about 500m.
- Please note there is no turn to Ocknell Campsite going westwards along the A31.

**Facilities:**

- Toilets: at assembly.
- Traders: Tom's Catering, Ultrasport and Compass Point at assembly.
- Enquiries: at assembly. Enquiries will be open from 0830 – 1230.
- First Aid: Medical Dispatch at assembly.

**Registration:**

- Competitors who have pre-entered should go straight to the start.
- There will be no late entries for the Classic courses (white, yellow and orange courses will be available for EOD).
- Start times will be published on the Fabian4 website

### **Emit Card Issue and Return:**

- Competitors hiring Emit cards should collect them from enquiries before going to the start.
- Hired Emit cards will be collected at download.
- A charge of £40 will be made for lost cards.

### **Start:**

- The start is approximately 1200m from assembly. Allow at least 15/20 minutes to walk there. The route will be taped. There are no toilets at the Start.
- It is up to competitors to arrive at the start in time. It is a punching Start. Late arrivals will only be allowed to start when a suitable vacant slot is available and when it does not affect seeding. On heavily subscribed courses this may result in a long wait.
- The route to the start crosses Forest Road. Competitors must use the manned crossing point. Please take care crossing the road. There are no roads to cross during the competition.
- There will be a clothing dump after the road crossing. This is very near the Finish.
- Call up will be at minus 5 minutes.
- Loose control descriptions will be available at the start.
- Competitors on the White and Yellow courses will be able to see their maps before they start.

### **Map and Planner's notes:**

- A3, printed on water resistant paper, at a scale of 1:10,000 with contours at 5 metres, and including a full legend (key to symbols). Courses and control descriptions will be overprinted. Root stocks, old fence posts and herring-bone (parallel) drainage ditches which feed into a main watercourse have not been mapped.
- Two years ago, after a very wet autumn and severe rain leading up to the event, the Classic had to be cancelled because some of the streams were unsafe to cross. King's Garn Gutter has a very big water catchment area with plenty of steep sided valleys. After heavy rain innocuous streams can become raging torrents. With this in mind I have planned all courses to avoid crossing the more at risk areas. This may have resulted in small distances of track running on the longer courses. There are bridges and crossing points close to most "best route choice" routes. Be aware that even in the dry many of the streams have eroded deep into the subsoil and in some areas may be over 2 metres deep. The two most dangerous areas are marked as Out of Bounds. In addition the mapper has used the earthbank symbol to show steeper sided gullleys. Please take care.

- The competition area is on the eastern slopes of Stony Cross Plain and consists of three distinct areas. The northern and central areas are fenced enclosures with a good path network. The southern area has very few paths, and consists of deciduous woodland surrounded by grassy slopes. Most areas are very runnable, with little or no brambles or brashings. Bracken has been mapped as rough open land or slow run undergrowth depending on runnability.
- On the eastern side is Bramshaw Golf Course. Should you find yourself close to the golf course, please be considerate towards any golfers.
- Courses close at 1445.
- Course details (subject to final controlling) are as follows:

Course colour			Length (km)	Climb (m)
1		<b>White</b>	1.7	45
2	M10, W10	<b>Yellow</b>	2.5	50
3	M12, W12	<b>Orange</b>	3.1	55
4	M14, W14	<b>Light Green</b>	3.7	70
5	W75,W80, W85	<b>V Short Green</b>	3.2	85
6	M75, M80, M85, W65, W70	<b>Short Green</b>	4.1	85
7	M70, W16, W55, W60	<b>Green</b>	4.7	80
8	M65, W18, W20, W40, W45, W50	<b>Short Blue</b>	5.7	120
9	M16, M55, M60, W35	<b>Blue</b>	6.7	130
10	M45, M50	<b>Long Blue</b>	7.3	130
11	M18, M20, W21	<b>Short Brown</b>	8.5	175
12	M35, M40	<b>Brown</b>	10.2	210
13	M21	<b>Black</b>	12.1	275

### **Finish:**

There is one finish. The route back to assembly is 800m via the clothing dump and uses the same manned crossing point on Forest Road. Water and download at assembly.

### **Results Display:**

Results will be displayed close to download.

### **Entry on the Day courses**

- White, Yellow and Orange course will be available on the day.
- Fees £6 plus £1.50 Emit hire for adults, £3 for Juniors, no Emit charge

**String Course:**

- There will be a string course near assembly for young children.
- This is free of charge.

**Water**

- No water will be provided. Please bring your own drinks or purchase them from our food trader

**Safety:**

- Please take care crossing Forest Road. Anyone bringing children to the event is expected to take responsibility for them at the road crossing. Although the crossing point will be manned, the final responsibility for crossing the road safely rests with the competitor.
- Ticks are present in the New Forest – wear full length clothing and check after your run.
- Wild ponies are part of the attraction of the New Forest but can be unpredictable. Do not approach them or feed them. The same applies to pigs, donkeys and cattle.
- There is public access to the New Forest. Please respect the rights of others – particularly riders.
- Emit will be used to check competitors into and out of the forest. Please report to download even if retiring. Competitors travelling alone are encouraged to leave a set of keys with enquiries.
- Competitors are advised to carry whistles.
- Competitors take part in this event at their own risk and are responsible for their own safety.

**Special Notices:**

- British Orienteering rules regarding body cover will apply.
- The organiser reserves the right to insist that cagoules are carried. Please come prepared.
- Dogs on a short lead are permitted in the car park but please don't take them into the competition areas (NB the string courses are close to assembly).
- Maps will not be collected at the finish. Competitors are reminded this is a selection race so please do not show your map to competitors who have yet to start.

**Accidents:**

- Medical Dispatch will be at Assembly.
- The nearest accident and emergency unit is at Salisbury District Hospital, Odstock Road, Salisbury, Wiltshire, SP2 8BJ Tel: 01722 336262.
- However it is likely to be quicker to get to:

Southampton General Hospital  
Tremona Road  
Southampton  
Hampshire  
SO16 6YD  
Telephone 02380 777222

**Cancellation:**

Cancellation is a last resort, however if very bad weather is forecast or some unforeseen event makes it necessary to cancel, a notice will be placed on the SOC website. If the event is cancelled, SOC reserves the right to retain part of the entry fee to cover unavoidable costs.

**Officials:**

Planner: Kieran Devine

Controller: Peter Brett

Organiser: Mary Nixon

mary.david.nixon@gmail.com or ring 01794 516298 (before 9.00pm please)

**Historical Note:**

This area was used as an airfield in the Second World War. Known as Stoney Cross Airfield, it was built in 1941/2 and operational between November 1942 and October 1946. Initially it was used for parachute drops and gliders supporting resistance groups in France. Bombing raids were carried out from here in the lead up to D Day and afterwards in support of troops on the ground. From November 1944 until the airfield closed in October 1946 it was used for transport aircraft flying to Europe and the Far East. After the airfield closed the hangers were used for storage for a number of years. The parking is on hard standing for the aircraft, you cross one of the runways on the way to the start, and on the way back from the finish you go past the old accommodation – look for the permanent loos!