



SOUTH LONDON ORIENTEERS & WAYFARERS

OK NUTS TROPHY AND BLOOD RACES

Wisley & Ockham Sunday 30th November 2014

Final Details

Welcome to Wisley and Ockham Commons, a nature reserve of lowland heath on acidic sandy soil designated SSSI, lying between Surrey's main two interior rivers, the Wey and the Mole. These days it is more easily identified as M25 Junction 10, where the M25 London Orbital motorway crosses the six lane A3 London-Portsmouth road.

SLOW thank Southern Navigators (SN) for the loan of the area, Surrey Wildlife Trust and their Countryside Ranger Gemma Hayes for access, and RHS Wisley for parking.

Prizegiving

We plan to present the three trophies, the OK Nuts Trophy, the Heather Monro Trophy, and the Margaret Loveless Trophy, in the car park between 12:45 and 13:00. We will have OK Nuts coasters for class winners too, but we will not have all the results by then. We will have them available for collection as soon as possible.

Win a Christmas Tree

To highlight an aspect of the hard work that goes on to keep the heathland for us all to enjoy, we will draw for a "Christmas Tree" (a Scots Pine) as a spot prize at the prizegiving. The tree will have self-seeded on Wisley and will be available, freshly cut, as a gift from the Countryside Ranger at a mutually convenient time. If interested please leave your race number (if a mass start runner) or write your name on a spare number (if a colour-coded runner) when you download.

Parking is at the Royal Horticultural Society Wisley Garden.

Please follow brown signs "Wisley RHS" to map ref TQ068581. The entrance is from the A3 northbound, south of the M25 junction. If travelling from the M25 or London the brown signs guide you to take the first exit south of the M25 junction, go round a roundabout under the A3, and rejoin the A3 in the other direction very briefly before turning off. We are using the far northern end of the large RHS car park - identified as Car Park C. £1 per car.

Ultrasport and Tom's Burger Van will be in Car Park C.

Toilets (a sandy coloured building) and the RHS coffee shop are by Car Park A.

Registration, download, enquiries, start and finish and close together, 200m from the car park.

Nearest station is West Byfleet, approx 4km distance.

EOD There is Entry on the Day subject to maps being available. Come early for loop races!

Dogs are welcome if well-behaved and their owner clears up after them.

It is understood that we will not interfere with normal public enjoyment of the commons. Please be particularly aware at congestion points and if you meet horse riders.

Notes on the Area

The A3 was one of the principal routes in Britain in the days of the stagecoach, as it linked the capital and the main base of the Royal Navy. Elsewhere “the Portsmouth Road’s” route is much altered but it has passed Bolder Mere, as it does today, for many centuries. Towards the end of the nineteenth century this section was part of the most popular bicycle outing in southern England, the ride out from London to the old coaching inns of Ripley.

The very heavily used M25 is a relative newcomer. Long in the planning, the sections here were among the later sections completed in the 1980s.

The Royal Horticultural Society were gifted Wisley in 1904 by a wealthy Quaker, Sir Thomas Hanbury. Its 240 acres of gardens are the second most visited paid entry garden in the United Kingdom, with a million visits a year. The gardens and laboratory employ 90 people.

William of Ockham (or Occam), an English Franciscan Friar, was born in Ockham about 1285. He was one of the first to say that the authority of rulers derives from the people they govern. He gave his name to the philosophical principle called “Occam's razor”.

There is a controversial proposal to build 2,000 houses on the disused Wisley airfield just to the south.

On 19 July 2006, the hottest temperature ever recorded in the month of July in the United Kingdom was recorded at Wisley. It was 36.5°C.

Terrain & Course Notes



Please expect to get your feet very wet, or wear Wellingtons. Runners on all courses, including white and yellow, are likely to encounter very wet conditions in one or two places on their course. (Photo: National Cross-Country 2011.)

Map 1:10000, 5m contours, A4. The black cross indicates a hide.

The commons are heathery heath and natural woodland with many paths and some stretches of metalled road. There are many ditches, some slopes, and some areas where going is more difficult. In general, please note

- 1) You will come across small unmapped paths and ditches.
- 2) Some areas mapped as rough open have a lot of young birch about the same height (up to about 3m) in each patch. This is because birch readily self seeds on the Commons and areas are cleared in rotation by the Trust.

The A3 separates Wisley Common to the north-west and Ockham Common to the south-east. The A3 is a motorway in all but name, and so uncrossable, except by two wide bridges. The M25, also uncrossable except by bridge, splits Wisley in two, a small northern part from the larger main area to the south.

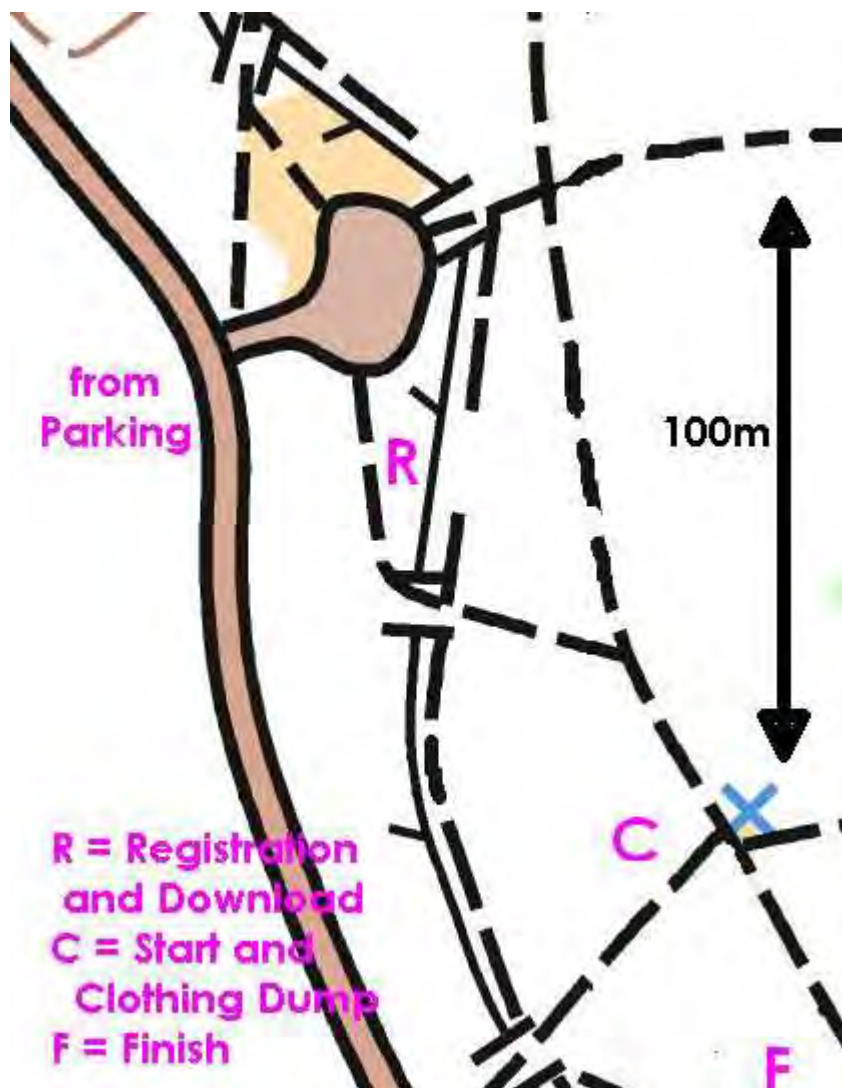
All courses

The start and finish are close together on the main part of Wisley.

Registration, enquiries and download is between the car park and the start. You can leave clothing, at your own risk, in a area by the start.

The event uses SportIdent electronic punching. Please collect hired dibbers at registration.

Courses close at 2pm.



Course	Start	Distance	Climb	Controls	Prize Categories
Full Blood	10:30	16.1km	110m	37	M20, M21, M35, M40
Half Blood	10:30	11.8 km	90m	30	M18, M45, M50, W20, W21, W35
Very Nearly an Armful	10:30	8.2 km	60m	28	M16, M55, M60, W18, W40, W45, W50
Green	10-12	5.2 km	50m	16	M65, M70, W16, W55, W60
Short Green	10-12	3.7 km	40m	15	M14, M75+, W14, W65, W70+
Orange	10-12	3.4 km	25m	11	M12, W12
Yellow	10-12	2.5 km	25m	10	M10, W10
White	10-12	1.6 km	25m	14	

Full Blood, Half Blood, Very Nearly an Armful courses

Control descriptions are on the map, only. They obscure the map legend.

The full blood course has more than 30 controls. Most runners on this course will need to borrow a large capacity SI card from us - please do so at registration.

The half blood and very nearly an armful courses also have a lot of controls but within the capacity of standard SI cards. Please try not to punch too many extra controls as you go round!

We are managing the start differently this year. All three courses are starting together at 10:30. It will be a little crowded, rather like a park run or other running race. This may slightly check the early speed of some of you, but please be understanding. You can get up to full speed very shortly and the courses are long and tough so you can make it up.

We are pre-allocating runner numbers after the last online entry date (27th). Runners should check the lists we will post at the event and pick up their Tyvek number and pins at the start. Your maps will be laid out in numerical order on the ground in the start pen, with lower numbers at the front and higher numbers at the back. Very low numbers are allocated based on last year's results, but mostly we will base numbers on the ranking list.

Please clear your dibber and enter the start pen between 10:20 and 10:25 checking your dibber as you enter. Go to your map, which will be face down with your number written on the back. Please leave it on the ground until we say so. Say hello to those standing next to you. Take care with any violent warming up stretches as there will be a lot of people about. You can keep on extra layers of clothing until the last minute and then pass them out of the pen and we will put them in the adjacent clothing dump.

Shortly before the start we will ask you to pick up your map, but please do not look at it until the start.

The mass start courses all require one or more controls to be visited more than once, with other controls visited between times. Runners should take care to visit all the controls in the exact order shown on their map, which will not be the same as many other runners.

The full blood and half blood include a map exchange. After the last control on the first part please follow tapes to a "map drop" and then on to collect your second part. It is important you take the right map, because the maps are not all the same.

The first half courses to the map exchange for the full blood are not exactly the same length, but it will all balance out by the finish.

Green, Short Green, Orange

There will be loose control descriptions in the start lane. They are printed on the map too, obscuring the legend in the case of the green course.

The green course crosses the M25.

We have pre-allocated times for pre-entries in accordance with preferences. You may use these if you want - it is a punching start. Each minute the start team will give precedence to the

runner with that start time, but if they are not there then anyone can go. There will however be very few unallocated slots on the Green course until after 11:30.

The first starts are at 10 and the last at 12. We will suspend the start for a few minutes from 10:25 whilst the loop race start takes place.

When you start, punch the start control and then pick up your map from the appropriate box.

Yellow, White

Maps for these courses will be available in the start box and you may stay in the box looking at the map for as long as you like. Do not forget to punch when you do start.

Control descriptions (IOF symbols) are on the map and will also be loose in the start lane.

The first starts are at 10 and the last at 12. We will suspend the start for a few minutes from 10:25 whilst the loop race start takes place.

We want you to start on the right path and will have a few happy and sad face notices to assist. These might amuse other runners as everyone is starting in the same place.

The first path may be very wet underfoot. It has been suggested that this aspect of the course may be more popular with juniors than with seniors. Whatever, please expect to get your feet very wet, or wear Wellingtons.

We will have a small something at download for younger juniors tackling these courses.

STOP PRESS

Green course full Information added 9pm Sunday 23rd

We have more entries than expected on the green course over this weekend (thankyou) so the course is currently showing full on Fabian4. We are ordering more maps, and expect to re-open the course to entries (and to entry changes for anyone who entered a second choice.)

SAFETY

As you know you are responsible for your own safety.

It is a good idea to carry a whistle, and to wear a cagoule if the weather is very bad.

The main hazard is traffic. The A3 and M25 must only be crossed by the bridges and the maps show this. Short green, orange, yellow, white do not cross either road.

The loop races cross some minor roads as well the main roads. **Please take care.** Particularly note that one of the A3 bridges requires crossing Wisley Lane (the road you turned onto as you turned off the A3) near the A3 and traffic is thus often very fast. Stop if necessary. Do watch out at all crossings, looking in both directions and running along the roads as little as possible.

We will check runners as they start, and worry about anyone who doesn't come back to download by the course closing time of 2pm. Please do not cause us to mount an unnecessary search. Runners travelling alone are invited to leave their key at download, or to leave a note of their club on their car's dashboard, or on their cycle.

There is no formal first aid cover, but there will be a kit at download.

Hospitals

Woking NHS Walk-in Centre

Woking Community Hospital
Heathside Road
Woking
GU22 7HS

A&E: St Peter's Hospital

Guildford Road
Chertsey
KT16 0PZ

A & E: The Royal Surrey County Hospital

Egerton Road
Guildford
GU2 7XX

A & E: Epsom Hospital

Dorking Road,
Epsom,
KT18 7EG

Officials

Controller: Mike Murray
Planner: Simon Moss
Organisers: Paul Street, Melanie Hilton
SI Manager: Pete Huzan