

THE VINTAGE SPORTS-CAR CLUB
VSCC SPEED CHAMPIONSHIP
ROUND 6
SUMMER SPRINT AT GOODWOOD
Saturday 18 August 2018
COMPETITORS' INSTRUCTIONS

THE VINTAGE SPORTS-CAR CLUB PRESENTS

SPRINT *at* GOODWOOD

VSCC SPEED CHAMPIONSHIP ROUND 6



SATURDAY 18 AUGUST 2018

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PRINCIPAL ASSOCIATES AND PARTNERS:

Bonhams *Octane*

HAGERTY CLASSIC CAR INSURANCE 

The Vintage Sports-Car Club is proud to be associated with our Principal Associates





THE VINTAGE SPORTS-CAR CLUB
VSCC SPEED CHAMPIONSHIP
ROUND 6
SUMMER SPRINT AT GOODWOOD
Goodwood Race Circuit, Chichester, West Sussex, PO18 0PH
Saturday 18 August 2018

MSA Permit Number: 104863

Held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

COMPETITORS' INSTRUCTIONS

1. Introduction

Thank you for your entry to the Sprint at Goodwood; enclosed you will find all of the information required to compete at this event.

2. Amendments to the General & Supplementary Regulations

MSA Steward	Brian Hopper
Club Stewards	Rosemary Adams, Robert Ellis
Clerk of the Course	John Felix
Deputy Clerk of the Course	Simon Staveley
Assistant Clerk of the Course	Gabriel Ludlow
Assistant Clerk of the Course	Gemma Price
Chief Scrutineer	Brian Gilbert Smith
Chief Timekeeper	John Warren
Chief Medical Officer	Jonathan Prescott
Chief Handicapper	Mark Ballard

3. Timetable

0730hrs	Classes 1 – 3 Signing On and Scrutineering opens – Jackie Stewart Pavillion
0800hrs	All remaining classes Signing On and Scrutineering (do not arrive early as you will delay practice)
0900hrs	Parade for Rally Competitors
0915hrs	Practice commences
1030hrs	Any competitor not scrutineered or signed-on may be excluded
1230hrs	Lunch break (approx)
1330hrs approx	First competitive run commences
1700hrs	End of competitive runs

4. Non-Starts

If you find that you will not be able to start the event, please let the Secretary of the Meeting know as soon as possible. Up until 1500hrs on Thursday 16 August 2018, please call 01608 644777 ext 5, thereafter, please call the Secretary of the Meeting, Rachael Watkins on 07823 554120 between the hours of 0700 – 1700 only. For 24 hour contact please call 07860 204501.

5. Change of Driver/Car

Any person wishing to change a car or driver must inform the Secretary of the Meeting in writing in accordance with D 25.1.12.

6. Paddock Arrangements

Please note there will be no paddock access until 1700hrs on Friday 17th August and only up until 1830hrs, all cars are left at your own risk.

Paddock places have been allocated to each car in Class order, please refer to the Entry List for your Paddock number which is NOT the same as your Competition number. Please park in the correct bay – refer to the paddock plan attached. Any tow vehicle and trailer needs to be parked in the dedicated parking area which is in Car Park D. (see attached site plan). Do not park on the grass and please note the 15mph speed limit within the paddock.

FUEL

Fuel is not available at the circuit. The nearest petrol station is approximately one mile from the circuit towards Chichester at the Sainsbury's supermarket. **Refuelling at the circuit may only be carried out in the dedicated area which is in the North of the paddock adjacent to the toilet block.**

7. Arrival, Signing-on, Scrutineering and Noise Testing

Signing on will take place in the Jackie Stewart Pavillion. Bring with you your Competition Licence upon completion you will be issued with a Scrutineering Ticket. Competitors will be identified by competition numbers* complying with MSA regulations. It is the competitors' responsibility to ensure they comply with these regulations. Adhesive numbers will be available for purchase at £3.00 per set at signing-on; all Competitors must use these numbers if instructed to do so by the Senior Clerk of the Course or the Chief Scrutineer.

Return to your car and await a Scrutineer to visit; scrutineering will be in numerical order. Once scrutineered you will be issued with a "Passed" sticker which you must attach to your car.

NOISE TESTING

All cars must comply with current MSA silencing regulations as per the MSA Competitors' yearbook. In addition, all vehicles must comply with the Goodwood Motor Circuit noise requirements.

Marshals will noise test your vehicle, which must be no louder than the following – 105dB at 3/4 maximum revs, measured at 0.5m from exhaust. Cars will also be subject to drive-by noise testing and the maximum permissible level is 101dB measured 10 meters from the passing vehicle. The organisers will exclude any vehicle that exceeds those limits. No refund will be given.

Every car will be noise tested; the maximum noise level are as detailed in J 5.18 and Chart 5.18 of The MSA Yearbook, 2018. Drive-by Testing will take place throughout the course of the meeting at 101db, 10 metres from the trackside. **If you are deemed to be over the level then you will receive 2 warnings before being disqualified from the event.**

TIMING STRUTS

All Competing cars need to be fitted with a Timing Strut as detailed in S 10.9 of the MSA Yearbook 2018, these need to be a minimum vertical height of 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. **Struts that do not comply with these regulations will result in no time being given.**

8. Fitment of onboard cameras

Competitors must make themselves familiar with MSA J.5.21. Should you wish to run an Onboard Camera, this must be securely mounted and ready for inspection at Scrutineering. Once this inspection has been passed the Scrutineers will issue a 'Passed Onboard Camera Inspection' sticker. This sticker will be inspected in the Assembly Area before you are permitted onto the circuit. The presentation of a competing vehicle in Assembly with a Onboard Camera fitted, but failing to display a Camera Inspection sticker may result in you not being allowed onto the circuit and will result in you being reported to the Clerk of the Course.

9. Walking The Course

If you wish to walk the course, please do so before 0830hrs, but if you have signed-on, please do not leave your car unattended until it has been scrutineered.

10. Drivers' Briefing

There will be no mandatory drivers' briefing however; "New to Circuit" Competitors need to see the Clerk of the Course prior to their first Practice Run.

11. Flag Signals

When on a practice run or on a competition run, should a red flag be shown ahead, STOP AT ONCE and await instructions from a Track Marshal.

12. Practice Runs

Practice runs commence at 0915hrs, and will be conducted in class order. Cars will be called to the line in groups of 5 you must complete at least one practice run to then take part in the afternoon's competitive runs. **Shared Cars with the higher number will run at the end of their class.**

13. Competition Runs

Drivers will be given the opportunity to complete two official competition runs during the afternoon; these will be in numerical/class order. On completion of the first timed run drivers will return to the paddock. Only when all first runs are complete will the second round of timed runs begin. **Shared Cars with the higher number will run at the end of their class.**

Track Limits

a) All four wheels off track is a Fail (S 9.5.3(a)). For the purpose of assessing four wheels off in accordance with S.9.5.3 Post Chiefs are appointed judges of fact.

14. Practice and Competitive Times

These will be displayed on the official notice board in Race Admin which is in the Jackie Stewart Pavillion.

HANDICAPS

These are shown in the entry list. Any changes made as a result of practice times will be published on the official notice board, in the Jackie Stewart Pavilion during the lunch break before the timed runs start.

15. Alcohol Breathalyser Test

In accordance with D 13.1.4, as a condition of participation, all Drivers and Officials consent to submit themselves as required to a random alcohol breathalyser test. The Club approved equipment used for testing will be 'AlcoSense Ultra' breathalysers within valid calibration periods of their current calibration certificates. Calibration and maintenance of the devices will be undertaken by AlcoSense Breathalysers. A Driver or Official who is considered to be possibly unfit due to consumption of alcohol will not be permitted to participate. Such persons may request a re-test after a period of at least 60 minutes. If the Driver or Official is still considered unfit following the second test, he/she remains ineligible to participate or officiate. Should a Driver not participate in either a practice or a timed run due to the possibility of being unfit due to the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of the Course. In addition to the random test, the Clerk of the Course and/or the Secretary of the Meeting may, at their sole discretion, direct that a test be carried out on any Driver or Official at any time during the meeting should they consider there are grounds for doing so. The results of all breathalyser tests remain confidential between the Secretary of the Meeting, the Clerk of the Course and the Driver or Official concerned. Refusal or withdrawal of consent to take a breathalyser test will be treated as a failure of the test and the Driver or Official shall be excluded from participation at the meeting.

Competitors' will be selected at random for alcohol testing prior to the event. Those selected will be noted on a Bulletin at 0730hrs which will be clearly displayed on the Official Notice board, in Race Admin and also at Signing On. If selected, Competitors' should present themselves to the Secretary of the Meeting in Race Admin prior to the commencement of their first practice.

16. Results Procedure 2018

Results will be published in accordance with D26.1.1 at the end of the meeting, declared as Provisional for 7 days before being declared as Final. (GR8)

17. Awards on the Day

Awards on the day (Fastest Time of the Day, Fastest Vintage & Fastest Young Driver) will be issued using the provisional results. (GR9) There will be a short awards ceremony after the last run of the day.

CAMPING

Please note there is strictly no camping permitted anywhere on the Goodwood Site.



VSCC RACE AND SPEED CODE

The VSCC provides a precious opportunity to compete in pre-war and historic cars as they were used in period. Historic vehicles and their drivers are afforded special privileges by the Motor Sports Association. These privileges remove the necessity to have safety roll cages, harnesses, head and neck support for drivers and other contemporary requirements.

Drivers who participate are expected to drive with an attitude that reflects this privilege, and to recognise that the object is not to win at all costs, but to compete for pleasure. Competition is encouraged provided that it is undertaken responsibly, safely and with due respect for the other participants and their cars.

When racing, variance in car and driver capability is inherent; competitors are expected to acknowledge this and act accordingly. Slower drivers need to be aware of approaching cars and maintain a consistent racing line to allow safe overtaking. Faster and more experienced drivers should not intimidate or put other cars in jeopardy in order to overtake.

VSCC racing is intended to be close and competitive, creating an enjoyable racing environment for participants and spectators alike. It is important that drivers share the same ethos and race with trust, respect and consideration for their fellow competitors.

The VSCC Race and Speed Code is based on a tradition of strong values and aligned with the Motor Sports Association best practice guidance. It includes friendship, fun and enjoyment for all.

- Respect – for all participants; treat people as you expect to be treated
- Fair play – respect both the rules and spirit of the sport
- Self-control – be in control of emotions at all times
- Good manners – be polite to others

Drivers who contravene the code may be refused entry to subsequent race or speed events.

December 2016

A MESSAGE FROM THE SCRUTINEERING TEAM

The Club has stated its intent to address the issue of fluid leaks at our Meetings. The ideal that we must aim for is no leaks at all. This is an ideal and may not be wholly attainable. At Speed and Race events, we will have a dedicated Scrutineer checking for fluid leaks. This will be one of our most experienced VSCC Scrutineers, used to working with our type of cars. We shall take a pragmatic approach to the job, and where problems occur ideas will be offered on how to solve these where possible. Our aim is to help people get onto the track safely. However, if a car is judged to be leaking to such an extent that it poses a potential risk to other Competitors, a scrutineering ticket will not be issued, or the ticket will be removed, and this will be reported to the Clerk of the Course.

***COMPETITION NUMBERS - RACE AND SPEED EVENTS**

Legible Competition numbers are essential for the marshals to run our race and speed meeting. Please help our volunteers do the best job they can by making your competition numbers easy to read when you are travelling at high speed.

Remember – numbers that are easy to read on a stationary car in a sunny paddock may not look the same on track moving at 80mph with rain blowing into your face!

Below are the regulations which will be enforced during the 2018 race and speed season.

1. Competition Numbers
 - a. Must be displayed on both sides of each competition car in a clearly visible manner. (the top of the bonnet is not the side of the car)
 - b. Must be in a clearly contrasting colour to the paint work of the vehicle. E.G. black numbers on a white car.

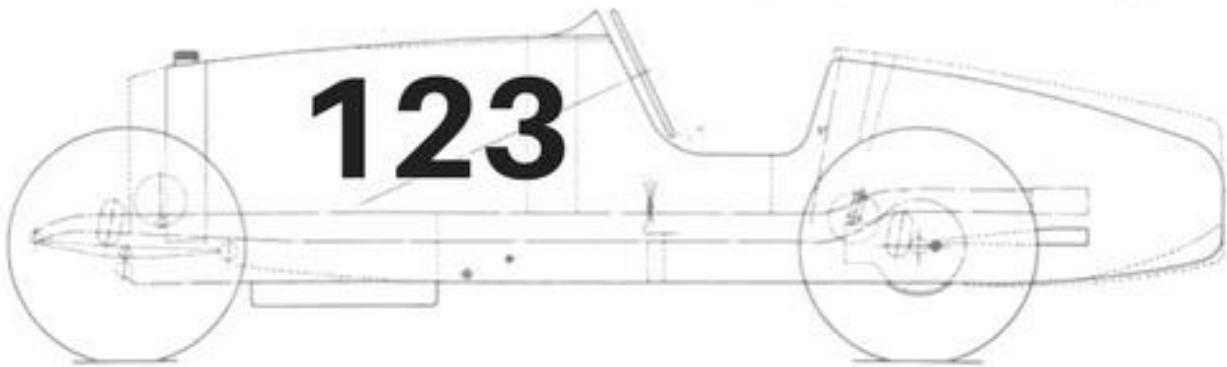
c. Must meet MSA Yearbook requirements (J4.1) in terms of size and font. They must be a minimum of 23cm in height, with a stroke width of a minimum of 3.8cm.

2. Headlight Competition Numbers

- a. Will be provided by the Organiser at no cost to the competitor
- b. Must be displayed on the front of the car and easily visible.

3. Failure to comply with these regulations may result in you

- a. failing scrutineering
- b. failing to record a time at a Speed event
- c. being black flagged or disqualified from a race meeting



MSA VEHICLE PASSPORT APPLICATION

All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book/Vehicle Passport or an MSA Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition or is currently used in circuit racing and is entered in an event on an occasional basis only. The onus of proof rests with the competitor

The Competition Car Logbooks that were issued and endorsed by the VSCC will not be used any more: from now on competition vehicles in the relevant classes will need to have an MSA Vehicle Passport. Please note that these will no longer be dealt with by the VSCC office.

These passports can be completed by the applicant or a scrutineer: however the vehicle must be inspected by an MSA scrutineer in all cases. You cannot complete the form yourself and send it direct to the MSA.

The MSA charge for the Vehicle Passport is currently £41 (in 2017).

Our VSCC scrutineering team have agreed to complete these passports at an event. Alternatively you may ask a local scrutineer to come and inspect the car elsewhere. Please bear in mind that the inspecting scrutineer may incur travel expenses in these cases. We suggest you discuss and agree any extra payment with the scrutineer before arranging their visit.

The Application Form

The form is available to download from the MSA website www.msauk.org/Resource-Centre/Technical-Car or can be obtained from the MSA Technical Department.

You can complete the form in advance of the scrutineer's inspection if you prefer.

Alternatively the scrutineer can complete the form himself at the time of or following the inspection.

A scrutineer will inspect the vehicle and verify that the form contains all the relevant information.

The applicant pays the scrutineer the MSA fee, which is currently £40 (in 2016). Any change to the fee will be notified in the 2017 Blue Book.

The scrutineer will give you a receipt which serves as a logbook for the subsequent 30 days.

Please retain this receipt as it allows you to compete in an event before the MSA return your completed Vehicle Passport.

The scrutineer will send the completed form, fee and receipt to the MSA Technical Department.

When you receive your completed Passport from the MSA, please ensure that you sign it.

Photographs

The Vehicle Passport shows three photographs of the vehicle, a front ¾ view, a rear ¾ view and a view of the engine bay.

The Application Form contains examples of these photographs.

The photographs can be taken by the inspecting scrutineer or the applicant.

For applicants wishing to take their own photos there is some guidance available

ENTRY LIST

Class Entered	Event Class	CarNo	Paddock Number	OwnerDriverName	carFullname	ccS	Year	Class	Hcap
2	2	1	1	Mrs Dianne WEEKS	RILEY ULSTER IMP	1087	1934	Std	175.00
2	2	2	2	Brian GALBRAITH	MG J2	847	1933	Std	162.00
2	2	3	3	David KEEFE	RILEY BROOKLANDS	1087	1928	Mod	157.00
2	2	4	4	Roland WOODTLI	RILEY BROOKLANDS	1087	1930	Std	155.00
2	2	5	5	Craig JONES	FIAT BALILLA COPPA D'ORO	995	1936	Mod	153.00
1	2	6	6	Peter HOWAT	AUSTIN 7 ULSTER	747	1931	Mod	152.00
2	2	7	7	William LOWE	VALE SPECIAL	898	1933	Mod	151.00
1	2	8	8	Joe TISDALL	AUSTIN 7 ULSTER	747	1930	Mod	149.00
2	2	9	9	Andrew MESSENT	MORGAN SUPER AERO	1096	1927	Mod	144.50
2	2	10	10	John REEVE	RILEY BROOKLANDS	1089	1928	Std	137.00
2	2	11	11	Jeremy FLANN	AUSTIN 7 SUPERSPORTS	747 S	1928	Mod	131.50
2	2	12	12	Simon EDWARDS	MORGAN AERO SUPERSPORT	1089	1930	Mod	128.50
2	2	707		W.G.Lowe(Raymond KNIGHT)	VALE SPECIAL	898	1933	Mod	146.00
2	2	702		B.R.Galbraith(Toby GALBRAITH)	MG J2	847	1933	Std	160.00
3	3	30	26	Patrick BLAKENEY-EDWARDS	FRAZER NASH SUPER SPORTS	1496	1930	Mod	104.50
3	3	31	27	Mrs Jo BLAKENEY-EDWARDS	FRAZER NASH SUPER SPORTS	1496	1929	Mod	117.50
3	3	32	28	David KNIGHT	FRAZER NASH SUPER SPORTS	1496	1928	Std	132.50
3	3	33	29	G.Holdsworth(Mrs Rachael HOLDSWORTH)	MG PB	939 S	1936	Mod	146.00
3	3	34	30	Timothy SHARP	MG PB	939 S	1936	Mod	146.00
3	3	35	31	Robin LIGHTWOOD	FRAZER NASH FAST TOURER	1496	1928/30	Mod	150.00
3	3	36	32	J.Foster(Mrs Sarah FOSTER)	MG TB	1250	1939	Std	171.00
4	4	40	35	Richard GATLEY	FRAZER NASH/BMW 319 TYPE 45 SALOON	1911	1935	Mod	144.00
4	4	41	36	Martin HUNT	FRAZER NASH BMW 328	1971	1937	Mod	TBA
4	4	42	37	M.J.Hunt(Theodore HUNT)	FRAZER NASH TT REP	1496	1933	Mod	TBA
4	4	43	38	A.T.Pugh(Alistair PUGH)	FRAZER NASH/BMW 328	1971	1939	Mod	114.50
6	6	50	40	John GUYATT	TALBOT LAGO T150C	4000	1939	Mod	123.50
6	6	51	41	John FACK	RAILTON LIGHT SPORTS	4200	1935	Std	125.00
6	6	52	42	Ross KEELING	DELAHAYE 135MS	3557	1936	Std	125.00
6	6	53	43	Hamish MONRO	VAUXHALL 30-98 4STR TOURER	4224	1925	Mod	129.00
5	6	54	44	Miss Alex PILKINGTON	ALFA ROMEO 6C 1750	1750 S	1930	Std	137.50
7	7	60	47	David JONES	TALBOT 12 HP	2414	1912	Std	162.00
7	7	61	48	Ian BALMFORTH	HUDSON SUPER SIX RACER	4738	1917	Mod	150.00
7	7	62	49	Andrew HOWE-DAVIES	SCAT RACER	9500	1911	Spl	146.00
8	8	70	51	Kevin MORTON	RILEY 9 SPECIAL	1089	1931	Spl	130.50

Class Entered	Event Class	CarNo	Paddock Number	OwnerDriverName	carFullname	ccS	Year	Class	Hcap
8	8	71	52	David FURNELL	AUSTIN 7 THE TOY	750	1930	Spl	139.50
8	8	72	53	Terry MCGRATH	AMILCAR CGSs	1100	1928	Spl	147.00
8	8	73	54	Graham BECKETT	AUSTIN 7 SIMPLICITY	747	1930	Spl	154.00
8	8	74	55	Clive BERGMAN	AUSTIN 7 SPECIAL	747	1933	Spl	160.00
8	8	75	56	Richard WALKER	AUSTIN 7	747	1934	Spl	160.00
8	8	76	57	Tim COOPER	RILEY NINE	1098	1930	Spl	170.00
8	8	77	58	Andrew LUCENA	MG M TYPE	847	1932	Spl	175.00
8	8	771		D.J.Furnell(Mrs Claire FURNELL-WILLIAMS)	AUSTIN 7 THE TOY	750	1930	Spl	147.50
8	8	772		T.McGrath(Ian PATTON)	AMILCAR CGSs	1100	1928	Spl	160.00
8	8	776		T.Cooper(Mrs Emma CARTER)	RILEY NINE	1098	1930	Spl	175.00
9	9	80	60	Steve MCEVOY	MG F TYPE MAGNA F1	1300	1932	Spl	150.00
9	9	81	61	D.J.Sharp(Oliver SHARP)	MG N	1480	1934	Spl	133.00
9	9	82	62	Paul COMPTON	WOLSELEY AEREES SPECIAL	1410	1934	Spl	132.00
9	9	83	63	James WHITMORE	RILEY 12/4 SPECIAL	1500	1936	Spl	132.00
9	9	84	64	Tim HOPKINSON	RILEY SPECIAL	1500	1935	Spl	128.00
9	9	85	65	Robin GALE	RILEY SPECIAL	1479	1934	Spl	128.00
10	10	90	69	Dudley STERRY	HRS SPORTS	1496 S	1937/39	Spl	118.00
10	10	91	70	David LEWIS	ALVIS SILVER EAGLE	2148	1930	Spl	118.00
10	10	92	71	Matthew EADE	ALVIS SILVEREAGLE	1991 S	1929	Spl	125.00
10	10	93	72	Harival HONSA	FRAZER NASH/BMW 319/45	1911	1936	tba	125.00
10	10	94	73	Ron TURNER	WOLSELEY HORNET SPECIAL	1604 S	1934	Spl	146.00
10	10	95	74	Barry BAXTER	WOLSELEY HORNET SPECIAL	1604 S	1934	Spl	155.00
11	11	100	76	Steve ALLEN	BENTLEY 4 1/4 LITRE SPL	4257	1936	Spl	148.00
11	11	101	77	Andrew CHEYNE	LAGONDA 3 1/2 / 4 1/2 LITRE	4453	1934	Spl	145.00
11	11	102	78	Ewen GETLEY	BENTLEY 3/4 1/2 LITRE	4398	1927	Spl	107.00
13	13	110	81	M.Johnston(Duncan WOOD)	DARMONT DE COURSE	1100	1926	Spl	120.00
13	13	111	82	B.A.Linger(Martyn POWELL)	MG QA/F	746 S	1932	Mod	125.00
13	13	112	83	Stuart ROPER-MARSHALL	AUSTIN 7 SPECIAL	747	1934	Spl	127.00
13	13	113	84	Peter LOXSTON	AUSTIN 7 ULSTER SPECIAL	747 S	1930	Spl	130.00
13	13	114	85	Charles SOMERS	AUSTIN ULSTER REPLICA	747	1931	Spl	130.00
13	13	714		C.Somers(Miss Hanneke MALJAARS)	AUSTIN ULSTER REPLICA	747	1931	Spl	160.00
14	14	120	87	Mrs Annette VAN WORTEL	LAGONDA RAPIER	1460	1934	Spl	145.00
14	14	121	88	Nicolas WILLIAMS	SALMSON SPECIAL	1480	1929/34	Spl	139.00
14	14	122	89	Yushan NG	GN AKELA	1493	1922	Mod	138.00
14	14	123	90	James CHEYNE	ASTON MARTIN RAZOR BLADE	1486	1923	Std	131.00
14	14	124	91	Hans VAN WORTEL	RILEY SPECIAL	1496 S	1929/36	Spl	112.50

Class Entered	Event Class	CarNo	Paddock Number	OwnerDriverName	carFullname	ccS	Year	Class	Hcap
14	14	125	92	Mrs Sue DARBYSHIRE	MORGAN SUPER AERO	1229	1929	Mod	108.00
14	14	126	93	Gary CAROLINE	MORGAN SUPER AERO	1260	1928	Mod	108.00
14	14	127	94	Robert COBDEN	RILEY FALCON SPECIAL	1496 S	1937	Spl	103.00
15	15	130	96	Edmund BURGESS	BUGATTI TYPE 51	2300 S	1932	Mod	110.00
15	15	131	97	Bo WILLIAMS	BUGATTI T35B	2300 S	1926/27	Std	112.50
15	15	132	98	Julian WILTON	ERA R7B	1980 S	1936	Mod	112.50
15	15	133	99	Dr David PRYKE	FRAZER NASH SHELSLEY	1971	1936	Spl	116.00
15	15	134	100	Terence WATSON	RILEY ROWSON	1498 S	1933	Spl	116.50
15	15	135	101	Ralph WIENRICH	LAGONDA RAPIER SPECIAL	1991	1934	Spl	155.00
16	15	136	102	Mike MILES	NAPIER TYPE 75	6200	1920	Spl	158.00
15	15	735		R.Wienrich(Christopher RHYS- JONES)	LAGONDA RAPIER SPECIAL	1991	1934	Spl	146.00
17	17	140	103	Alan HARRISON	COOPER T56	1099	1960	Inv	125.00



MEDICAL INFORMATION

If you are taking any prescribed medication, or suffering with any medical condition you are required by the MSA to advise the Chief Medical Officer at each event.

Please complete the below form and hand in at signing on, in a sealed envelope, or to the Secretary of the Meeting before practice commences.

Name	
Competition Number	
Prescribed Medication details	
Medical Condition details	
Any further details	

Signed _____