



***International Optimist
Class Association (UK)***



2021 OPTIMIST BRITISH NATIONAL AND OPEN CHAMPIONSHIPS

31st July – 6th August 2021

The Organising Authority is
The International Optimist Class Association (UK)
in conjunction with and held at
Weymouth & Portland National Sailing Academy (WPNSA).

In conjunction with the Championships there will be a Regatta Fleet for less experienced sailors who do not wish to compete in the open event. The Regatta Fleet will be governed by separate Regatta Fleet Sailing Instructions available via the event website.

Event website: ioca.uk/nationals

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SAILING INSTRUCTIONS: JUNIOR AND SENIOR FLEETS

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

[DP] denotes a rule for which the penalty is at the discretion of the protest committee.

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. The Post-Race Penalty and the Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes procedures shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. See SI 27 and 15.3

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board which will be online only and can be found at <https://ioca.uk/onb>.
- 2.2. In addition to the Official Notice Board, the Organising Authority may send messages to competitors and support persons via the Instant Messaging Application, Telegram. Please see ATTACHMENT E:

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any changes to the Sailing Instructions will be posted not later than 30 minutes before boats are launched for the first race in which it will take effect, except that any change to the time of the 1st warning signal will be posted by 20:00 hours on the day before it will take effect

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the flagpoles on the balcony outside the event hall.
- 5.2. Flag AP displayed without a numeral means "Racing is postponed indefinitely. Launching will start shortly after AP is removed." This changes race signal AP.
- 5.3. Flag D with one sound means that competitors may launch as instructed by the beachmaster. Competitors shall not launch until this signal is made. The warning signal will not be made until boats that launch promptly as instructed have had the opportunity to sail directly to the race area. [NP][DP].
- 5.4. Flag W displayed ashore indicates racing will be in Weymouth Bay otherwise racing will be in Portland Harbour.

6. SCHEDULE

- 6.1. This section changes NoR 9.
- 6.2. Times of Registration, Briefings, First Warning signals etc for all fleets are all tabulated below.
- 6.3. Requests for late registration made after Day 0 will be at the discretion of the Organiser.
- 6.4. Dates of racing: Sunday 1st to Friday 6th August 2021
- 6.5. No warning signal will be made after 15:00 on the final day of the championship.

Day	Event	Location	Time
Day 0	Registration	Event Hall	14:00 – 17:00
Saturday 31st July	Regatta Fleet	Event Hall	n/a
	Safety Inspection		
	Opening Ceremony	Main Stage	15:00
Day 1 Sunday 1st August	Late Registration (by prior arrangement)	Race Office	08:30 – 09:30
	Support person vessel Briefing	Spinnakers	09:30
	Competitors' Briefing	Main Stage	10:00
	1 st Warning Signal		12:55
	Number of Races		2
Day 2 Monday 2nd	1 st Warning Signal		11:25
	Number of Races		3
Day 3 Tuesday 3rd	1 st Warning Signal		11:25
	Number of Races		3
Day 4 Wednesday 4th	Lay Period		a.m.
	1 st Warning Signal		13:55
	Number of Races		2
Day 5 Thursday 5th	1 st Warning Signal		11:25
	Number of Races		3
Day 6 Friday 6th	1 st Warning Signal		11:25
	Number of Races		2
	No Warning Signal After		15:00
	Prize Giving (TBC)	Main Stage	18:00

7. FLEETS AND CLASS FLAGS

7.1. Fleet flags are as follows (See NoR 8 for Junior/Senior split):

Fleet	Fleet Flag	Mark Colours	Ribbon Colour
Senior Fleet	Flag O	Blue with Black Band	Yellow
Junior Fleet	Flag J		Red
Regatta Racing	Flag R	Orange	Blue
Regatta Coached	Flag E		Various – on Clew

8. RACING AREAS

8.1. Attachment B shows the intended race areas.

8.2. Competitors will be directed to the specific location within the race area by patrol vessels after launching.

8.3. All Junior and Senior fleets will race on a single course with separate starts.

9. THE COURSE

9.1. The diagram in attachment A shows the course, including the approximate angles between the legs, the order in which the marks are to be passed, and the side on which each mark is to be left.

9.2. The course to be sailed will be displayed on the committee vessel before the warning signal.

9.3. Gates may be replaced by a single mark to be left to port.

9.4. No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg.

10. THE MARKS

10.1. The marks will be large inflatable marks of the colours listed in the table in SI 7.1 above.

10.2. Any change of course marks shall be the same as the original marks.

10.3. The starting marks will be official vessels, each displaying an orange flag.

10.4. The finishing marks will be either an official boat displaying a blue flag or a staff mark displaying a blue flag.

10.5. Holding area marks will be narrow yellow cylinders.

11. AREAS WHICH ARE OBSTRUCTIONS [NP][DP]

- 11.1. Boats shall not transit at any time through the RNSA moorings, which are to the left of the Marina exit as leaving the Marina.
- 11.2. Boats shall keep more than 100m from vessels over 100m, vessels displaying Flag A (including divers in the water) or vessels at anchor not associated with the event.
- 11.3. Only the Northern entrance should be used in leaving or returning to Portland Inner Harbour, unless directed otherwise by an Official or Portland Harbour Authority Boat.

12. THE START

- 12.1. Races will be started using RRS 26 with the warning signal five minutes before the starting signal.
- 12.2. When there is more than one start in a sequence there will usually be at least 5 minutes between a start and a subsequent warning signal.
- 12.3. The starting line will be between staffs displaying orange flags on the starting marks.
- 12.4. A boat starting later than 4 minutes after its starting signal may be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.5. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed on the committee signal boat with one long - or multiple short - sound signal(s) at least five minutes before a warning signal is made.
- 12.6. Flag F displayed on the committee vessel after a start means that boats competing in the next start may proceed from the holding area to the start area. Boats must not move from the holding area to the start area until flag F is displayed. If holding area marks are laid the holding area is to leeward of those marks, otherwise it is 50m to leeward of the start line. [NP][DP]
- 12.7. When a race is started under RRS 30.4 (Black Flag rule) any numbers which are required to be displayed under that rule will be displayed for at least three minutes and will be accompanied by multiple sound signals.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1. To change the next leg of the course, the Race Committee will move the existing mark or finishing line, or lay a new mark and remove the original mark as soon as practical.
- 13.2. Minor mark moves (up to approximately 150m) may be made without signalling the change. This changes RRS 33.
- 13.3. In addition to RRS 32.1, the Race Committee may shorten the course, or abandon the race,
 - a) because of insufficient wind, or,
 - b) because of any other reason the Race Committee deem appropriate.Decisions made in this regard will not be grounds for redress. This changes RRS 62.1(a).

14. THE FINISH

- 14.1. The finishing line will be between the masts displaying blue flags on the finishing marks.
- 14.2. After finishing and clearing the finishing line boats shall avoid the course area including the finishing area and all boats not yet finished. If another race is scheduled, they shall return to the holding area. [NP][DP]
- 14.3. The race committee may give a finishing place to any boat as follows:
 - 14.3.1. When a race committee boat displays flag W with two sounds, boats that have not yet finished may be given a finishing place anywhere on the race course, at a nearby mark or not.
 - 14.3.2. When a boat is scored in accordance with this instruction, she shall be awarded points matching her race position in that race. This changes RRS A5.

15. PENALTY SYSTEM

15.1. Appendix P will apply, except as changed by SI 15.2.

15.2. RRS P2.3 is deleted and in RRS P2.2 “second” is changed to read “second or subsequent”.

15.3. Post-Race Penalties

15.3.1. A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as stated in rule 44.3(c), except that the minimum penalty is three places. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

15.3.2. When a Post-Race Penalty is accepted:

- a) Neither the boat nor a protest committee may then revoke or remove the penalty.
- b) The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

16. TIME LIMITS AND TARGET TIMES

16.1. The time limits and target times are as follows:

Target Time	45
Time Limit	90
Mark 1 Time Limit	25
Finish Window	15

16.2. If no boat has passed Mark 1 within the Mark 1 Time Limit or if no boat has finished within the Time limit the race will be abandoned.

16.3. Boats failing to finish within the Finish Window after the first boat in their start sails the course and finishes will be scored Did Not Finish without a hearing, unless SI 14.3 applies. This changes RRS 63.1, A4 and A5.

16.4. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

17. PROTESTS AND REQUESTS FOR REDRESS

17.1. If practical, a boat intending to protest shall inform the Race Committee of the boat(s) being protested at the finishing line immediately after finishing. For the purposes of this rule, Race Committee includes the Measurers when they are located in the vicinity of the finish. This changes RRS 61.1(a).

17.2. Protest shall be submitted via the online protest form available at <https://ioca.uk/protest>. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.3. The protest time limit is 45 minutes after the last boat (of either fleet) comes ashore or the race committee signals no more racing today, whichever is later. The protest time limit will be posted on the Official Notice Board or posted to the Telegram Broadcast channel.

17.4. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. The notices will state the location for the hearings and the time of the first hearing, if known.

17.5. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under rule 61.1(b)

17.6. A list of boats that, under SI 15.1, have been penalised for breaking rule 42 may be posted.

18. SCORING

- 18.1. This section changes NoR 8 and 15
- 18.2. Racing will take place in a single series, RRS Appendix A scoring will apply.
- 18.3. Three races are required to be completed to constitute a series.
- 18.4. A boat's series score will be the total of her race scores excluding her worst scores as listed below:

Races Completed	Scores Excluded
1 – 3	0
4 – 9	1
10 – 15	2

19. SAFETY REGULATIONS [NP][DP]

- 19.1. On any day that racing is scheduled, boats may not go afloat without the permission of the race committee. This includes the lay morning.
- 19.2. Competitors shall not unzip drysuits while in their boats and unaccompanied.
- 19.3. When the race committee considers that a boat, its equipment or crew are not adequate for the existing or anticipated conditions or that a boat or crew is in difficulty, it may instruct the boat and crew not to launch, or to retire or to sail ashore or to accept outside help. The boat and crew shall comply with such instructions without delay. The race committee's decision is final.
- 19.4. At all times whilst afloat all competitors shall comply with all instructions given from an official vessel. Before, between and after races, official vessels may require boats to pass or remain on a specified side of a mark or other object. Instructions given to competitors by the official vessels are for the safety of the fleet, and the efficient and fair completion of the racing, and must be complied with.
- 19.5. Tallies
- 19.5.1. All boats will fly a ribbon of their allocated fleet colour at the peak of their sails.
- 19.5.2. Tally boards will be located under the balcony.
- 19.5.3. When flag T is displayed ashore, competitors intending to race shall take the appropriately coloured tally band bearing their tally number from the tally board and place it securely and visibly on their wrist.
- 19.5.4. Boats shall not be moved from their parking spaces toward the launching ramp until instructed to do so by the Beachmaster.
- 19.5.5. Immediately after coming ashore at the end of racing for a day, each competitor shall remove his or her tally band and place it back on the tally board.
- 19.5.6. If the fleet returns to shore temporarily due to postponement or other reasons, sailors shall follow the instructions of the beachmaster regarding whether or not to return their tallies.
- 19.5.7. Competitors who go afloat without tallying out, or who fail to tally in before the end of the protest time limit, may receive a 5 point penalty applied to their overall series score after excluded scores without a hearing. This changes RRS A4 and A5.
- 19.6. On any day that racing is scheduled, the towing or other artificial propulsion of boats by any other vessels is strictly forbidden. Infringement of this instruction may result in the immediate disqualification of the boat without a hearing from the race completed nearest in time to the infringement. This changes RRS 63.1. The only exceptions to this are.
- c) When a boat has retired from a race and is being escorted by a support vessel either ashore or to the nearest mother ship, or;
- d) When the race committee signal vessel has displayed flag T to indicate that towing is permitted, provided that any non-official vessel is towing a minimum of six Optimists before leaving the race area.
- 19.7. When Flag V is displayed by the race committee signal vessel, coach and other support boats will collaborate with the race committee in rescue tasks.

20. REPLACEMENT OF CREW OR EQUIPMENT [NP][DP]

- 20.1. Substitution of damaged or lost equipment will not be allowed unless authorised by the Race Committee. Requests for substitution shall be made at the first reasonable opportunity via the Telegram Queries group [DP]

21. MEASUREMENT [NP][DP]

- 21.1. Pre-registration equipment inspection procedures will be published on the event website prior to the event. Competitors will be asked to enter the date of your buoyancy test as part of the on-line entry process.
- 21.2. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 21.3. Immediately after each race boats may be advised to proceed for an equipment check. Boats notified shall report immediately to the nearby measurement boat displaying a yellow flag marked "Measurer". After finishing all boats are forbidden to alter any settings on their boat until after they have cleared the measurement boat area. Boats failing to comply with this instruction will be protested by the measurer.
- 21.4. Any competitor whose boat fails a measurement check will be subject to a penalty as posted on the official notice board.

22. EVENT ADVERTISING [NP][DP]

- 22.1. Boats shall display event advertising as supplied by the organising authority. The advertising shall be attached to the forward 40% of each side of the hull. If this rule is broken, World Sailing Regulation 20.9.2 applies.

23. OFFICIAL BOATS

- 23.1. Official boats will be marked as follows:

Role	Identification	Script
Safety Control	Orange Flag	Safety Control
Safety Fleet	White Flag	Numeral
International Coach Boats	Pink Flag	Numeral
Medic	Yellow Flag	Medic
Press, Official	Yellow Flag	Press, Official
Gofer	Yellow Flag	Gofer
Selector	Yellow Flag	Selector
Jury	Yellow Flag	Jury
Measurer	Yellow Flag	Measurer
Mark Layer	Red band on engine cover	None

- 23.2. Official vessels shall remain 100m from any boats racing unless they are required to be closer to perform their duties.
- 23.3. In order to prevent fuel spillage, refuelling of boats/tanks is not permitted on the pontoons at WPNSA. Boats may refuel at the Portland Marina fuel pontoon or removable tanks may be taken offsite to be refuelled at a service station.
- 23.4. Kill cords shall be worn at all times whilst engines are running. The Course Safety Leader will be looking out for compliance on this issue, there are no excuses and boats will be requested to leave the race area immediately if kill cords are not being used appropriately.

24. SUPPORT BOATS [NP][DP]

- 24.1. Support boats must register with the organising authority during the registration period specified in the schedule. This must include a list of the boats which they will be supporting.
- 24.2. Non-official vessels including registered support boats shall stay outside the course area from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment.
- 24.3. The penalty for failing to comply with this requirement will be determined by the protest committee, and may be the disqualification of all boats associated with the non-official vessel who fail to comply. This changes RRS 64.4.
- 24.4. The course area is the area upwind of the holding area and inside an imaginary line drawn 200 metres outside any area where a boat might sail whilst racing. The holding area is not considered part of the course area but the area between the finish and the holding area is considered part of the course area.
- 24.5. Your attention is drawn to SI 19.7. For the safety of all competitors, when flag V is displayed on the committee vessel all registered support boats are strictly required to assist safety efforts as directed by the Safety Leader.
- 24.6. In order to prevent fuel spillage, refuelling of boats/tanks is not permitted on the pontoons at WPNSA. Boats may refuel at the Portland Marina fuel pontoon or removable tanks may be taken offsite to be refuelled at a service station.
- 24.7. Kill cords shall be worn at all times whilst engines are running. The Course Safety Leader will be looking out for compliance on this issue, there are no excuses and boats will be requested to leave the race area immediately if kill cords are not being used appropriately.

25. RUBBISH DISPOSAL

- 25.1. Rubbish may be placed aboard official or non-official vessels.

26. ADVISORY HEARING

- 26.1. When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

27. RYA ARBITRATION

- 27.1. When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 27.2. If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.
- 27.3. When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race Penalty is not applicable to the facts, there will be a normal protest hearing at which the arbitrator may be a member of the protest committee. Rules 66 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

28. RADIO COMMUNICATION [NP][DP]

- 28.1. Except in an emergency, a boat shall neither make nor receive radio or mobile telephone transmissions whilst racing.

29. PRIZES

- 29.1. The list of perpetual trophies is available on the IOCA (UK) website. Prizes will be awarded to approximately the top 5 boys and 5 girls in each fleet. Additional prizes may also be awarded.

30. RISK STATEMENT

Rule 3 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol vessels, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitor briefings held at the venue

31. INSURANCE

- 31.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

32. DATA PROTECTION (GDPR)

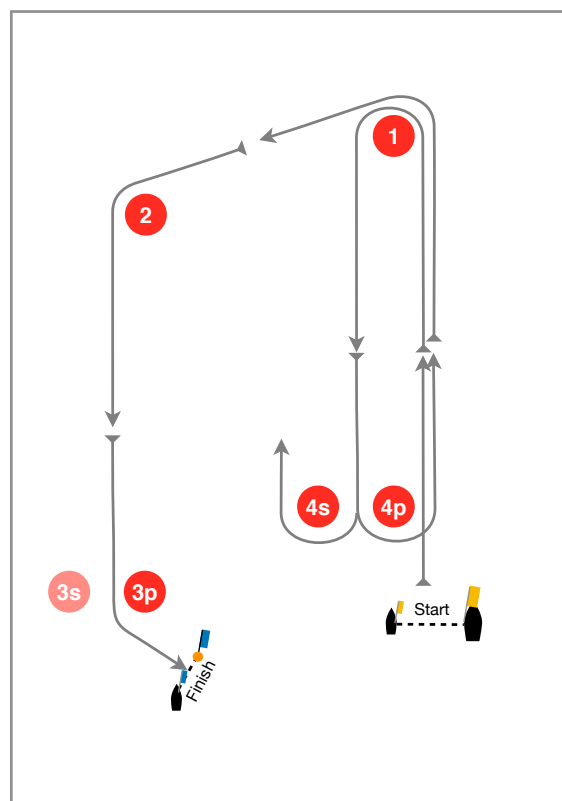
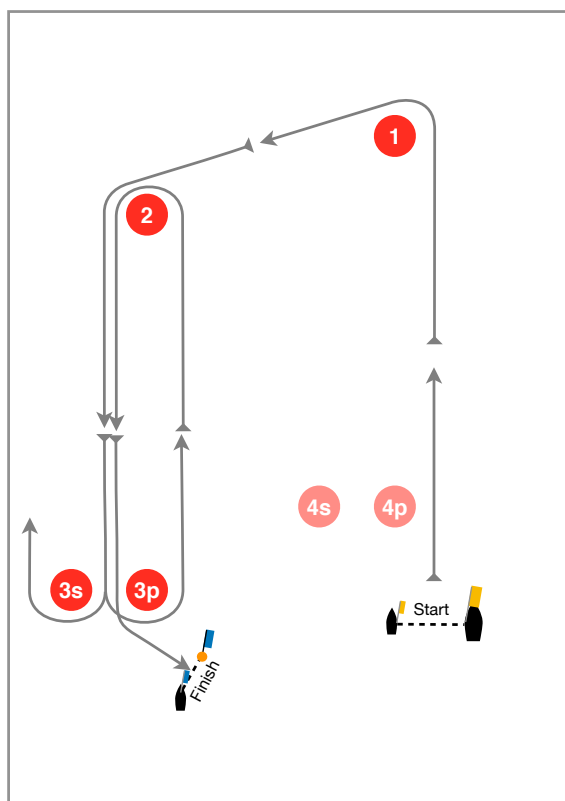
- 32.1. The personal information you provide to the organising authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organising authority’s privacy policy. When required by the rules, personal information may be shared with the RYA and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.
- 32.2. Still or video photography may be used as part of the Race Management processes for the event. These images will only be used for Race Management purposes and will not be published without the express permission of all sailors who are identifiable in the images.
- 32.3. Details of what information we collect, and how we use it is set out in our Privacy Policy: loca.uk/privacy

33. FURTHER INFORMATION

- 33.1. For further information please contact admin@optimist.org.uk

ATTACHMENT A: COURSE

Signal	Mark Rounding Order
O2	Start – 1 – 2 – 3s/3p – 2 – 3p – Finish
O3	Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – Finish
I2	Start – 1 – 4s/4p – 1 – 2 – 3p – Finish
I3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – Finish





ATTACHMENT C: GRADED PENALTIES

(CR refers to class rule)

C.1 Minor (Technical Penalties)

First offence warning, 2nd and subsequent offences 2 points

- a) Breaches of Safety Regulations if no danger was involved

C.2 Minor class rule penalties

First offence warning, 2nd and subsequent offences 3 points

- a) Bailer not attached to hull (CR 4.3)
- b) Paddle not attached to hull (CR 4.3)
- c) Daggerboard not attached to hull (CR 3.3.4)
- d) Painter not attached to mast step or thwart (CR 4.3)
- e) Whistle not attached to personal flotation device (CR 4.2)
- f) One sail tie 5mm or more loose (CR 6.6.3.4)
- g) Two sail ties 3mm or more loose (CR 6.6.3.4)
- h) Accidental loss of sail tie (CR 6.6.3.4)

C.3 Intermediate class rule penalties

First offence warning, 2nd and subsequent offences 5 points

- a) No bailer, paddle or painter in boat (CR 4.3)
- b) No whistle (CR 4.2)
- c) No lanyard, locking device or other arrangement to attach mast to hull (CR 3.5.2.11)
- d) Sail outside limits of bands (CR 3.5.2.7)
- e) Two ties 5mm or more loose (CR 6.6.3.4)
- f) Three or more ties 3mm or more loose (CR 6.6.3.4)
- g) Throat, tack or clew eyelet 3mm or more loose (CR 6.6.3.4)

C.4 Major class rule penalties (as per RRS)

Penalty up to DSQ subject to protest

- a) Use of uninspected equipment
- b) Use of unapproved fittings

ATTACHMENT D: TERMS OF REFERENCE

D.1 Protest Committee

The Protest Committee Terms of Reference whilst on the water will be both the application of penalties under RRS 42 and the observation of rule observance.

- a) RRS 42 Penalties will be applied by the Protest Committee, both at the starting area and during the race.
- b) The Protest Committee may initiate a protest where they believe that a rule infringement has occurred but no appropriate penalty was taken.

D.2 Technical Committee

The Technical Committee Terms of Reference whilst on the water will be both the application of graded penalties (Attachment D) and observation of class rules observance. This changes RRS 63.1

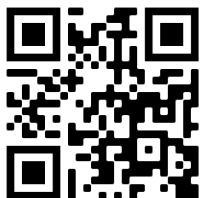
- a) The technical committee will post a notice of the graded penalties applied within the protest time limit.
- b) The Technical Committee on the water will be made up IOCA UK Class measurers and will be appointed by the race committee.

ATTACHMENT E: MESSAGING

In addition to the Official Notice Board, the Organising Authority may send message to competitors and support persons via the Instant Messaging Application, Telegram.

Telegram is similar to WhatsApp but has better privacy (phone numbers are not public) and does not limit groups to 250 people.

Please download Telegram for your Smart Phone and/or Laptop prior to the event from the links on <https://telegram.org>



Then join the groups below by following the link or scanning the QR codes:

Broadcast: Messages from the Organising Authority and Race Committee:

<https://ioca.uk/broadcast>



Queries: Questions to the Organising Authority or Race Committee:

<https://ioca.uk/queries>



The speed of answers may vary and may be sent via the broadcast group. Please use this facility as sparingly as possible and certainly not for chat or it will lose its effectiveness.