

"HAREWOOD HILL CLIMB"

Sunday 16th. September 1962

R.A.C, Permit No. R/878

FINAL INSTRUCTIONS

GENERAL

The Harewood Hill Climb is the first meeting on a new and untried course. We feel that this new venue has immense possibilities for the future and, in time should become one of the very best hill climb courses in the country. At the same time, we can not escape the fact that at the moment it is nothing more than a farm road without some of the refinements and facilities which are taken for granted at our other speed event venues.

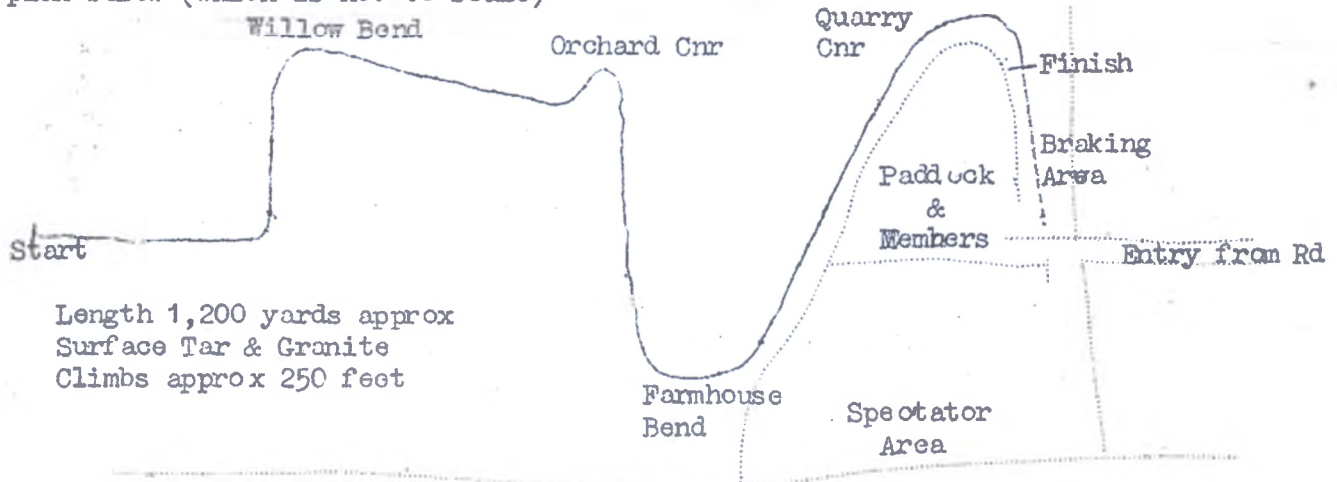
The hill is quite long and at present there is no by pass from the paddock (which is located at the top of the hill) to the start. This means that parties of competitors will have to make their way down the actual course to the start, and wait in the assembly area at the bottom of the hill for their run. This has of course obvious disadvantages, particularly in the case of racing cars, but we feel that the advantage of having the paddock located at a point of easy access from the main road coupled with the scenic beauty of the surroundings and the fact that competitors and their helpers can see almost the whole course from the paddock will outweigh these snags.

Enthusiasm for the event has been at a high level and it has been necessary to obtain an extension of permit from the R.A.C. to increase the entry limit to 100 so as not to disappoint too many intending competitors. Even so we have had to turn quite a lot of people away. This is unfortunate, but with a completely untried course we do not want to risk overloading the organisation.

If all goes well at this meeting, we have big plans for the future, but please bear with us if the organisation is not quite up to usual Yorkshire Centre standards at this first meeting.

THE COURSE

The course is just short of 1,200 yards long as shown on the rough sketch plan below (which is not to scale)



The course is located at Stockton Farm, Harewood which is approx 1 mile East of Harewood village on A.659. From the entrance gate to the farm proceed for 300 yards to the control point by a cattle grid. Here spectators cars turn left to the car park whilst competitors proceed forward into the paddock. Please park as instructed by the paddock marshals in your appropriate bay, or in the officials car park and then make your way to the control van located at the North side of the paddock to sign on. After signing on Competitors should follow the instructions below whilst officials should proceed to their posts.

During both practice runs and in the actual event, the procedure will be that a batch of up to 25 competitors will be assembled in the paddock, they will be conveyed down the hill to the assembly area below the start and then make their runs up the hill in rotation. At the conclusion of the run they cross the finish and run forward to the end of the braking area where they turn right and return to their paddock bay. For the racing classes, arrangements will be made for a few necessary mechanics and supplies to be taken down to the start for last minute adjustments, plug changes, etc. These mechanics will have to remain at the start until the conclusion of the classes when they will be brought back to the paddock again.

The timekeepers, clerk of the course, secretary of the meeting, first aid control and all other facilities will be located in the Paddock Area on the edge of the hill.

RESULTS

During the meeting an unofficial Paddock Scoreboard will be kept in the control area for the information of Competitors and Officials. Official results sheets will be issued in duplicated form from the Clerk of the Course's caravan at the conclusion of the meeting. If you have to leave before the end of the event and would like a copy of the results posted, please leave your name with the secretary of the meeting. Alternatively, copies can be obtained later on application to E.D.Clerk, 10, Wormalds Yard, Boar Lane, Leeds 1.

COMPETITORS SPECIAL INSTRUCTIONS

Please come early - The Signing On Control and Scrutineering will open at 9.45a.m. and practice will commence at 10.30a.m. Any competitor who has not signed-on by noon, will be posted as a non starter. Practice will conclude by 1.00p.m. approx and the meeting will commence at 2.00p.m. to conclude by 5.00p.m.

At Signing-On you must produce your B.A.R.C. Registered Competition Membership Card.

When you have signed on, report with your vehicle, crash helmet and goggles to the scrutineers. After scrutiny you will be issued with an official label with two tear-off practice tickets, return to your place in the paddock and notify the paddock marshal that you are ready for practice. You will be called to the assembly lane where the first of your "Practice Tickets" will be collected and you will then proceed to the bottom of the hill ready for your run. At the conclusion of your practice run, return to the paddock and when you are ready for the second run, follow the same procedure.

During the Meeting, competitors will make timed runs in number and class order. You will be called forward by the paddock marshals in batches and conveyed to the start.

At the Start, you will be lined up for the F.I.A. "flying start" (10cms) by a photo electric apparatus. There are three light rays crossing the road at the starting line. As you approach a red light will be showing on a traffic light. as you cut the first light ray with the front of your car, this light changes to amber. If you go further forward the red and amber will show together. Your car is correctly positioned if Amber alone is showing. If you see Red alone, creep forward slightly or if you see Red and Amber creep back slightly until Amber is showing alone which means that your car is located 10cms. from the actual timing line. When the Amber light changes to Green, the course is clear and you start in your own time. PLEASE do be ready to start as soon as possible after the light goes green. If every competitor wastes an extra 10 seconds on the line after the green light is showing, the meeting can be extended by 40 minutes. If you have your crash helmets, seat belts and goggles adjusted when you move to the line it will assist the smooth running of the event.

As you Finish your run, do not hang about in the braking area, pull forward to the road block and turn off to the right into the paddock. A further competitor will be setting off from the start as you approach the finish and we must have the course clear as soon as possible.

REMEMBER - A Red Flag means a COMPLETE AND IMMEDIATE STOP.

Please see your vehicle is in good condition before you present it to the scrutineers. Any car which is unsafe, has defective tyres, brakes, wheel bearings, steering, etc. will be rejected. Your crash helmet must comply with R.A.C. rules.

If your car should be involved in any incident, or if there are any changes after scrutineering (and this includes wheel changing) it must be represented to the scrutineers for check before being driven on the course again.

Classes - Please read the A.S.R's with regard to class and make sure your vehicle still agrees with the declaration on your entry form. Remember that in the Touring and "Marque" Sports Classes you have to run with a full complement of seats, all standard equipment and standard coachwork. Competitors in the sports and sports/racing classes are not bound by this restriction and may lighten their cars. A Touring or "Marque" Sports car which has been stripped will be transferred to a Sports class.

MARSHALS SPECIAL INSTRUCTIONS

Thank you very much indeed for your offer to marshal on this event. Duties for the major officials are notified on the next page, if you are not listed by name, please report to the Chief Marshal on arrival at the hill at 10.00a.m. or as soon after as you can. There may be a note enclosed with these instructions with a special reporting time for your particular duty.

Cont - Note sheet 3 & 4 sent to Marshals, etc. only.

OFFICIALS OF THE MEETING

R.A.C. Steward.....	E.N. Bloor Esq.,
Club Stewards.....	S.M. Lawry Esq., G.H. Mambeth Esq.,
R.A.C. Timekeepers.....	H.G.A. Mauldin, Mrs. J. Muldin
R.A.C. Scrutineers.....	S.H. Hanson, E.J. Teye, E.H. Williams.
Clerk of the Course.....	M.S. Wilson (Leeds 638392)
Deputy Clerk of the Course.....	R.J. Wilson
Chief Marshal.....	J.A. Stroud (Brighouse 2026)
Deputy Chief Marshal.....	M.H. Whaley (Arthington 2571)
Secretary of the Meeting.....	Miss P.J. Steele (Leeds 21451)
Medical Officer.....	Dr. G. Taylor, Dr. D. Williamson
St. John's Ambulance Brigade.....	Supt. H.H. Ridsdale
Chief Paddock Marshal.....	G.L. Thompson
Chief Observer.....	G. Heighway
Marshal i/c Start Area.....	H.C. Mason
Marshal i/c Sector 1 (Above Start to above Willow Bend).....	D.G. Griffiths
Marshal i/c Sector 2 (Orchard Corner to Farm Buildings).....	R. Sagar
Marshal i/c Sector 3 (Farmhouse Bend and lower section of Straight).....	A.F. Richards
Marshal i/c Sector 4 (Quarry Corner to Finish)	M.L. Bailey
Marshal i/c Finish Area and Paddock Entry..	T.A. Smith
Marshals in Start Area.....	J.G. White, G.R. Monkman
Marshals in Sector 1.....	R. Cox, T.S. Hulch
Marshals in Sector 2.....	N.P. Bogg, K. Wilkinson
Marshals in Sector 3.....	J.R. Goodall, J.E. Ison
Marshals in Sector 4.....	B. Pearson, D.T. Price, C.G. Wood
Marshals in Finish & Main Entry area.....	P.B. Townsend, D. Flintoft
Paddock Marshals.....	R.G. Winder, B. Fasnacht
Chief Spectator Marshal.....	J.F. Hind, G.N. Patchett
Spectator Marshals.....	D. Boyd & Party, Etc.
Public Address.....	J.A. Hall,
Results.....	Mrs. H.O. Holliday
Marshal i/c Money Collection.....	R.W.A. North
Liason Marshals on Parking & Programme Sales	P.H. Scott, R.L. Haley
Programme Sales.....	Miss V. Lincoln, Mrs O.M. Scott
Telephone Switchboard.....	C.H. Macklin
Paddock Scoreboard.....	Miss S.J. Windsor, Miss S. Hirst

Marshals not allocated to specific duties above will be given details of their tasks when they report to the Chief Marshal. Please sign on and collect your armband as soon as you arrive. Paddock Marshals should be on duty from 9.15a.m. onwards, other marshals please report by 10.00a.m.

Additional marshals will be allocated to each Sector Marshal so that he has more assistants than will actually be required at any time. Please arrange for reliefs so that everyone gets a chance to watch a part of the event.

Special Instructions to Individual MarshalsMarshals in Finish Area & Paddock Entry

See that Competitors who clear the finish line at the end of their runs continue to the road block and turn into the paddock without delay.

Please control Competitors, Spectators and Officials in the area between the road block and the main entry gate. Turn all cars without official labels into the Car Park gate, admit Competitors and Bona Fide Tenders to the Paddock Gate. See no spectators infiltrate into the finish area.

Paddock Marshals. On arrival Competitors should be parked in their own bays and then follow the procedure as laid down in the Competitors Instructions on page (2). Working with the Clerk of the Course, please arrange for groups of cars to be collected in number order in the paddock assembly area ready to go to the Start and despatch these cars down the course when instructed by the Clerk of the Course or his Deputy. During practice runs ensure that practice tickets are collected from competitors before they go to the start. For Class 14 Tender Vehicles will be allowed down to the start line, these vehicles should be lined up with the competing cars and despatched with the competitors.

Start Area Marshals When a group of cars arrive for the start, please make sure that the cars are parked well out of the way of the course. Line up competitors for the start using the Traffic Light positioning apparatus and ensure that they get away as soon as possible after the Green light is shown. Ensure that drivers are wearing crash hats and goggles, where obligatory. Tender Cars for racing cars should be parked up the lane in the bottom corner of the Start area.

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