

BRITISH AUTOMOBILE RACING CLUB LTD - YORKSHIRE CENTRE
Jointly With -- ROYAL AIR FORCE MOTOR SPORTS ASSOCIATION

" D R A G . S P R I N T "

Sunday 20th. March 1966

R.A.C. Permit No. RS/2047

FINAL INSTRUCTIONS TO COMPETITORS AND MARSHALS

Thank you very much indeed for your entry, or for your offer to Marshal on our sixth "Drag Sprint" to be held on Sunday.

The event is being held on the Main-runway at R.A.F. Station Topcliffe by kind permission of the Station Commander Group Captain B.W.Parsons C.B.E., D.F.C., A.F.C. The best approach to the station is to leave the A.1 at the roundabout just North of Dishforth R.A.F. Station on A.168 towards Thirsk. In 2½ Miles in Topcliffe village turn Left on A.167 and the station entrance is on the right of the road (East) approx 1 mile north of the village.

Enter the station via the main gates, passing the guardroom (CAUTION - A 20M.P.H. LIMIT IS RIGIDLY APPLIED ON ALL INTERNAL ROADS, PLEASE OBSERVE THIS IMPLICITLY) and follow the signposts straight on to Air Traffic Control. Pass Air Traffic Control and turn Left along the perimeter track to the North end of the main runway where are situated the Paddock, Start and Control areas.

A working party will assemble from 10.00a.m. onwards on Sunday morning to set out the course, Scrutineering will commence at 11.30a.m. and timed runs at 1.00p.m. A Drag being a straight line event, no practice runs are required. Competitors in classes 1 -7 must sign on before 12.30p.m., Classes 8 - 13 before 1.00p.m. and 14 - 18 before .30p.m. or they will be considered to have retired.

Messrs Monkman of Leeds will be providing a catering service from approx noon on until the close of the meeting and hot drinks, snacks, etc. will be available. Please do remember that, in contrast to some of your untidy habits, the R.A.F. do like to see a well kept station so do not throw any paper or litter about. We have every scrap of paper to pick up at the end of the event.

Toilets - Permanent toilet facilities are available behind the Air Traffic Control tower. These are approx 10 mins walk from the start area. As everyone will have come in a car we do not consider this to be a problem.

PLEASE NOTE Unlike the rather formal atmosphere at most of our speed events, this is an informal competition run entirely for the benefit of the Competitors to enable them to take performance figures for their cars. There is no revenue from spectators, no programmes, no labels are needed for admission and you may bring as many tender cars, friends, etc. as you like. All spectators should remain in the Start/Paddock area or behind the spectator ropes which will extend for the first 100 yards, or so, up each side of the runway.

COMPETITORS Please remember that under R.A.C. Rulings Crash Helmets must comply with either B.S.1869 or B.S. 2495, or bear an equivalent mark from some foreign National Standards Institution and must additionally provide protection for the temples. Also please remember that competition licences must be held for closed speed events. We know that the R.A.C. are taking quite a long time to issue licences at present so at the discretion of the R.A.C. Steward, if you have applied for a licence and it has not yet been received, you may still compete, but you will probably have to pay a fine which will be refundable when the licence is produced within 14 days after the event.

THE EVENT

To open the event, competitors will run singly over a distance of 1,000 metres from a standing start. On these runs times will be recorded for the standing 440 yards, the standing kilometre and a speed in m.p.h. over the last 146'8" of the kilometre. Two runs will be given to each competitor.

At the conclusion of these runs, if time permits, knock-out elimination runs will be held with competitors running in pairs. If you wish to take part in the knock-out elimination runs, please notify the Secretary of the Meeting at Signing On. There will be a supplementary fee of 5/- for these eliminators which will all be returned to the winners on a sweepstake basis i.e. in a group of 16 the winner would receive £5 and the runner-up £1. These awards will be distributed at the close of the knock-out event concerned.

On the timed single runs, cars will start in their own time and times will be recorded by the wheels breaking light rays.

On the knock-out runs, cars will be positioned on the start line and will be started with a flag by an official in the centre of the course. In this case the point of the flag will rest on the floor on a micro-switch and competitors will start when the flag leaves the ground. There will be a light ray across each start and any competitor who leaves the start before the flag has left the ground will signal a false start. A competitor who false starts in this way will be considered to have failed his run.

cont.

The Awards for the Meeting published in the A.S.R's will be given on the basis of times recorded on the individual timed runs.

On the knock-out section, the competitor first past the finish at the 1,000 metre mark will be the winner of each pair irrespective of time. Where a competitor fails a run through false starting the winner will be the other competitor irrespective of finish order. If both competitors in one pair false start, both will be eliminated.

In the knock-out runs competitors will run side by side and must stay in their own lane and go through their own finish line.

During the single timed runs, competitors will continue straight on past the end of the course, slow down and turn off the runway following signs back to the paddock again. In the elimination runs, competitors will not return directly to the paddock, they will be held in a control area beyond the finish braking area and will return to the start back down the side of the course. Competitors running in the next round will be held and the drivers eliminated will return to the paddock.

Times for the single runs will be displayed on a scoreboard near the control bus. Pairs for the elimination runs will be announced over the P.A. Sheets of duplicated results will be issued at the close of the meeting.

Officials

R.A.C. Steward.....	Ed. Harris
Club Stewards.....	F. Barlow, H.C. Mason
Clerk of the Course.....	M.S. Wilson (Leeds 638392)
Chief Marshal.....	A.J. Hodgetts (Guiselley 4774)
Medical Officer.....	Dr. G.R. Kelman
Chief Scrutineer.....	S.H. Hanson
Chief Paddock Marshal.....	D.K. Chippindale
Marshal i/c Start Area.....	B.W. Moss
Chief Spectator Marshal.....	R.B. Holroyd
Marshal i/c Finish Area.....	R.W.A. North
Marshal i/c Elimination Runs.....	H.O. Holliday
Secretary of the Meeting.....	Miss P.J. Steele
	Assistant..... Miss K.A. Reyner
Chief Timekeeper.....	H.G.A. Mauldin
P.A. Commentary.....	A.D. Roddis
Scrutineers.....	F.W. Watson, E.S. Smith, B.L.T. Beilby, T.M. Wood
Timekeepers.....	Mrs. J. Mauldin, Miss S. Mauldin
R.A.F.M.S.A. Liaison.....	M/Plt P.R. Pitt, F/Lt. A. Taylor
Start Area Marshals.....	Mrs. D.M. Lincoln, H.R. Hardcastle, P.G. Holliday, W. Howarth, A.C. Wilson, G.D. Grinwood
Chief Observer.....	J.E. Ison
Incident Officer.....	A. Reader
Course, Finish & Other Marshals.....	F. Bailey, I.B. Blenard, P.H. Carroll, A.C. Clark, A. Cowgill, F. Glynn, G.F.D. Hewitt, M.J. Holland, F. Holmes, J.K. Pearson, B.V. Smith, P.D. Synnington, S. Thompson, P.H. Watson, S.M. Watson, P. Wheeler, L.H. Woodcock, H. Yates, D. Jarvis
Results.....	
"Yorkshire Centre Circular".....	S.J. Binns, J.A. Stroud

Will all marshals please report to the Chief Marshal at the White M.G.B. G.T. which will be parked next to the control bus.

Marshals not named above will be allocated duties as they sign on.