

H A R E W O O D M E M B E R S ' H I L L C L I M B

7th April 1968

R.A.C. Permit RS/3906

Reporting and Practice Procedure

The sign-on control will open at 9.15 a.m. in the front compartment of the Control Bus followed immediately by the opening of Scrutineering in the Marquee on the North side of the finishing straight. Practice will commence at 9.45 a.m.

The entry has been divided into six batches and each batch allocated a firm reporting time and a firm practice time. These batches have been assembled on the general basis that competitors with the greatest distance to travel report latest.

The timetable for reporting and practice is:-

Report Time	Practice Time	Competitors																								
9.15	9.45	4	7	13	15	18	20	23	29	30	34	35	43	44	51	60	65	69	74	92	97	98	106	109	114	119
9.45	10.15	2	17	22	38	46	53	56	61	66	67	70	71	73	82	85	89	93	94	100	102	103	104	145	148	149
10.15	10.45	5	8	12	25	75	76	77	79	80	81	83	84	87	95	96	99	101	105	112	116	117	121	124	125	129
10.45	11.15	1	9	14	16	28	36	39	41	42	45	47	48	50	54	57	58	64	68	72	113	122	126	127	128	143
11.15	11.45	33	37	52	55	59	62	63	86	88	107	108	111	118	130	131	132	133	134	135	136	137	138	139	140	146
11.45	12.15	3	6	10	11	19	21	24	26	27	31	32	40	49	78	90	91	110	115	120	123	141	142	144	147	

Any competitor reporting more than 20 minutes after his scheduled time will lose his place in the queue for practice and will not make his runs until all other cars have completed their practice. Signing-on will close irrevocably at noon.

On arrival at the course, competitors should park their competing cars in the place allocated in the paddock and then report on foot to the signing-on control. At signing-on you must produce your B.A.R. Membership Card and check off the details given for your car in the list of entries. You will then be given a Scrutineering Sheet which is taken with the car to the scrutineers who, after approving the car, will issue a 'Passed By Scrutineer' label with two 'Practice Tickets' attached.

Return the car to its place in the paddock and then report on foot to the Chief Paddock Marshal that you are ready for practice. Competitors will be called forward over the paddock P.A. system in rotation of reporting. When your name is called, take your car to the paddock assembly area gate and hand over your first practice ticket as you enter the assembly lane ready for your first run. When returning to the paddock at the end of the practice run park your car back in its place again and follow the same procedure when you are ready for your second practice run.

Should there be any delays in practice causing a back-log, numbers will be called out by the Paddock Marshals in strict rotation and there is nothing to be gained by queueing with cars near the paddock exit gate.

The organisers ask the earnest co-operation of all competitors and marshals to see that this timetable is strictly observed. Due to the great pressure of entries the list to be got through is very long and delays could have a very serious effect. If all competitors play their parts by coming at their scheduled reporting times, no-one will have to hang about for very long and marshals will have a reasonable lunch break.

Competitors with racing cars who wish to get them push-started and warm before going down for practice may use the main entrance road should the grass surface of the paddock be too soft on the day. It is regretted that this road will be too busy for such use during the afternoon.

All competitors should walk the course before their first practice run.

So far as possible, all practice runs will be timed and times displayed upon the paddock scoreboard. Final adjustments are made to the Timing Equipment during the practice runs and some times may not be recorded. Extra runs can not be granted for untimed practice runs.

WORKING PARTY The course has to be got ready during Saturday afternoon and cleared immediately after the event. We would welcome your assistance on either, or both of these occasions. From 2.15 p.m. onwards on Saturday afternoon and, of course, directly after the meeting on Sunday.

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"MEMBERS' SPRING HILL CLIMB, "HAREWOODFinal Instructions to Competitors

Enclosed are your car admission labels and badges for the driver and attendants together with a list of entries showing your competition number.

LABELS AND BADGES are issued on the following scale:-

Touring, 'Marque Y' and Sports Cars.....	1 'Competitor' Car Label
	1 'Competitor' Lapel Badge
	1 'Competing Staff' Lapel Badge
Sports/Racing Cars.....	1 'Competitor' Car Label
	1 'Competitor' Lapel Badge
	2 'Competing Staff' Lapel Badges
Racing Cars.....	1 'Tender' Car Label
	1 'Competitor' Lapel Badge
	2 'Competing Staff' Lapel Badges

ADMISSION OF CARS Space in the paddock is at a premium and with the utmost regret we have to be very miserly in the issue of labels entitling vehicles other than competing cars into the paddock. The 'Competitor' car labels are very small and gummed on the back and we must insist that every competing car in classes 1-13 wears one of these labels throughout the meeting. 'Competitor' labels will not admit to the paddock any vehicle other than those in the list of entries. Racing Car tenders with a 'Tender' label will be allowed to remain in the paddock, but Sports/Racing Car tenders with a 'Competitor' label will have to be parked in the Official Car Park outside the paddock after unloading.

Regular competitors in our events will know that we do not adopt a bolshy attitude towards competitors in other matters concerning the conduct of the meeting, but in the case of the paddock admission, efficient running of the event depends upon the free availability of space to marshal cars and, as a result, we have no option but to be very hidebound indeed on this particular matter.

SCRUTINEERING AND PRACTICE With a full entry of 140 plus reserves the timetable is most important. A sheet is enclosed with full details of the time schedule for reporting and practice. Please make every effort to observe this schedule.

PROCEDURE DURING THE EVENT Cars will be called forward by the Paddock Marshals in batches of approx. 20/25 at a time into the Paddock Assembly Lane and will be sent down the course in convoy as soon as the last car of the previous batch has passed up the course. Racing Cars may be accompanied to the Start by tender vehicles, if required. These tender vehicles will remain at the start until all cars in the batch have made their timed ascent and will then return up the course to the Paddock.

A team of engine starting pushers is available in the Start area.

AT THE START will drivers please try to position themselves as instructed by the marshals as quickly as possible and have their helmets and goggles correctly adjusted when they go to the line. As you approach the line you will see a traffic light showing red and three light rays across the road. As you break the first light ray the Red light changes to Amber and you should stop immediately as you are then correctly positioned for the start. If you go too far forward, the light will change from amber to red and amber. In this case back off until amber alone is being shown. When amber alone is showing this lights a signal for the timekeeper showing you are ready and when the course is clear you will be given the start signal by a Green light when you proceed in your own time. Please do not delay after the green light as the cumulative effect of delays of this kind is very considerable. If each competitor only wastes 10 secs. the meeting will be extended by no less than 50 mins.

PROGRAMMES will be issued as you sign on.

PRACTICE TIMES will be displayed on the Paddock Scoreboard, no sheets of times will be issued in respect of practice.

REMEMBER A Red Flag means complete and immediate STOP. If you should be stopped in this way, await marshal's instructions and as soon as you are told to move on, please continue up the hill, into the paddock and straight back to the Assembly area for a re-run. UNDER NO CIRCUMSTANCES turn round on the course and go back to the Start.

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THE FINISH R.A.C. Standing Supplementary Regulation C.31(a) states that to be classed as finishing a run, a competing car must cross the finish line with all four wheels on the course. As laid down in Additional Supplementary Regulation 11, the outer edge of the concrete banking and this line will be observed by a judge of fact who will sign 'No time to be recorded' in cases where S.S.R. C.31(a) is not obeyed.

ELIGIBILITY SCRUTINEERING

A Scrutineer will be on duty at the Paddock Exit Gate through the timed runs to check that changes have not been made since vehicles were passed by the scrutineers. In the case of classes 1-13 inclusive competitors making the fastest, second fastest and third fastest times in each class will be rescrutineered for strict compliance with the eligibility regulations as soon as they have completed their final timed run. The paddock P.A. will call up these vehicles as soon as possible after the class is complete, but in any case, competitors who occupy these places have their own responsibility to submit his car for this examination and leaves the course without being passed will forfeit any award he may have won and this will pass to the next highest placed competitor.

SCOREBOARD All times recorded will be displayed on the Scoreboard by the Chief Paddock Marshals' tent. The coreboard team are in telecontact with the timekeepers and can answer any queries about times.

RESULTS Duplicated sheets of all results will be available for distribution from the control bus a very few minutes after the last competitor has finished his final run. The time of publication for Protest purposes will be considered the time the first sheets are handed out from the bus and, if no protests have been submitted, the results will be declared final 30 minutes later.

AWARDS Awards will be made in cash unless competitors have indicated on their entry forms that they desire to receive a souvenir award in lieu of cash. Any competitor who has not completed this section of the entry form and who desires to receive a souvenir award should inform the control bus when results are announced.

COURSE TELEPHONE The number of the Course Telephone is Harewood 391. The instrument is located in the control bus and competitors expecting messages may have them passed to this number.

WATER AND FUEL Fuel supplies are not provided on the course and water supply is very limited. Entrants are advised to bring their own supplies.

GENERAL SUPPLIES The Rally and Speed Shop Ltd. will be operating a Speed Equipment Shop near the Paddock Entrance gate and will have stocks of general components.

WELDING SERVICE Ken Lee (Motors) Ltd. are very kindly providing a welding service which will be located between the paddock toilet block and the Scrutineers. This service is provided free to competitors although, quite naturally, any parts supplied must be paid for. We are very greatly indebted to Messrs. Ken Lee Motors for this amenity which we are sure will be greatly appreciated by Competitors in need.

B.A.R.C. BOUTIQUE Mrs. Lincoln in the main programme sales tent will have a selection of B.A.R.C. Insignia available for sale, in particular Yorkshire Centre Ties and Transfers, Tie Tacks and Pin badges, Yorkshire Centre Lapel Badges, Lighters, Pouches, Cuff Links, Car Badges and Ladies Scarves etc.

NON-STARTERS: Please note that No. 9 P.A.Kelsey, No. 17 J.D.Haynes, No.83 M.C.Allen have withdrawn.
Please note that No. 136 P.Edmondson entered in Class 15 has changed his car and is entered in Class 9 - Lotus Elan, 1594c.c. not s/ch'd.