

MEMORANDUM

TO: S N Clark

REF: SNC/RA/FGW-10

FROM: Committee members

DATE: 12 October 1989

Enclosed please find a copy of proposal document and map sent to the council. The scheme was discussed briefly at council last Tuesday and will be considered properly on the 14th November, 1989, for decision to be made.

First reaction was encouraging. We now must sort out how we are to do things and attempt to get actual quotes prior to that meeting.

Yours sincerely



SIMON N CLARK

SN

PROPOSED ALTERATIONS TO HAREWOOD HILLCLIMB, STOCKTON FARM,
HAREWOOD.

The following document is to explain the proposals, costs, reasoning and projected improvements to revenue connected to the scheme.

1. PROPOSAL

To assist in considering this plan an O/S map is enclosed showing the existing course, the proposed extension, the return road and the proposed new paddock position. A report made to committee on a discussion with Derek Ongaro of RAC MSA is also attached to assist.

The first part of the proposal is to extend the track to make Harewood the longest and we believe the best and most challenging Hillclimb/Sprint Venue in the British Isles. The plan shows the addition of 4 extra corners together with a downhill start. The options this provides is for 3 configurations in which the Hill can be run, namely Long hill, Short hill or Sprint.

The second is to tarmac a return road to allow cars to return to the paddock without using the Hillclimb course as is currently the practice.

The third is to create spectator compounds, at the corners shown, to enable spectators to be closer to cars travelling and cornering at speed to improve spectator interest - SEE PRECIS of comments from Derek Ongaro.

The fourth is to relocate the existing paddock to a new position below the barns and create 2 link roads to access this area.

The fifth is to make use of the excellent barn facilities offered for Sponsors, Catering, Organisers, Scrutineers, Competitors and Spectators.

The sixth is to create a link road from the start to the first existing corner to create a kart track.

REASONING AND PROJECTED IMPROVEMENTS TO REVENUE

The three prime factors influencing the proposals are spectator interest and consequent revenue, the second is competitor interest and entry fee revenue and noise reduction.

1. SPECTATOR

It is the committees belief that Hillclimbing at Harewood whilst providing unrivalled views of the whole course does not allow the spectator to get close to cars and as a consequence appears a little slow and clinical. By relocating the paddock and by creating spectator enclosures adjacent to corners we can dramatically improve spectator interest and as a result swell gate receipts. The relocation of the paddock whilst not a factor in improving gates will encourage spectators down the hill and thus make use of spectator area and of barns.

It will be noted from Mr Ongaro's comments that a movement of the paddock will improve visual amenity and noise levels as perceived from the village at the other side of the valley. It is felt this could materially improve our chances of gaining extra planning days when the new noise reduction levels are implemented. It is unfortunately difficult to assess the revenue increase in this area.

Catering revenue would obviously increase with gate increase and currently caterers give profit share deal on annual turn over.

2. THE COMPETITORS

The improvements to the course would be bound to attract all competitors past, present, old and young if only to try a new challenge, and it is hoped that the improvements will retain the interest and enable us to cater for all entries and not turn people away as has been the case previously.

The position of scrutineers in the barn would make a saving in tentage costs and give competitors a dry flat area on which to effect major repairs, thereby offering a better service.

An additional plus would be the ability to use the barn as a Club House for Bar B Que's, bar facilities, etc, which should promote a more convivial atmosphere at meetings on Saturday nights and offer an income earning opportunity.

The cost gains are easier to evaluate in this area. The potential entry list could increase by about 70 competitors on a two day meeting and about 50 competitors on a one day meeting. Assuming full entries, and after deducting RAC fees etc, an approximate increase in revenue would be £ 10400.00 P.A.

An additional bonus could be the ability to run the numbers currently requiring a 2 day meeting on one day thereby freeing planning days currently absorbed by practice for either Sprints, for which venues are reaching a premium state; Motor Cycle meetings, recently offered by the ACU with good sponsor purses and with good spectator potential etc.

The cost gains here are for more attractive. Ultimately one could envisage a gain of £ 14000 from only 10 days leaving 5 days free for Rallies, Bikes, etc.

NOISE REDUCTION

The turning around of the start would reduce the impact of the "Burn-Up" noise facing the villages opposite. The resiting of the paddock offers the noise reduction previously discussed. Both of these factors, together with the RAC MSA proposals would strengthen our hand in negotiation of planning days and the impact on revenue of that gain is obvious.

COSTS -

The costs shown below have been prepared by a Professional Quantity Surveyor with knowledge of the hill, motor racing etc. His opinion is that the costings given are realistic and have a contingency built in. In his inspection of site and in the preparation of costs he was advised and assisted by a colleague with more specialist knowledge of this sort of work.

The following items should be considered on block. The costs have only been broken down to show apportionment of cost.

1. Form a 75 mm Bitmac tarmacadam surface to the existing farm road from point A to D including levelling and grading of existing road. Surface, levels and gradients to be made suitable for single seater racing cars returning to the paddock from the finish - Road Marked Yellow On Plan.
£ 19500.
2. To extend the course at a width of 3.7 m from point D to E, finish of road to match existing course surface and to comply with RAC MSA track license requirements.
Road Marked Blue Solid.
£ 13000.
3. To form in Tarmac new start pad and assembly area adjacent to start.
Block marked Blue by D.
£ 9500

4. To form new road in 75 mm Bitmac tarmacadam surface from point B to point C.
Road Marked with Solid Red Line.
£ 3500
5. Create spectator enclosures.
Shown as Red Blocks.
£ 13500.
6. Drainage to above where necessary.
£ 4000.
7. Professional Fees
£ 1500.

TOTAL :- £ 64500.

The items listed below are items which whilst being of great benefit the scheme cannot be considered vital to it in as much as we believe the new system could operate without it.

1. To form new road from point F (Country Corner) to start line to create karting loop and offer course alternative in Road Marked with Blue Broken Line.
£ 6500.
2. To form new road (specification as in 5) to paddock.
Road Marked with Broken Red Line.
£ 12500.
3. To form the ribbon roads to the paddock (i.e roads B/C) in tarmac of the ribbon roads to the trailer park (roads B/C/D to the left of the paddock road) in ash including drainage to this area made necessary by the work.
£ 66000.
4. To repair and improve concrete road to top of hill and to tarmac roads leading to it from paddock and form in ash roads leading away from it at the top of the hill.
£ 14500.
5. To infill with hardcore and ash roll those areas between paddock ribbon roads marked with the word 'Unit' to provide hard standing for competing cars and trailers.
£ 80000.
This is considered an unnecessary expense at present but is shown to tie up the drawing details to avoid confusion.

CONCLUSION

It is our opinion that items 1-6 should be carried out as a single phase starting as soon as possible, if council agree, and be completed prior to 1990 season.

The proposals have been put before the board of Harewood Hill Limited and it has met with their full support. Council members are aware that the B.A.R.C currently enjoys a 99 year lease over the track and has the rights to promote motorsports exclusively at this venue. However, a re-negotiation of the lease would be required to cover areas outside the terms of the current lease.

The committee feels the time is right to take a bold step forward to put BARC firmly at the top of the Hillclimb/Sprint league table.

Agreement has been reached with South West and London and Home Counties Centres regarding incorporation of Harewood as a venue in the BARC sprint championship. Thereby ensuring that improvements would be for the good of 3 Centres and not only Yorkshire Centre.

A great deal of thought has gone into these proposals, the costings contained and the projected financial gains we hope may result. We hope the Council is able to give us a decision in November because it would be advantageous to have the work carried out during the winter firstly because extremely advantages quotations can be gained at this time in the tarmac trade and because it is our desire to be ready to roll at the practice day in March and due to Council not meeting in December a delay of the decision until January would make it impossible to be ready for next season.

We have the total support of Derek Ongaro and Peter Todd of the RAC MSA of hope most sincerely we will enjoy similar support from yourselves.

Any queries regarding this proposal should be addressed to Simon Clark :- Telephone 0937 - 64554 (work), 0423-358590 (home).

MEMORANDUM

TO: Committee

REF: SNC/RA/FYP.09

FROM: S N Clark

DATE: 18th September, 1989

Precis of discussions with Derek Ongaro regarding future of speed events generally and Harewood improvements specifically.

I have endeavoured, where possible, to show no bias in this report, although my own views are well known I record here Dereks comments which were unprompted.

1. SPEED EVENTS GENERALLY

- a) The RAC MSA within the next month expect to release new levels of noise reduction to the press. These are expected to bring us in line in 1992 with FISA's proposals. The resultant lowering should be approximately 5 db's. Dereks opinion is that this will be well received by the enviromental health officers 15 of which he meets regularly and there is optimism for an increase in planning days available to us.
- b) Should we wish to apply for planning for an extension of planning days then he and one of the RAC's recognised noise consultants would be happy to meet local planners to support our case.
- c) There is an increasing shortage of sprint venues which he feels we are ideally placed to take advantage of if we wish to, particularly with a short course starting at our proposed new start position and finishing before orchard or in the farm yard.

2. HAREWOOD IMPROVEMENTS - the course extension

- a) Derek expressed great enthusiasm for the new start position and the cut across the paddock and especially for the hairpin at the start.
- b) He was completely satisfied that the hairpin would be safe as it afforded good run off areas in the event of a car locking up and going straight on.
- c) He also liked the short and long course options..
- d) He was not worried by the down hill section immediately after the start and even questioned why we wanted to take the hump off.
- e) He agreed with the points Tim and I put to yourselves regarding burn up noise being put back into the hill rather than across the valley and for the cost of an overnight stop he offered us the service of an industrial noise expert who they use as a consultant to measure specific areas, ie. starts, corners, etc. for noise levels and advise of attenuation methods if necessary ie. bails or baffles strategically placed. (It will be appreciated that any moves thought necessary would be valuable in negotiations on planning SNC).
- f) The kart loop met again with approval as kart venues are equally thin on the ground and advice is available on request.
- g) The return road he, like us, felt was a must if only because the shortage of venues was increasing the potential entry list.

3. SPECTATOR COMPOUNDS - New hairpin

- a) The existing lie of the land affords safe viewing from the front. The question of a car approaching from behind was raised and Dereks advise was that as the ground requires cutting out to achieve levels then we should place tyres bound in stacks along the side of the spectators and then backfill with earth to form a platform. This is designed to both absorb shock and prevent the ground crumbling.

b) Country Corner

Behind the existing fence to the right hand side as existing and if we wish beyond the straight line trajectory of entry at a safe distance back again using the tyre method described in a).

c) Orchard Corner

Inside - we can safely form a spectator compound inside the corner around the area used by the ambulance and recovery vehicle. The only requirement being a fence deliniating the area and digging out the ramp of earth below the existing tyre wall.

Outside - The line of the existing top fence is deemed as safe standing as existing. (We may wish to implement the tyre procedure for our own peace of mind. SNC).

d) Barn Patio

Debris fence of the type specified in the safety booklet given to myself. Derek requires a dimensioned plan of the area to the side of the track and he will approve the method. Essentially this fence needs to be about 7'0" high and should run from the corner of the building to the 1st fence post in from the track on the fence housing the patio. Viewing below no problem.

4. PADDOCK MOVE

I pointed out that the thoughts behind a move of the paddock were based on the theory that the crowds followed the paddock and to encourage the spectators to use the new facilities the paddock should be brought closer to them. I also made Derek aware of the two opposing views as honestly as I could. His comments below are worthy of consideration as in some cases they have escaped our attention.

- a) Derek commented that bringing the paddock down would reduce the noise profile of the hill from a point of view of cars warming up etc. In addition visual harmony would be less of a talking point as the proposed site is a lot less obtrusive.
- b) He agrees with the theory that hillclimbing can be made more exciting by bringing people closer to cars at speed and also agrees that the crowd tend to follow the paddock.

- c) He does not see the need to surface the paddock certainly in the short term.
- d) He recognised the facilities the barn offered. Particularly in inclement weather to spectators as well as the obvious bonuses of catering, scrutineering etc.

In conclusion I hope it is fair to say he enjoyed his day, was extremely helpful and was extremely encouraged and supportive of the plans we are considering in the committee. I apologise if this report appears a little verbose but I felt it better reported in writing now, thus enabling you to consider the points prior to the next committee meeting.

SIMON N CLARK

