

Dear Entrants

Below is the 2018 driver's briefing. Please read it carefully as there are some changes this year from previous years.

This year I must place extra emphasis on the requirement to **read, understand and follow to the letter the instructions below** in the Driver's Briefing. Initially our application to run the event again in 2018 was refused as it was deemed that some drivers were behaving without due care and attention. We have come to an accommodation with the Police and local authorities but the continuation of the event depends on the responsible behaviour of you the drivers.

The paddock layout and run numbers will be posted on the web site a few days before the event as usual.

If you have friends or family who want to spectate, you can now buy tickets on the web site, there is currently a special online ticket offer, but it won't be available for ever. Children under 5 years old are free.

If you are unable to bring the car you have entered, and want to bring a different car, you **must** contact Martin Warner (martin.warner@codemark.com or 07974 454441) to get clearance to change your entered car. We will not necessarily allow a change of car. If you cannot make the event for any reason, please let us know, even by text on the day if necessary.

Whenever appropriate we would like all entrants to open the bonnets of their cars whilst parked up in the paddock. It gives the spectators a different view of the cars. Please be accommodating and informative towards the spectators. We wish to encourage a hands on approach especially to younger spectators. Ultimately your entry fees and sponsorship cover the costs of staging the event but without the spectator entry payments, we wouldn't raise anything for the local charities.

Driver's Briefing

Although the road is closed, please remember that **the Road Traffic Act still applies**. Anyone who in the opinion of the marshals or organisers drives in a reckless manner, or exceeds the **60 MPH speed limit** will be excluded and not invited back. **Speeds will be monitored along with safety awareness**. Anyone deemed not to be driving appropriately will receive one warning. If the driver does not heed the warning his entry will be withdrawn and he will be banned from any future SHC event.

In the event of wet weather please take extra care as the road surface can become greasy.

There is no restriction on carrying passengers on the hill, provided the design limit of the car is not exceeded.

Every entrant may bring one other person with them without being charged for entrance. However that person must arrive with the entrant and be with them when they sign in to be issued with a non-driving wrist band.

Entrants need to arrive between 7:00am and 8:00am on 2nd September. Entry is only from the A246 end of Staple Lane.

On arrival, if you are driving your car, please go to the paddock. The entrance is to the right of the car park entrance/exit lanes, the entrance will be marked. Please ensure you know your run number when you arrive. If towing a trailer, as soon as you enter the field turn left, a marshal will indicate where to park and unload. Please then park your entered car in the paddock. The paddock operates a one-way system, it should always be entered from the end furthest from the main gate and exited at the end nearest the main gate. Only entered cars can be parked in the paddock.

The paddock is laid out in four rows with Event Control and St John Ambulance located near the lane. Your space in the paddock will be marked on a stake with your run number. There will be a plan of the paddock posted on the web site a few days before the event. We have allocated a 3 metre wide bay per car, please park your car accordingly in a neat row. We have left a 3 metre deep space behind the cars, this will allow entrants to erect gazebos, picnic tables etc. behind their cars.

Once parked please go to the gazebo's next to Event Control to sign in. There will be three queues grouped in run numbers 1-60, 61-120 and 121 upwards. Please join your correct queue and sign in. Everyone driving **must** sign in and be issued with a driver's wrist band and self-adhesive number. The number must be displayed so it can be read from the front of your car and the wrist band must be worn

At 8:30am there will be a short driver's briefing by event control, every driver **must** attend, a second driver's wrist band will be issued then. The Chief Marshall and Clerk of the Course will also be in attendance.

The first run starts at 9:00am with, on average, one car every 30 seconds being allowed to start. The first session will end at 11:00am. The second session starts at 11:30am and ends at 1:30pm. The third session starts at 2:30pm and ends at 4:30pm. Because of the growing popularity of our event we have increased the entry list this year by about 40 cars. Therefore we ask that you help the marshalls in any way you can to make sure that we run efficiently and to time.

This year we will again have a pedestrian crossing at the end of the start straight. It is in full view of the start line and will be opened by the course marshalls briefly every 20 minutes between competitors. There will be visual and radio contact with the starter. As usual simply obey the starters flag but be aware of this innovation. The rest of the course remains clear.

There is a dedicated exit from the paddock onto the bottom of the lane. You may not cross into the lane unless you are in your car. When on the lane at the start area, do not get out of your car without asking a marshal first. There will be a barrier across the bottom of the lane to prevent spectator creep onto the lane.

As part of our continuing improvements to safety we have agreed with Surrey Police and the local authorities involved to have a "**Sterile Zone**" for the first 100 metres from the start line. This will be marked by straw bales and large SZ signs. To the majority who value their tyres and halfshafts it is business as usual. If you have the power and the inclination to make a spectacular start you are strongly requested that any wheel spinning will have been brought well under control by the end of the zone. It will be monitored and anyone exceeding this will be asked to report to Race Control to explain themselves and may be excluded.

All cars must ascend the hill in run number order. Please familiarise yourself with the cars in front of you, so you know in what order to queue. Please keep an eye on the queue and do not join it too early to prevent excess congestion at the paddock exit. Ideally we'd like ten cars to be queuing at a time.

If your car has a screw in towing eye, fix it to the front of your car at the beginning of the day.

You must not start until directed to do so by the starter, who will raise the Union flag from your bonnet. In the event of either the recovery truck or rescue unit requiring access to the hill, the starter will direct the queue to pull forward to give enough space for them to pass.

Extra care should be taken at the speed restricting hump in the road approx 100 metres from the start, it doesn't look severe, but it has two peaks and can severely unsettle a car, it's marked with straw bales and signposted. The lane after corner two becomes increasingly bumpy and care should be taken. Chicanes two, three and four are now S bends.

Straw bales have been placed on the apex of Corner One, the first marshal post is located there. Chicane one is on the straight between corner two and the first brow. There will be bales to guide cars to the right of the road on the first brow, this is not a chicane but to protect Marshal Post 3 which is located there. Chicanes two and three will be located between the first brow and the finish. Before the finish there will again be bales to guide cars to the right to protect Marshal Post 5. There will be countdown boards at 200 and 100 metres before the finish.

At the finish a large chequered flag will be waved. 200 metres after the finish at New Scotland Farm is the end of the full road closure. All cars **must stop at the marshal located there**, before continuing. There may be people walking in the road after this point oblivious to the danger, there are signs warning of the danger.

On the hill there are five marshal posts. Each post (except post 2) is equipped with a fire extinguisher, red flag, cement dust to absorb oil, glass hammer, seat belt cutter, radio, whistle and a broom.

If a **red flag** is displayed an entrant should **immediately slow down** and stop their car as quickly as possible in an area that doesn't obstruct the hill. They may only move off once directed to do so by a marshal.

If you fail to complete your run to the top, your car will either be pushed off the course or the recovery truck will be called to assist. The recovery truck will only transport your car to the nearest safe point after the finish line where it will be unloaded.

After the finish, continue to Combe Lane, turn right down Combe Lane, then right at the junction with the A25 (fuel is available a quarter of a mile to the left if required) and then right at the Clandon cross roads onto the A246 to return to the event. The return route is not sign posted.

The speed limit in the car park area is 5mph. Extra care must be taken as there will be children who will be distracted by the cars.

If you need to contact me on the day, my number is 07974 454441, although reception is patchy in the field, so a text may be better.

The day will not go entirely to plan, please bear with us, we may have to make changes as the day progresses.

I'd like to thank our increasing number of sponsors for supporting the event again this year.

I look forward to meeting you all on the 2nd September.

Regards

Martin Warner