

Dear Entrants

Below is the 2024 driver's briefing. Please read it carefully as there are always some changes from previous years.

This year as always, I must place emphasis on the requirement to **read, understand and follow to the letter the instructions below** in the Driver's Briefing. As you may know we have had our application to run the event refused in the past as it was deemed that some drivers were behaving without due care and attention. We now believe we have our situation under better control and the local authorities now take a much more benign view of us, but the continuation of the event as always depends on the responsible behaviour of you the drivers. One silly action by an individual could topple our event for the future.

The paddock layout and run numbers will be posted on the website a few days before the event as usual. Please make a mental note of your run number and position in the paddock. It really helps us in the befuddled light of dawn if you have a good idea of where to put yourselves.

If you have friends or family who want to spectate, you can now buy tickets on the website, 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 organisers drives in a reckless manner, or exceeds the **60 MPH speed limit** will be excluded and not invited back. **Speeds may 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 they will be disallowed from any future SHC event.

In the event of wet weather please take extra care as the road surface becomes very greasy.

There is no restriction on carrying passengers on the hill, provided the design limit of the car is not exceeded. **Only road-legal vehicles may enter and drive up the hill.**

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 1st 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 bear left, a marshal will indicate where to park and unload. Please then park your entered road-legal 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.

This year paddock is laid out in six rows with Event Control and St John Ambulance located near the Staple Lane end. 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 website a few days before the event. We have allocated a 3.25 metres wide bay per car, please park your car accordingly in a neat row. The bays are 7 metres deep leaving reasonable space behind (most) vehicles, 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 four queues grouped in run numbers 1-60, 61-120, 121-180 and 181 upwards. Please join your correct queue and sign in. On signing in you must present the **signed Indemnity Form (available from our website)** before you will be allowed to participate. Everyone driving **must** sign in and be issued with a driver's lanyard and self-adhesive number. The number must be displayed so it can be read from the front of your car and the lanyard must be worn by the driver that attended the briefing when entering the course.

At 8:30am there will be a short driver's briefing by Event Management and the Clerk of the Course, every driver **must** attend. If you do not you may be excluded from the event.

The first run starts at 9:00am with, on average, one car every 20 seconds being allowed to start. Depending on our progress there will be a one-hour lunch break at 12:30pm. All entrants should have three runs up the hill, (as long as the event runs to plan). Staple Lane will close to us by 6pm and then be opened to normal road traffic. Because of the growing popularity of our event, we have increased the entry list again this year. Therefore, we ask that you help the hill operations team in any way you can to make sure that we run efficiently and to time.

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 an official first. There will be a barrier across the bottom of the lane to prevent spectators moving onto the course.

In the interest of safety, we will again have a "**Sterile Zone**" as agreed with the local authorities for the first 80 metres from the start line. This will be marked by straw bales and large SZ signs. To the majority who value their tyres and half-shafts 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 the Clerk of the Course to explain themselves and may be subsequently excluded. This year we will NOT allow front-wheel braking and rear wheel spinning as this has not gone down well with local residents.

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 take your place. This year we will have a team of Paddock Marshalls to assist in the smooth running of the queue for the start line. We trust that you will work with them to everyone's advantage. Ideally, we'd like no more than 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 and to the side to give enough space for them to pass.

Extra care should be taken at the natural speed restricting hump in the road just before the first bend, 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.

A straw bale chicane is positioned on the apex of Corner One, the first observers post is located there, including doctor and fire officers. Chicane two is on the straight between corner two and the first brow to protect Post 3 which is located there. Chicanes three and four 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 Post 5. There will be countdown boards at 200 and 100 metres before the finish. **Please be respectful of the observers. Their safety is of paramount importance and any incidents would end the event.**

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 observer 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 observer posts. Each post is equipped with a fire extinguisher, red flag, cement dust to absorb oil, glass hammer, seat belt cutter, radio, whistle and a broom.

Sadly, the Goodwood marshals are not joining us this year, but the excellent Surrey 4x4 Response group have stepped up to the mark to become observers at all of the posts, including the tower on the second bend.

We have worked with them for many years, and they know how we operate. As they are not all medically or fire-response trained, we have a separate course vehicle with practicing doctors and a fire officer who will respond to any radio call from the observers located on the first bend. S4x4R observers will be at all the existing posts, but this year will be situated behind their vehicles parked on the verges of posts 3, 4 and 5. Just before the post, we will place straw bales as usual to form the chicanes. This offers the maximum protection for the observers.

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 and is visible to an observers post. They may only move off once directed to do so by an official.

If you fail to complete your run to the top, your car will either be towed 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), climb over Newlands Corner (**take care as there are Average Speed cameras in operation on the hill – 40mph limit**) and then right at the traffic lights at 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 and paddock 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 you and our increasing number of sponsors for supporting the event again this year.

I look forward to meeting you all on the 1st September.

Regards to you all,

Martin Warner
SHC Chairman