

RACE MANUAL

RICHMOND

MEET

GRAND PRIX

Sunday 23rd August 2009

(To be read in conjunction with the Race Program)

Schedule

08.30	HQ opens to officials
09.00	HQ opens to riders and sign-on
10.00	Official vehicles convoy assembly
10.30	Marshals briefing
10.30	Sign-on closes
10.40	Police & NEG Moto Marshals briefing
10.50	Drivers briefing and team vehicle draw
11.00	Team vehicle convoy assembly
11.00	Riders briefing
11.10	Convoy departs for start
11.20	Convoy assembly at start and introductions
11.28	Announcer departs podium
11.30	Race start
15.00	Race Finish
15.15	Presentation



Richmond
Town Council



Race Officials

Race Director	Geoff Lloyd 48 Frenchgate, Richmond. N. Yorks. DL10 7AG Tel: 01748 823164 e-mail: grlloyd@msn.com		
Chief Judge	Bob Howden	Photo Finish	John Purdy
Chief Marshal (Static)	James Hall	Chief Marshal (Moto)	Stuart Wallace
Logistics Manager	Marc Atkinson	HQ Manager	Kay Lloyd
Race Announcer	Mike Smith	Catering	Kay's Kakes
Commissaires	Chief: Jason Metcalfe No. 3: Andrea Rogers	No. 2: Tom Forbes Moto: Malcolm Dixon	

Headquarters (Note the change of location)

Catterick Leisure Centre
Gough Road
Catterick Garrison
N Yorks
DL9 3EL

Start

The Town Hall
The Market Place
Richmond
N Yorks
DL10 4QL

http://maps.google.co.uk/maps?f=q&source=s_q&hl=en&geocode=&q=gough+road&sl=54.374812,-1.732114&sspn=0.019048,0.038409&ie=UTF8&z=15&iwloc=A

HQ Parking – There is extensive parking however race traffic is requested to use the overspill car park to the right of the Leisure centre in preference to the main Leisure Centre car parks.

Police and NEG motorcycles should use the small parking area on the left of the main car park entrance.

Refreshments - There will be complimentary refreshments for riders and officials available throughout the day in Meeting Room 1 on the 1st floor at the headquarters.

Signing on - Located in Meeting Room 1 on the 1st floor. An usher will allow you to bypass the turnstiles.

Briefings - Held in Meeting Room 2 on the 1st floor for officials, for riders, adjacent to the convoy assembly area at the rear of the building.

Changing - Facilities are located in changing rooms 2 and 3, marked Male (Army) and Male (Public), on the ground floor at the HQ. Please note: cleated shoes (or hob nailed boots !) are not to be worn inside the HQ. Do not leave anything in the changing rooms as their security cannot be guaranteed. A limited number of secure lockers are available if necessary but keys must not be taken outside the HQ, these should be left with the HQ manager.

Note: This is an MOD facility and terrorism counter measures are important. Any unattended packages are liable to be unceremoniously blown up with the attendant disruption.

Race Numbers - Please pay attention to the correct positioning of body and shoulder numbers for the photo finish which will be on the left hand side. Frame numbers should be fitted to the seat post. Please return all numbers, those not returned or damaged will be charged for.

Assembly - The convoy including riders will assemble on the service road to the left and rear of the HQ prior to departure to the Market Place start. At the start in the Market Place, the rear convoy is requested to double park to avoid blocking non-race traffic flow into the Market Place.

Race Convoy

Convoy Order - The convoy should assemble on the main bus lay-by outside the headquarters in accordance with the plan below. Drivers should liaise with the convoy marshal to ensure that each vehicle is fully signed, radio equipped and checked.



ANNOUNCER

Mike Smith / Driver: Phil Simmonds



POLICE M/BIKES



NEG M/BIKES



LEAD 2

Driver: Marc Anderson



RACE DIRECTOR (when present)

Geoff Lloyd



NEUTRAL SERVICE 1

Tony Barry / Don Povall



COMMISSAIRE 2

Tom Forbes / Driver: Dave Reed



LEAD 1

Driver: Mark Bayne

RIDERS



CHIEF COMMISSAIRE/POLICE LINK

Jason Metcalfe / Driver: Andy Taylor



PHOTOGRAPHER

Andrew Kennedy / Pilot: John Greatorex



CYCLEVOX TV

TBA / Pilot: TBA

TBA / Pilot: TBA



COMMISSAIRE 3

Andrea Rogers / Driver: Arthur Caygill



NEUTRAL SERVICE 2

TBA / TBA



TEAM CARS



BROOM VEHICLE / NEUTRAL 3

Velo29.com / Driver: Richard Williamson



MEDIC

MedicsUK.net



POLICE M/BIKE

Team Cars - Teams with three or more riders can provide team cars with CB radio for the convoy. Please note that team cars must have a driver and separate mechanic. Convoy order will be drawn by the Chief Commissaire at the Officials Briefing. Servicing and feeding shall be strictly under Commissaire control. Two neutral service cars and a broom wagon/neutral service will be present.

Convoy Operation - Will be at all times under the control of the Commissaires and vehicles must not reposition without their approval.

Comfort Breaks - Vehicles dropping out of position in the convoy should be notified to the appropriate Commissaire. Where position is essential to safe passage of the race no such stop should be made until a replacement vehicle is in position.

Communications - Radios should be set to Channel 35. Use of the radio should be limited to convoy business and users should initially identify themselves by the call identity shown on the vehicle. All officials involved in the convoy should notify their mobile phone numbers to the Convoy Marshal prior to the event. The collated list will be circulated to all officials. Parts of the circuit are potentially "blind" to CB contact and phones may be needed. Conversely, in upper Swaledale mobile phone coverage is poor/non existent (only Orange between the B6270 (6 miles) and the Butter Tubs (22miles))

Start

Introductions - The announcer will introduce selected riders at the start before calling the remaining riders forward to the line

Public Conveniences - Please use those at the HQ or at the rear of the Market Hall adjacent to the start. Observed failure to use appropriate facilities may result in disciplinary action.

Neutralised Zone - The race will be neutralised from the Market Place to the national speed limit sign at the town boundary by the cemetery. During this time the convoy will be under red and white check flag controlled by Comm. 2.

Road Use

The race route is covered by a rolling road closure under Section 16a of the Road Traffic Regulation Act 1984. This enables stoppage of traffic in the vicinity of the race by the police marshals and ongoing hold as necessary by both the mobile and static marshals.

The processional route from the headquarters to the start is covered by the rolling road closure and traffic will be marshalled.

Riders and convoy drivers are advised however to be vigilant at all times and to be alert to any third parties failing to observe the controls.

The presence of a road closure does not enable full width road usage and the riders and convoy must observe Road Traffic Regulations at all times, this includes not crossing double white lines.

Marshalling

Moto marshalling will be provided by team of 4 NY Police riders supplemented by 15 NEG riders.

All static teams have been identified and briefed in advance and it is important that you turn up on time as you are vital to the safe conduct of the race.

All marshals must wear hi-visibility jackets at all times. Marshals should be polite at all times with other road users, should conflict occur this should be handled by the NY Police officers.

First Aid

Medical cover will be provided by a paramedic and first aid team in a rapid response vehicle provided by MedicsUK.net. The team have direct communications links to the emergency services. In addition, all the NEG riders are qualified first aiders.

The Course

The route features a 50 mile single pass loop and three laps of a 10 mile circuit. There are 5 significant climbs on the route, all of which count toward the KOM classification. A minimum 23 tooth rear cassette is recommended.

There are a number of points where care is particularly required on descents so please observe all red flags.

Feeding

There are 2 feed zones located after the climb out of Askrigg village and the Waithwith Bank hill primes. The Waithwith Bank feed is on the three lap circuit and no feeding will be permitted on the third and final lap. Feeding must only be undertaken from the left-hand side of the road. Each feeding station is in a particularly scenic area, please leave the area as you find it. There are parking areas at each point, if not able to park in the designated area do not obstruct the highway.

After completion of the Askrigg feed those moving to the second feed should not attempt to get ahead of the race convoy. The second feed at Waithwith Bank can be reached in adequate time by following the race convoy to Halfpenny House, where the route joins the circuit, and then follow the circuit in reverse for 2 miles. This should provide ample time before the convoy arrives (~20min) but please be vigilant for the approaching convoy in the event of a major split.

Riders requiring bottles etc from team cars must drop behind the Chief Commissaire to receive them.

Cut Off

A 15 minute cut-off will be implemented at the Sandbeck junction just after the start of the final lap. An official will be present to record rider details and times for listing as finishers. Excluded riders should return by turning right at the junction (the most direct route to Richmond) and not follow the normal race route

Run-in to Finish

The 3 mile run back from the circuit to Richmond is largely downhill and will consequently be fast. It is intended that the motor cycle marshals will hold all the junctions over this section for the duration of the full race convoy. However a "sterile" road cannot be guaranteed and riders must be vigilant for errant road users. For those unfamiliar with the course, the processional route from the headquarters to the start follows the final run back from the circuit.

Deviation

A deviation will be in operation at the finish, vehicles should not enter the barriered finish straight and will be directed to the right at the top of the temporary bus standing.

Presentation

The podium presentations will commence once the main group of riders have finished and will include the top 3 plus the King of the Mountains and the first u23. Prize winners, please project an image appropriate to the contribution of your sponsors and the status of the Premier Calendar series.

Medical Control

Any medical control will be located at the headquarters. Numbers of riders called to control will be posted on the side of the photo-finish van.

Return to HQ

Riders must not return back down the race route until the roads have been re-opened by the police back marker. A one way system operates in the Market Place, to return to the headquarters riders and traffic should exit the Market Place via the same route as the start but continue straight on at the first roundabout and then turn right at the second roundabout in 100m to join and retrace the finishing route to the HQ.

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