

RACE MANUAL

RICHMOND

GRAND PRIX

Sunday 4th September 2011

(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 | Sign-on closes |
| 10:30 | Marshals briefing |
| 10:30 | Police & NEG Moto Marshals briefing |
| 10:30 | Drivers briefing and team vehicle draw |
| 10:45 | 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 |



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Accommodation

Lists of accommodation and information on availability are available from the Richmond Tourist Information Centre see: <http://www.richmondshire.gov.uk/about-richmondshire/tourism-and-travel/tourist-information-centres.aspx>.

One of our sponsors, The Dales Bike Centre offers accommodation and also maintains a list of alternatives in the Dale, see: <http://www.dalesbikecentre.co.uk> and speak to Stuart.

Also see online at www.richmond.org, being a tourist area and the height of the season the proprietors are all well used to assisting in finding alternatives if unable to accommodate you.

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 Pearson |
| Safety Officer | James Hall | Chief Moto Marshal | Mel Piggott |
| Race Announcer | Mike Smith | Photographer | Andrew Kennedy |
| HQ Manager | Kay Lloyd | | |
| Commissaires | Chief: Kevan Sturgeon No. 3: James Scott Cut-off: Frank Daniels | No. 2: Moto: Blackboard: | Trevor Reade Rob Finegan Carl Lawrenson |

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&sll=54.374812,-1.732114&sspn=0.019048,0.038409&ie=UTF8&z=15&iwloc=A

HQ Parking – There is extensive parking at the HQ, please note that the small car park is reserved for the event motor cycles.

Police and NEG and all other 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 on the 1st floor at the headquarters.

Signing on - Located in the Sports Hall on the ground floor. An usher will allow you to bypass the turnstiles. HQ activity will relocate to the Studio on the 1st floor opposite the Meeting Room as of 12.00.

Briefings - Held in the Sports Hall on the ground floor for officials. For riders, on the hard standing adjacent to the officials' convoy assembly area at the rear of the building (Fig.1).

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.

In addition to the regular numbers it is intended to use the AMB transponder tag system. The tags will be issued at sign on along with numbers and should be securely fastened eg with the zip ties provided, to the base of the right hand front fork leg. It is important that these are fitted as assigned. Unreturned tags will be charged for (£75 each).

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

Communications - To provide more reliable radio communications, a licensed UHF frequency based radio system will be used in place of CB. UHF sets will be issued to all Team Car drivers at sign on and must be returned after the race. Please assist the sign on team by promptly returning the sets.

Parts of the circuit are potentially “blind” to radio communications and phones may be needed. Conversely, in upper Swaledale mobile phone coverage is poor/non existent (only Orange/T Mobile between the B6270 (6 miles) and the Butter Tubs (22miles)).

A list of officials’ mobile phone numbers will be circulated to all officials.

Convoy Order - The officials’ convoy will assemble on the service road to the side and rear of the headquarters (Fig. 1) 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.

Team Cars - Teams with three or more riders can provide team cars that must be equipped with radio for the convoy. The team car convoy will assemble on the lower of the general car parks on the right of the car park entrance (Fig. 1). 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.



POLICE M/BIKES



ANNOUNCER

Mike Smith / Driver: Mike Boyd



NEG M/BIKES Chief Marshal: Mel Piggott



MOTO COMMISSAIRE

Rob Finegan



BLACKBOARD

Carl Lawrenson / Pilot: Malcolm Dixon



LEAD 2

Driver: Gordon Love



NEUTRAL SERVICE 2

Tony Barry / Don Povall



COMMISSAIRE 2

Trevor Reade / Driver: Mark Bayne



LEAD 1

Driver: Steve Lockwood

RIDERS



CHIEF COMMISSAIRE/POLICE LINK

Kevan Sturgeon / Driver: Dave Clark / NYP: PC Sue Dent



DOCTOR

Dr Mark Upton / Driver: Arthur Caygill



CYCLEVOX TV

TBA / Pilot: TBA TBA / Pilot: TBA



COMMISSAIRE 3

James Scott / Driver: Dave Reed



NEUTRAL SERVICE 1

Wendy Cull / TBA



TEAM CARS



NEUTRAL SERVICE 3

TBA / Driver: TBA / TBA



MEDIC

MedicsUK.net / Driver: TBA / TBA



BROOM VEHICLE

Sirius Group / Driver: TBA



POLICE M/BIKE

Start

Introductions – Please congregate at the start as directed, approx 10m short of the line. The announcer will introduce selected riders at the start who should advance to the start line when prompted before the main group is called forward to the line. The selected riders will be notified in advance of departure to the start and will be based on the Premier Calendar top 10 plus noteworthy riders. Would those riders please position themselves on the front of the “dummy grid” to assist with the introductions.

Public Conveniences - We have been advised by the Police of complaints about urination in public before the start last year and they will be paying particular attention. Apart from the HQ, facilities are available and will be signed adjacent to the start to the right of the Town Hall entrance and at the rear of the Market Hall. Observed failure to use appropriate facilities will 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 (including sheep !) failing to observe the controls. The presence of a road closure does not enable full width road usage by default and the riders and convoy must observe the relevant Road Traffic Regulations at all times such as 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. To enhance safety, the three main junctions on the Waithwith circuit will be manned by teams of marshals with radio communication covering all legs of the junctions and managed by a member of the NEG with radio communication to the race convoy (Fig. 2). 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 two vehicles, the first with the race doctor and the second a paramedic 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. A Lap Board will be displayed at the Plumer Road junction at the start of the finishing circuit (Fig. 2). Please note this is not the cut-off point and all riders should start the third and final lap. There are 5 significant climbs on the route, the 3rd and final ascent of Waithwith Bank will not count toward the KOM classification. A minimum 23 tooth rear cassette is recommended.

There are a number of points where care is required particularly on the descents so please note all temporary notices which are in the form of “Cycle Race Hazard” warning signs as per the DoT Traffic Signs Manual rather than red flags.

Cut Off

A 10 minute cut-off will be implemented at the Sandbeck junction just after the start of the final lap (Fig. 2). A Commissaire will be present to record rider order 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.

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 need not and 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.

Run-in to Finish

The breakout from the Waithwith circuit for the run in to the finish is reverting this year to that used originally and is a right turn at the lap board rather than straight on at the previous main junction. Marshals will direct you at 0 laps to go.

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 and static 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. Drivers of **all** vehicles will be directed off to the left of the race route approximately 100m before the finish (just beyond the temporary builder's compound) and should proceed slowly, there will be spectators lining the barriers, up behind the photo finish and podium truck to park in the large area behind the podium truck. Please do not block the single lane deviation access route and do not park on the temporary bus stand or adjacent through route.

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, the winner of the Sprint and the first u23. All other monetary prizes will be available from the headquarters on proof of identity against the official result list.

Where possible, team managers will be advised of the riders required for the presentation before the finish. Prize winners, please project an image appropriate to the contribution of your sponsors and the status of the Premier Calendar series.

Medical Control

If required, medical control will be located in the Town Hall, adjacent to the finish. The numbers of riders required to provide samples will be displayed on a white board at the side of the podium truck.

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.

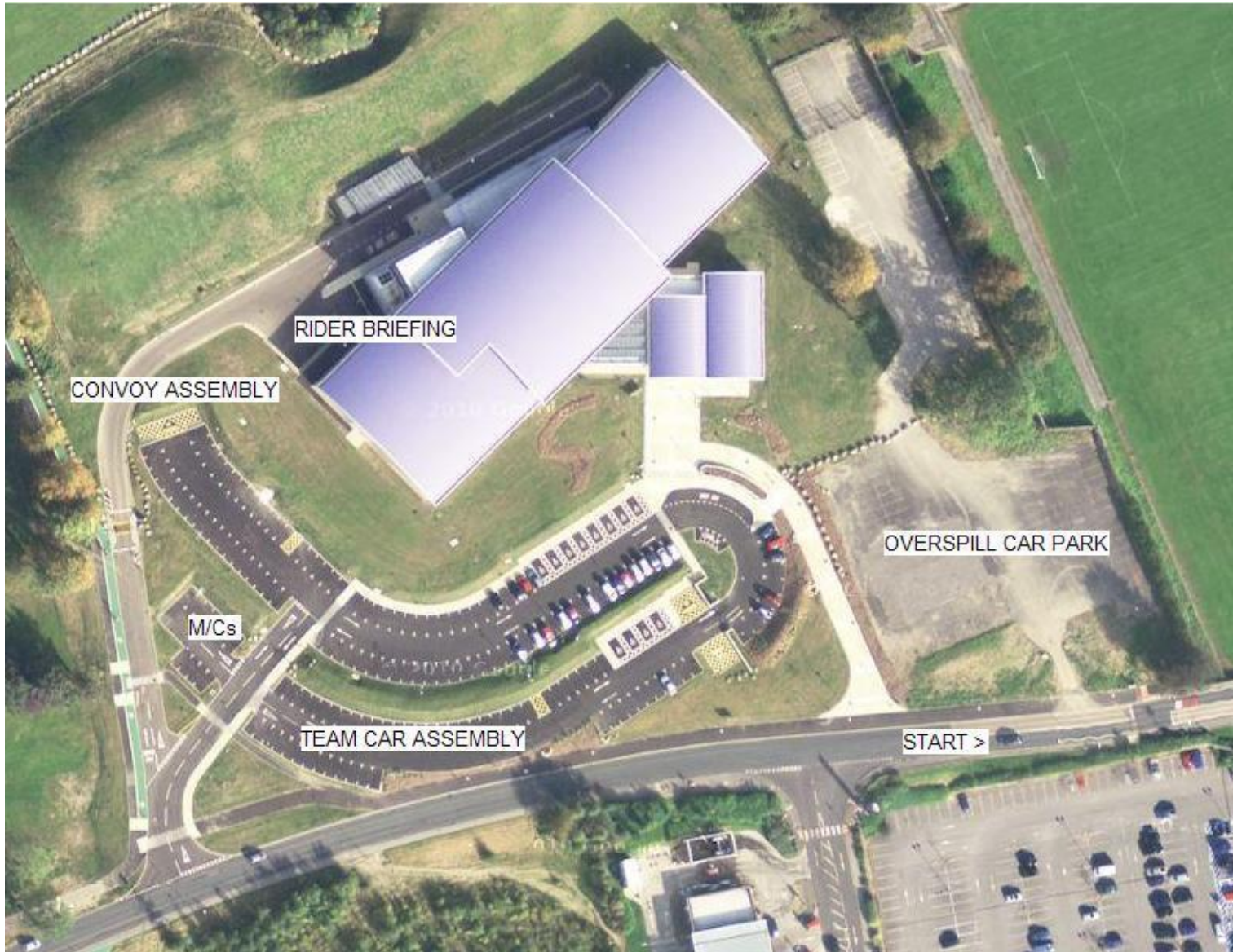


Fig. 1 - HQ Layout

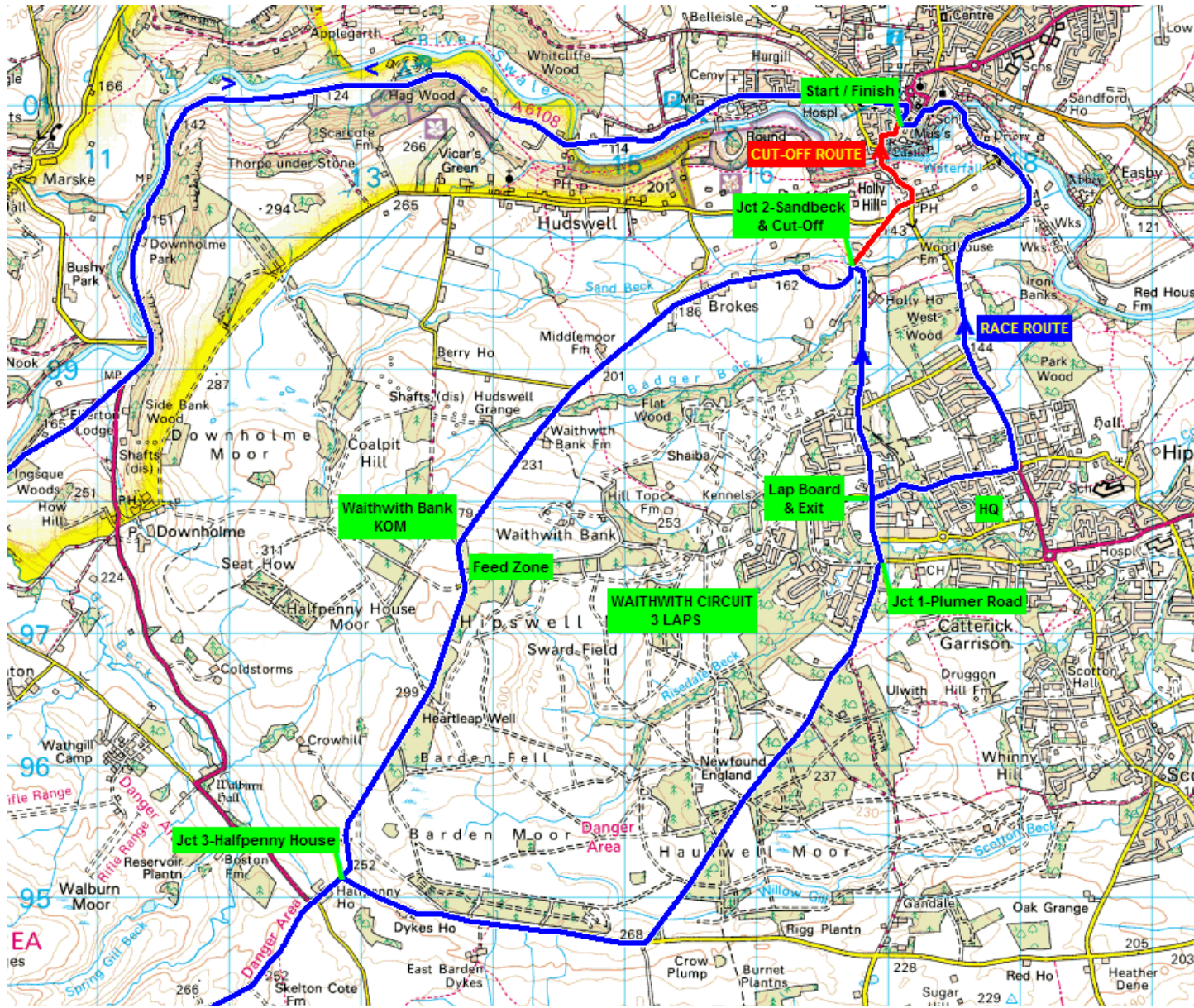


Fig 2 - Waithwith Circuit Details