



THE MONTAGUE BURTON TROPHY HILL CLIMB

on

Sunday, 20th June, 1965

at

YORKSHIRE CENTRE

Stockton Farm, Harewood, Nr. Leeds

By kind permission of Arnold Burton, Esq.



Photograph by Viki Lincoln

ADDITIONAL SUPPLEMENTARY REGULATIONS

To be read in conjunction with the R.A.C. Standing Supplementary Regulations (1965 Edition).

1. ANNOUNCEMENT

The British Automobile Racing Club Ltd., (Yorkshire Centre) will promote their Twelfth "Harewood Hill Climb" on Sunday, 20th June, 1965.

2. STATUS

A Closed Competition governed by the Standing Supplementary Regulations of the Royal Automobile Club (1965 Edition) and the Additional Supplementary Regulations herewith. Held under R.A.C. Permit No. RS/1343.

3. ELIGIBILITY

The "12th Harewood Hill Climb" will be open

to all Registered Competition Members of the British Automobile Racing Club.

4. COURSE

The Hill Climb will start at 2-15 p.m. on Sunday, 20th June, 1965. The course is located at Stockton Farm, Harewood, Nr. Leeds the entrance gate being approx. 1 mile east of Harewood village on A.659 O.S. 1" Sheet 96, 337451. The course is 1,150 yards in length, rises 250 feet, varies between 12 and 18 feet in width, has three left hand corners and four right hand corners. The surface is smooth tarmac and concrete. R.A.C. Track Licence No. 152.

5. CLASSES (S.S.R's A.32 Modified)

Competitors will be divided into the following classes :-

Touring Cars

- Class 1. — B.M.C. Mini Cars up to 1,000 c.c.
- Class 2. — Touring Cars up to 1,200 c.c.
- Class 3. — Touring Cars 1,201 to 2,000 c.c.
- Class 4. — Touring Cars 2,001 c.c. and over.
- Class 5. — Touring Cars — Special Series.

"Marque Y" Sports Cars

- Class 6. — "Marque Y" Sports Cars up to 1,300 c.c.
- Class 7. — "Marque Y" Sports Cars 1,301 to 2,200 c.c.
- Class 8. — "Marque Y" Sports Cars 2,201 to 3,000 c.c.
- Class 9. — "Marque Y" Sports Cars 3,001 c.c. & over.

Sports Cars

- Class 10. — Sports Cars up to 3,000 c.c.
- Class 11. — Sports Cars 3,001 c.c. and over.

Sports/Racing Cars

- Class 12. — Clubmans' Sports Cars up to 1,000 c.c.
- Class 13. — Clubmans' Sports Cars 1,001 to 1,500 c.c.
- Class 14. — Sports/Racing Cars up to 1,150 c.c.
- Class 15. — Sports/Racing Cars 1,151 to 2,500 c.c.
- Class 16. — Sports/Racing Cars 2,501 c.c. and over.

Racing Cars

- Class 17. — Racing Cars up to 1,150 c.c.
- Class 18. — Racing Cars 1,151 c.c. and over.

Each car may only be entered in its own correct capacity class and category.

Classes may be sub-divided as allowed for in R.A.C. Standing Supplementary Regulations.

In any case where less than four entries are received for a class, the class will be merged with the next appropriate class.

These classes apply to all vehicles existing, or in production at 1st December 1964. Where new models or modified versions of existing models are announced during the 1965 season, the Class Sub-Committee reserve the right to make arbitrary allocation of class, irrespective of capacity, until the end of the season.

In all classes, supercharging will be permitted without alteration of class subject only to the limitation of boost pressure laid down for classes 1—5 and 6—9 inclusive.

In classes 1—5 inclusive the capacity of any car shall be considered to be the standard, unmodified capacity of the vehicle when new. Engine modification and tuning is permitted without limit save that the bore shall not be increased by more than 60 thou., the stroke will not be increased, the method of valve operation shall not be changed and supercharging above 8 p.s.i. will not be permitted. Any modification may be made to the suspension, braking system and wheels. So far as bodywork is concerned, cars in these classes will run with all standard equipment, a full complement of seats (although proprietary seats may be used in the front only) and standard coachwork. Spare wheels and tools may be removed and air intakes,

carburettor blisters, etc. may be fitted. Fan belts may be removed.

Special Series Touring Cars are high performance and/or works lightened versions of normal Touring Cars. Vehicles accepted for this class are B.M.C., Mini Cooper "S", Lotus Cortina, B.M.W. 1800T.I., Alfa Romeo Giulia T.I. Super, Renault R.8 Gordini. In addition production touring cars eligible for Classes 1 to 4 but which have been fitted with non-standard engines may be accepted into this category.

Touring cars which have engines increased in size by overboring or stroking, or which are high pressure blown or which have lightened, stripped or non-standard coachwork will run in Class 10 or 11 according to capacity.

Cars which are accepted as "Marque" Sports Cars are Austin Healey Sprite Mk. 1, Mk. 2, Mk. 2 1100 c.c.; M.G. Midget, Midget 1100 c.c., T.A., T.B., T.C., T.D., T.F., T.F. 1500, M.G. A., M.G. A. Mk. 11, M.G. B.; Sunbeam Alpine Mk. 1 and Mk. 11; Triumph Spitfire 4, T.R.2, T.R.3, T.R.3a, T.R.4. Austin Healey 100/4, 100/6, 3000. Morgan Plus Four (Steel Body) 1991 c.c., 2138. Jaguar XK 120, 140, 150, 150S, E (3781 c.c.), E (4200 c.c.). Aston Martin D.B.2., 2/4, 4, 5, Porsche 60, 75, 90.

Eligibility for classes 6, 7, 8 and will be as for classes 1—5 inclusive. Standard windscreens will be used in the erect position.

Any vehicles not complying with the "Marque" Sports Classes by reason of increase of capacity, non-standard coachwork, etc. will run in the appropriate sports car classes.

In classes 10—18 inclusive the capacity shall be considered to be the actual capacity of the engine inclusive of any re-boring, stroking, etc.

In classes 17 & 18, twin rear wheels may be used and there are no restrictions on the type of fuel.

A leaflet giving fuller details of these classes and definitions is sent out with every copy of these A.S.R.'s. Additional Copies may be obtained from the Secretary of the Meeting.

Go karts are not eligible to compete at this event.

6. AWARDS

The following two awards will be presented at the end of the season based upon times established at meetings on 4th April, 9th May, 20th June, 18th July and 12th September.

For the fastest time of the season —
"The Yorkshire Post Trophy" and Replica.

For the greatest improvement on class records which are standing after the 9th May meeting in the Touring Car Classes 1 to 5 inclusive —
The "Total Trophy" and £25.0.0d.

The awards presented for this meeting will be :-

For the fastest time of the day —
Special Award. Value £10.0.0

For the fastest time in each class —
1st Class Award. Value £6.0.0

For the second fastest time in each class —
2nd Class Award. Value £4.0.0

(Subject to 7 entries in class)

For the third fastest time in each class —
3rd Class Award. Value £20.0.
(subject to 12 entries in class)

For the best performance of a Lady Competitor —
Ladies Award. Value £30.0
(decided upon a percentage basis of Class f.t.d. and
subject to three lady entrants or being in fastest
20% in class).

To the winners of the Supplementary Competition
outlined in paragraph 12 below :

1st	"The Montague Burton Trophy and £10
2nd	£5
3rd	£3

No entrant may win more than one award with one
car other than the Ladies Award and in the Montague
Burton Trophy competition.

Space is provided on the entry form to indicate
type of award preferred. "Utility Awards" are useful
articles i.e. Sauce Boats, Ash Trays, Sweet Dishes,
Cigarette Boxes, etc. "Prestige Awards" are display
items such as Cups, Plaques, Goblets. If no preference
is stated, Tankards will be awarded for 1st & 2nd
Class Awards.

All trophies will be presented at the Annual Dinner
Dance at the Yorkshire Centre of the B.A.R.C. to be
held at the Queens Hotel, Leeds on Thursday, 9th
December, 1965. Trophies are tenable for a period of
11 months from presentation.

7. ENTRIES

The maximum number of entries to be accepted will
be 120. Entries open on Wednesday, 2nd June, 1965
and the list will close on Wednesday, 9th June, 1965.
Notices of acceptance will all be sent out by Saturday,
12th June, 1965.

The entry fee will be £20.0d. per car and entries
should be sent to the Secretary of the Meeting, Miss
P. J. Steele, 10 Wormalds Yard, Boar Lane, Leeds 1.
Telephone Leeds 21451 (Office hours).

The organisers are anxious to accept all possible
entries, within the limits of time available for the
meeting, but they reserve the right to limit the
entries in any class and to accept or refuse any
entries at their discretion and without stating any
reason.

Where a class is over-subscribed, in making their
selection they will have regard to making the entry
as representative as possible but will also consider
known, or potential, performance of the driver
in the car. Preference will be given in cases where such
anticipated performance indicates a climb of not longer
than the average expected for the class.

Any car substituted under S.S.R. A.22 after Wednes-
day, 9th June must be eligible for the same class
as the original entry.

8. OFFICIALS

R.A.C. Steward : C. B. Law-Green.

Club Stewards : F. Barlow, J. D. C. Collinge,

J. H. Farrar.

Clerk of the Course : M. S. Wilson.

Deputy Clerk of the Course : A. G. M. Kellett.

Chief Marshal : J. D. Lincoln,

25, Swincliffe Crescent,

Gomersal, Leeds.

Tel. Cleckheaton 3050.

Chief Observer : A. J. Hodgetts.

Chief Paddock Marshal : M. H. Whaley.

R.A.C. Scrutineers : S. H. Hanson, M.B.E., J. E. Haigh,
E. S. Smith, P. W. Watson.

R.A.C. Timekeepers : Mr. & Mrs. H. G. A. Mauldin.

9. RESULTS

Results will be issued to all competitors on duplicated
sheets from the Clerk-of-the-Course's caravan near
the Start approximately 10 minutes after the final
competitor has made his last run. Any protests must
be made within 30 minutes of the handing out of the
first sheet of results.

10. SCRUTINEERING AND PRACTICE

(S.S.R's C.20 Modified)

Signing On will open at 9-15 a.m., Scrutineering at
9-30 a.m. and practice will commence at 9-45 a.m. All
competitors will be given a reporting time in the
final instructions when they must report for signing-on.
Any competitor who has not reported by 15 minutes
after his due time may be considered to have retired.
Competitors may report before their schedule time if
they wish.

11. PROCEDURE

Cars will start singly. Timing will be electrical.
The course clear signal will be given by a Green Light
when competitors will start in their own time. Times
will be recorded from the front wheels breaking a
light ray at the Start until a similar light ray is broken
at the Finish.

Cars will be positioned for the start 10 cm. behind
the actual starting light ray by a positioning apparatus.
As they approach the line a Red light will be shown,
as they take up the correct position, this light will
change to Amber. If they continue to move forward
the light becomes Red and Amber. When Amber
alone is showing the car is positioned the correct
F.I.A. distance from the start.

If at the commencement of a run the engine stalls
and the rear wheels of the car do not cross the start
line, this shall be deemed a false start and the com-
petitor will be allowed another attempt to start. If
however the car cannot immediately be re-started the
run shall be considered failed and the car returned
to the paddock.

The Finish Line will be marked by a Banner and by
Black and White Chequered Boards on either side of
the course.

Two timed runs will be allowed the fastest to count
for the awards. In the event of a tie the aggregate
of the two runs will be invoked to determine placings.

Timed runs will be completed in the following order
— First Run classes 1—18 inclusive in numerical order.
Second Run classes 1—18 inclusive in numerical order.
Third Run — Competitors in the "Montague Burton
Trophy" Competition only.

Competitors will be called forward from the Paddock
in batches of approximately 20 at a time into the
Assembly Area. When the course is clear the com-
plete batch plus tender cars for the racing classes
only will make their way down the course to the start.
Any competitor who is not ready to start a run when
called upon so to do will be deemed to have failed
that run.

Cont.

**12. "THE MONTAGUE BURTON TROPHY"
COMPETITION.**

All entrants taking part in the Hill Climb will be eligible to qualify for a place in "The Montague Burton Trophy" Competition to be run off at the conclusion of the meeting.

After the first two runs, placings and awards for f.t.d. and classes will be determined and twenty competitors will be selected to have one additional run for "The Montague Burton Trophy" Competition. These competitors will be the four fastest competitors in each of the five major categories of vehicles irrespective of capacity class i.e. the four fastest times set up during the first two runs in each of the following categories — Touring Cars, "Marque Y" Sports Cars, Sports Cars, Sports/Racing Cars and Racing Cars.

These twenty competitors will make their way to the start in one batch and will make their extra timed ascent in number order. The competitor who makes the greatest improvement on his previous best time recorded during the meeting will be adjudged the winner of the supplementary competition. In the event of no competitor improving upon his previous best time, the order will be determined by the nearness to previous best time.

Times recorded during this supplementary competition will not affect the other awards for the

meeting, they will however count towards Records for the course and as qualification for "The Yorkshire Post Trophy" and "The Total Trophy".

ACCOMMODATION, ETC.

Harewood is a picturesque village on the main Leeds-Harrogate road 8 miles North of Leeds and 8 miles South of Harrogate. It lies 5 miles to the West of Wetherby on A.1 from which the best approach is along A.659.

"The Harewood Arms" is 1 mile from the course, a very comfortable hotel with two stars and 12 bedrooms. "The Angel" in Wetherby is a small one star hotel whilst Harrogate boasts one five star hotel, "The Majestic", three four star hotels "The Old Swan", "The Cairn" and "The Crown" plus many other establishments.

Those craving a more urban life could stay in Leeds where "The Queens" and "The Metropole" are the best of the Central hotels.

Where competitors staying near Harewood are in search of a suitable gathering place on the Saturday evening "The Windmill Inn" at Linton near Wetherby can be commended as very suitable albeit slightly crowded.

Hot and cold meals, snacks and liquid refreshments will be available throughout practice and the meeting.

