

Entered 6/3/65



YORKSHIRE CENTRE

# THE HAREWOOD NATIONAL HILL CLIMB

on

Sunday, 4th April, 1965

at

Stockton Farm, Harewood, Nr. Leeds

By kind permission of Arnold Burton, Esq.



Photographed by Francis Penn.

## ADDITIONAL SUPPLEMENTARY REGULATIONS

To be read in conjunction with the R.A.C. Standing Supplementary Regulations (1964 Edition).

### 1. ANNOUNCEMENT

The British Automobile Racing Club Ltd., (Yorkshire Centre) will promote their "Harewood National Hill Climb" on Sunday, 4th April, 1965.

### 2. STATUS

A National British Competition governed by the Standing Supplementary Regulations of the Royal Automobile Club (1964 Edition) and the Additional Supplementary Regulations herewith. Held under R.A.C. Permit No. RS/1284.

### 3. ELIGIBILITY

The "Harewood National Hill Climb" will be open

to all persons possessing a current F.I.A. Competition Licence issued by the R.A.C.

### 4. COURSE

The Hill Climb will start at 1-00 p.m. on Sunday, 4th April, 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 c.c. 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 Awards will be:-

For the fastest time of the season at meetings on 4th April, 9th May, 20th June, 18th July and 12th September —

"The Yorkshire Post" Trophy and Replica.

For the fastest time of the day — £60.

For the second fastest time of the day — £30.

For the third fastest time of the day — £20.

For the fourth fastest time of the day — £15.

For the fastest time in each class — £10.

For the second fastest time in each class — £5.

(Subject to 7 entries in class)

For the third fastest time in each class — £3.

(Subject to 12 entries in class)

For the best performance by a Lady Competitor —

Ladies Award.

(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

No entrant may win more than one cash award with one car. Competitors winning the three premier awards will receive these in place of their class awards and the runners up in these classes will receive the class awards appropriate to their placings. Apart from "The Yorkshire Post" Trophy, no entrant may win more than one of the perpetual trophies with one car.

Cash awards will be distributed by post within seven days after the meeting. Any award winner may opt to receive a trophy in lieu of his cash award so long as this is done on the entry form or when results are announced at the conclusion of the meeting.

All trophies will be presented at the Annual Dinner held 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 Monday, 8th March, 1965 and the list will close on Wednesday, 24th March, 1965. Notices of acceptance will all be sent out by Saturday, 27th March, 1965.

The entry fee will be £3.3.0d. 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 the known, or potential, performance of the driver or 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 Wednesday, 24th March must be eligible for the same class as the original entry.

## 8. OFFICIALS

R.A.C. Steward: J. A. Duckworth.  
Club Stewards: H. M. Sinclair, J. H. Farrar.  
Clerk of the Course: M. S. Wilson.  
Deputy Clerk of the Course: A. G. M. Kellett.  
Chief Marshal: J. A. Stroud, 495 Bradford Road, Bailiffe Bridge, Brighouse.  
Tel. Brighouse 2026.  
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)

Scrutineering will be from 11-00 a.m. to 3-30 p.m. on Saturday, 3rd April and practice will be from 12 noon until approx. 5-30 p.m. There will be no general practice on Sunday, 4th April but a limited number of competitors who have prior permission in writing from the Secretary of the Meeting will be allowed to practice between 11-00 a.m. and 12 noon. Scrutineering on Sunday, 4th April will be from 10-00 a.m. until 11-15 a.m. for these competitors. This Sunday period is intended to cater for entrants who have genuine business reasons making it impossible for them to practice on the Saturday or for competitors who have mechanical breakdowns during Saturday practice. Permission will only be granted in a strictly limited number of cases.

Three practice runs will be allowed to competitors who practice on Saturday, 3rd April, and who report before 1 p.m. All competitors reporting after this time, or who are allowed to practice on Sunday, 4th April, will only be allowed two practice runs. All competitors must travel slowly the length of the course before practice.

## 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 competitor 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.

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 complete 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.

## 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 meetin

# HAREWOOD HILL CLIMB

## GRADIENT PROFILE

