

**BRITISH AUTOMOBILE RACING CLUB  
YORKSHIRE CENTRE**

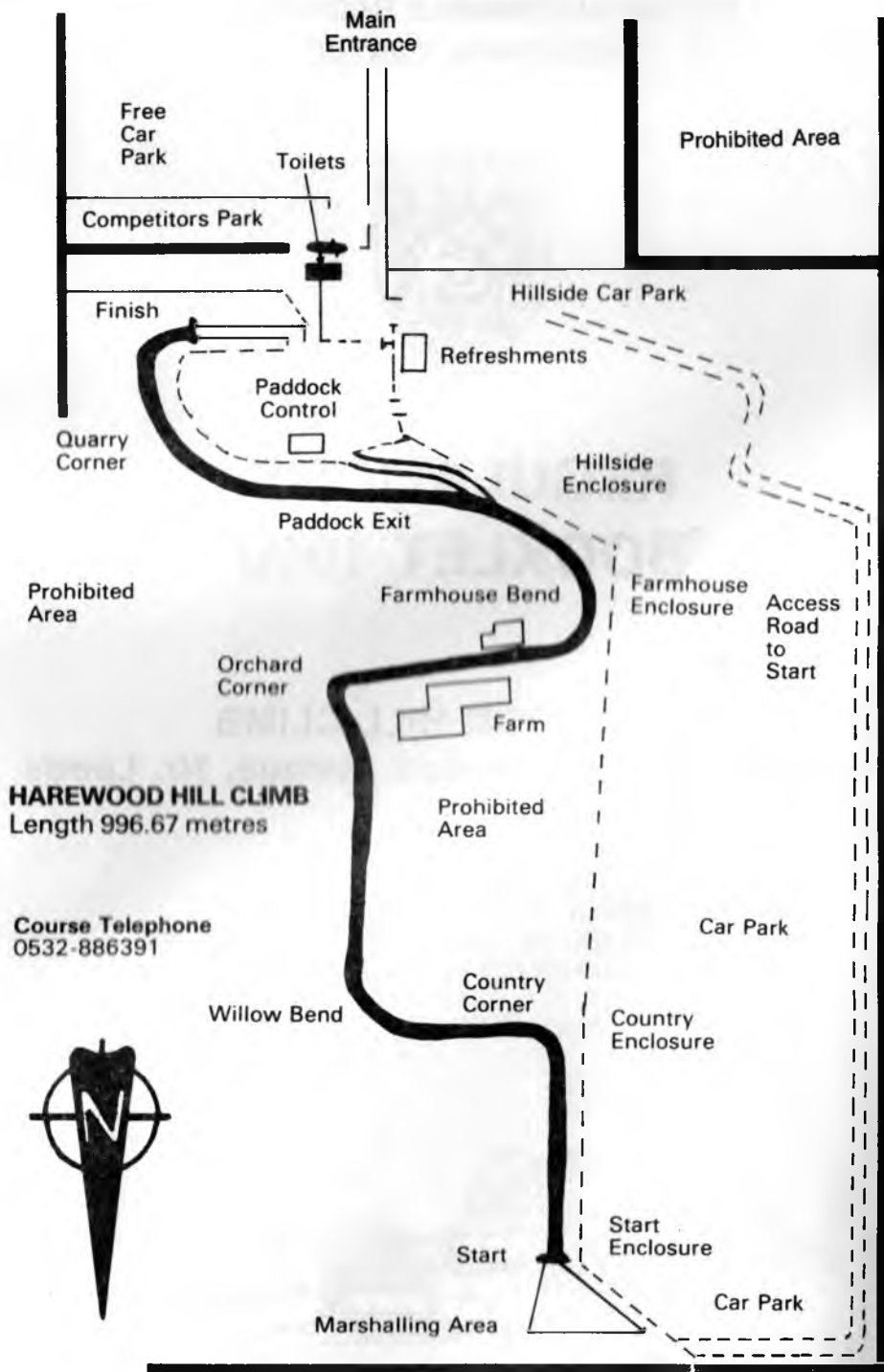


**REGULATIONS  
BOOKLET 1990**

**HAREWOOD HILL CLIMB  
Stockton Farm, Harewood Avenue, Nr. Leeds**

INCORPORATING  
SPEED EVENT CLASSES—1990  
THE HAREWOOD HILL CLIMB CHAMPIONSHIP 1990  
REGULATIONS FOR COMPETITIVE MEETINGS 1990  
AND  
ENTRY FORM FOR PRACTICE DAY 1990





**BRITISH AUTOMOBILE RACING CLUB  
YORKSHIRE CENTRE**



**HAREWOOD HILL CLIMB  
Stockton Farm, Harewood Avenue, Nr. Leeds  
WHO'S WHO?**

**Clerks of the Course**

Mr. J. M. English, 32 Farfield Avenue, Knaresborough, North Yorkshire HG5 8HB  
Mr. J. R. Hardcastle, 8 Hunger Hills Avenue, Horsforth, Leeds, West Yorkshire LS18 5JS

**Secretary of the Meeting**

Mr. D. N. Townsend, 61 Market Place, Malton, North Yorkshire YO17 0LX (Office — 0653 693259)  
(Fax: 0653 600315) (Home: 0653 85583)

**Chief Marshal**

Mr. D. M. Dalrymple, Manora, 30 Manley Road, Ben Rhydding, Ilkley, West Yorkshire LS29 8QP.

**Class Eligibility Queries**

Mr. C. G. Seaman c/o Seaman Photographers Ltd., 193 London Road, Sheffield S2 4LJ  
(Office — Tel: 0742 585695)

**Programme Advertising**

Mr. D. Townsend, 61 Market Place, Malton, North Yorkshire YO17 0LX

**Course Telephone** — Harewood (0532) 886391

**RAC Motor Sports Association Limited**

Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG. Tel: 0753 681736

**FOR YOUR ASSISTANCE DURING THE SEASON**

Please use this table to record the dates you send your entries.

Meeting Date (1990)	Entries Close	Date Entry Form Sent
PRACTICE 11 March	9 March	
BARC CHAMP. 14 April	See separate regulations	
EASTER 15 April	24 March	
NOVICE 19 May	28 April	
MEMBERS 20 May	28 April	
SUMMER 9/10 June	21 May	
RAC 7/8 July	16 June	
MEMBERS 19 August	28 July	
FINALS 29/30 September	8 Sept	

## COURSE AND CLASS RECORDS AT 1st JANUARY 1990

<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>Date</i>	<i>Time</i>
1	A. Tymkewycz	Chrysler Sunbeam Sport	9.7.89	47.44
2	N. Clegg	Austin Cooper S	29.9.85	46.27
3	R. Hargreaves	Sierra Cosworth	17.9.89	44.19
4	D. Whitehead	Chrysler Stilleto	29.9.85	42.13
5	M. R. Kerr	Skoda	17.7.88	40.00
6	B. Kenyon	Austin Healey Sprite	31.5.87	45.67
7	M. D. G. Oates	Lotus Europa	20.7.86	44.27
8	P. Garland	Morgan + 8	18.8.85	43.86
9	L. Bachelier	Caterham Super Seven	9.7.89	40.90
10	J. A. Bancroft	Porsche 3.3 Turbo	28.9.86	40.38
11B	P. R. Price	Mallock Mk 18/21	20.8.89	43.05
11A	D. A. Grace	Mallock Mk 14/24 Beattie	1.6.86	38.38
12	W. Wood	Mallock U2	29.9.85	39.37
13	R. Rowan	Pilbeam MP43	10.5.87	36.95
14	J. Collinge	Pacer FF80 Ford	12.6.88	43.21
15A	P. Jefferies	Trackstar ZK89	9.7.89	40.76
15	P. Kidsley	Brabham BT28	19.9.89	39.69
16	A. Hopkins	Sark III H	19.9.89	37.99
17	R. Rowan	Toleman TG 2/80	28.9.86	35.92
Course	R. Rowan	Toleman TG 2/80	20.7.86	35.44

## GENERAL INFORMATION

To be read in conjunction with the General Regulations of The R.A.C. Motor Sports Association Ltd. which are published in the "British Motor Sports Yearbook — 1990" together with the Supplementary Regulations published in connection with each event and "B.A.R.C. Speed Event Classes — 1990" which are printed later in this booklet. Please note: All references to "R.A.C." in this booklet refer to the R.A.C. Motor Sports Association Ltd., G.R. refer to the General Regulations, T.R. to the Technical Regulations set out in the British Motor Sports Yearbook 1990, Yearbook to British Motor Sports Yearbook 1990 and Centre to the Yorkshire Centre of British Automobile Racing Club.

New and Revised rules are indicated by a vertical line in the middle margin of each page.

### 1. STATUS

All meetings will be governed by the General Regulations of The R.A.C. Motor Sports Association Ltd. (incorporating the provisions of the International Sporting Code of the FIA), the Supplementary Regulations and any written instructions the B.A.R.C. Yorkshire Centre may issue for the event.

### 2. VEHICLES ELIGIBLE

**2.1** All vehicles must comply with the relevant sections of the Technical Regulations R.A.C. British Motor Sports Yearbook — 1990 and with the permitted additional requirements as the Supplementary Regulations for each event.

**2.2** Carts are not eligible to compete at Harewood unless specifically authorised in the S.Rs for a particular event.

**2.3** All vehicles must meet the silencing levels as laid down in T.R. QA17.

**2.4** All vehicles must be fitted with Timing Struts as defined in T.R. QF 12.1 This is a vertical strut finished in Matt Black. The strut must be of a height of 25.4cm by a depth of 5cm between 20cm and 46cm from the ground and be the most forward part of the vehicle.

### 3. THE COURSE

**3.1** The course is located at Stockton Farm, The Avenue, Harewood, Leeds LS17 9LA in West Yorkshire. The main gate is 1.6km East of Harewood village on the A659, O.S. 1:50000 Sheet 104 or 1" Sheet 96 — Reference 337451.

**3.2** The course is 996.67 metres in length, rises 76 metres, varies between 3.65 and 5.5 metres in width, has three left hand corners, four right-hand corners and a surface of tarmac and concrete.

**3.3** R.A.C. Track Licence has been issued for 1990. The number is given in Schedule 4.

#### **4. AWARDS**

4.1 The S.Rs for each meeting will specify the awards to be presented for that meeting.

4.2.1 In all cases these awards will be set out as cash awards, but any competitor may opt to receive a Souvenir Award to the same value in lieu. This option may only be indicated in the entry form.

4.2.2 With Class Awards a second in class award will only be given when there are six or more entries in the class, a third in class award where there are ten or more entries in the class and a fourth in class award when there are sixteen or more entries in the class.

4.2.3 If a class is run without merging with three or less entries the value of the award for the first in class will be reduced to the same as that for second place in a class with six or more entries.

4.2.4 In calculating the number of entries in a class for award purposes, the number will be the number of paid entries at the start of the meeting i.e. less any non-starters who have had their entry fees refunded, in whole or in part, as set out in Para. 13.6 of the Supplementary Regulations.

4.3 No entrant may win more than one meeting award with one car. Competitors who win one of the three Fastest Time of the Day awards will receive this in place of their Class awards and the remaining competitors in that class will receive the awards which are appropriate to their actual placing in the class.

4.4 Cash awards will be distributed at the prizegiving ceremony at the end of each event. In the case of a competitor not present at the prizegiving who has opted for cash, the award will be sent out as soon as possible after the event.

4.5.1 Where a competitor wins a souvenir award this will be put on order with the supplier after the event and be sent out by post as soon as it is ready. Any enquiries about souvenir awards should be addressed to Mrs. A. English, 32 Farfield Avenue, Knaresborough, HG5 8HB.

4.5.2 Competitors winning more than one souvenir award in a season may, if they wish, opt to have their awards "totled up" and receive one higher value award at the end of the season. Requests of this kind should be made to Mrs. A. English as soon as the first award of the season is won.

4.6 Class awards will be presented on the times recorded in the two Class Runs only. F.T.D. awards will be based upon times recorded in both the Class Runs and any Run-Offs.

#### **5. CLASS RECORD PLAQUES — CLASSES 1-17**

5.1 Any competitor holding a new record for their class at the conclusion of the meeting will be awarded a Harewood Class Record Plaque.

5.2 Engraving of the Plaques will be put in hand as soon as possible after the meeting. Any enquiries about Class Record Plaques should be addressed to C. G. Seaman, 193 London Road, Sheffield S2 4LJ.

#### **6. TROPHIES**

6.1 In addition to a cash award, trophies may be offered to F.T.D. Winners. These trophies will normally be presented at the end of each meeting.

6.2 All trophies are tenable from the time of presentation until 14 days before the next presentation when they must be returned to the Centre.

6.3 There are a number of trophies which are awarded at the end of the season and which cover performances over the whole of the year. These trophies will normally be presented at the Centres Annual Dinner.

#### **6.4 The Yorkshire Post Trophy**

Presented to the competitor making the fastest time of the season.

#### **6.5 The Jack Farrar Trophy**

Presented to the competitor making the fastest time of the season and who is a member of the B.A.R.C. Yorkshire Centre resident in, or working in, the County of Yorkshire.

#### **6.6 The Arnold Burton Trophy**

Presented to the competitor running in classes 11 to 14 inclusive who is a member of the B.A.R.C. Yorkshire Centre and who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks.

#### **6.7 The Richard Sutherland Trophy**

Presented to the competitor running in classes 6 to 10 inclusive and who is a member of the B.A.R.C. Yorkshire Centre resident in, or working in, the County of Yorkshire and who, over the season scores the most marks on the Bogey Time improvement scoring system without dropping marks.

#### **6.8 The Guyson Sandblast Trophy**

Presented to the competitor recording the fastest time of the season in a Jaguar car.

#### **6.9 The Hadfield of Sheffield Jaguar Trophy**

Presented to the competitor who is a member of the B.A.R.C. Yorkshire Centre and who, over the season scores the most marks on the Bogey Time improvement scoring system without dropping marks in a Jaguar car.

#### **6.10 The Ford Woodhead Trophy**

Presented to the competitor running in class 14 who records the fastest time of the season.

#### **6.11 The Appleyard Group Trophy**

Presented to the competitor running in classes 6 to 8 inclusive who records the fastest time of the season in those classes.

#### **6.12 The Wallace Arnold Trophy**

Presented to the competitor running classes 1 to 3 inclusive who records the fastest time of the season in those classes.

### **6.13 The Total Trophy**

Presented to the competitor running in classes 1 to 5 inclusive who over the year shows the greatest improvement over the record standing for their class at the start of the season.

### **6.14 Brownlow Peabody Trophy**

Presented to the competitor putting up the most meritorious performance during the season in a "Historic" car.

### **6.15 Scrutineers Trophy**

Presented at the discretion of the R.A.C. Scrutineers to the competitor who, in their opinion, regularly presents the best turned-out car for scrutineering.

### **6.16 The John Bindloss Trophy**

Presented at the discretion of the B.A.R.C. Committee to the new competitor who has, in their opinion, shown the greatest promise in hill climbing, or to the established competitor who, not having been a regular winner, shows the greatest improvement in the season.

### **6.17 The Ronald Hudson Memorial Trophy**

Presented at the discretion of the B.A.R.C. Committee to the Marshal who has shown the greatest dedication to duty during the season.

### **6.18 The Philpott Marshals Trophy**

Presented at the discretion of the B.A.R.C. Committee to the Harewood Marshal who, in their opinion, has performed some specific task over and above the normal call of duty.

**6.19** Full details of the Bogey Time improvement scoring system used in calculation of some of the awards above are given in the Regulations for the Harewood Hill Climb Championships set out later in this booklet.

**6.20** All references to "The County of Yorkshire" above refer to the true County of the Three Ridings as it was before the Local Government reorganisation in 1973.

## **7. PROCEDURE**

**7.1.1** Cars will start singly. The course clear signal will be given by a Green light. Times will be recorded from the timing strut breaking a light beam at the Start to breaking a light beam at the Finish.

**7.1.2** At the Start a Traffic Light will indicate Red as cars come to the line. They will be positioned with the front edge of their Timing Struts 10cms. behind the centre of the Start timing beam. When they are in position the Traffic Light will change to Amber. Then as soon as the course is clear, the light will change to Green and competitors may then start in their own time.

**7.1.3** If for any reason the course is not clear and there is a delay, two flashing Amber lights will be displayed at the base of the Traffic Light.

**7.1.4** If a competitor stalls the engine or makes an unsatisfactory start, they may be permitted to make a re-start provided that neither of the rear wheel centres have crossed the Start Line. If in such a case, a competitor is not ready to re-start immediately the run shall be considered failed and the car shall be returned slowly up to the course to the Paddock without being timed.

**7.1.5** If a driver needs pushing, or use of an external battery to start their car, it is their own responsibility to arrange this. The Start Marshals can not be expected to push-start cars for competitors.

## **7.2 APPROACH TO THE START**

**7.2.1** Competitors will be called forward by the Paddock Marshals in batches of approximately 15/20 cars into the Assembly Line at the bottom of the Paddock. When the course is clear the full batch will make their way down on to the course at Farmhouse Bend and continue down the track to the Start.

**7.2.2** On arrival at the start they will park as directed by the Start Marshals in the holding area, clear of the course, as quickly as possible so that the meeting can recommence.

**7.2.3** Any tender cars which need to go down to the start will make their way down the Western access road.

## **8. EMERGENCY PROCEDURE**

**8.1** Cars will start singly, but as allowed by the Track Licence, there may be more than one car on the course at a time. For this reason it is vitally important that competitors observe the emergency procedures.

**8.2** If the course becomes blocked after a competitor has started a run, a waved Red Flag will be displayed at the post below where an incident has taken place. Normally this will not be repeated down the courses except on Quarry Straight and on the entry to Orchard Corner where extra clearance is required for safety.

**8.3** When a competitor sees a Red Flag, the car must immediately be brought to a halt. The competitor will remain at the point where the car stops until the Observer from the nearest post gives instructions to proceed. The competitor will then drive slowly to the top of the hill and go straight to the Paddock Exit Lane for a re-run.

**8.4** Unless specific instructions are given, a competitor **must not** turn round on the course and return to the start.

**8.5** If a car runs off the course and is not able to proceed immediately, it will be parked by the Observer from the nearest post in a safe place, clear of the track and will remain there until the end of the batch.

## 9. ARRIVAL AND SIGNING-ON

**9.1** Space in the Paddock is strictly limited and only competitors in Classes 11 to 17 inclusive are allowed a maximum of one Tender vehicle in the Paddock as well as their competing vehicle. Entrants to classes 11 to 17 inclusive will be issued with one label which must be affixed to the windscreen of this tender vehicle. All trailers, additional cars, etc. must be placed in the Competitors Car Park outside the Paddock.

**9.2** On arrival competitors should position their competition car in their allocated positions in the Paddock. All trailers and non-authorized tenders should be removed to the Competitors car park as soon as unloading is complete.

**9.3** The competitor should then report, on foot, to the Control Officer at the bottom of the Paddock to sign-on. At signing-on, competition licences and club membership cards will be inspected. When competitors have signed on they will be given a Programme and a Scrutineering Sheet.

**9.4** The competition car should then be taken, together with the scrutineering sheets and the driver's crash helmet to the scrutineering bay. This is located to the west at the top of the Paddock.

**9.5** When the car has been passed, the R.A.C. Scrutineers will issue a "Passed by Scrutineer" label with two "Practice Tickets" on the end. This label must be secured to the competing car and remain there throughout the meetings. All competitors are reminded that R.A.C. G.Rs call for previous "Passed by Scrutineers" labels to be removed from the car before it is presented to the scrutineers for examination.

**9.6** When a competitor goes forward for practice, one of the "Practice Tickets" has to be handed over to the marshals at the Paddock Exit gate each time the car enters the assembly line.

**9.7** Enquiries about running order, request for practices etc. should be made to the Paddock Office.

**9.8** At two day meetings, competitors need only sign on and be scrutineered once on first arrival at the course.

**9.9** The artificial heating of tyres and/or wheels and special covers to retain heat are not permitted.

## 10. SCRUTINEERING

**10.1** If any change is made to a car after it has been passed by the scrutineers, it must be submitted for re-scrutiny before being taken onto the course again. This also applies to any car which has been involved in an accident.

**10.2** To assist competitors whose cars have to be re-scrutineered in this way, a scrutineer will be on duty during the meeting at the Start and one in the Scrutineering Bay.

**10.3** At the discretion of the Clerk of the Course, vehicles may be called for a check by the Scrutineers at any time during, or at the conclusion of the meeting.

**10.4** Crash Helmets will be worn by all drivers at all times when driving on the course both to and from the start.

## 11. SHARED CARS

**11.1** Where a car is entered to be shared by two drivers, this must be signified by filling in the appropriate section on the entry form. The No. 1 driver will be allocated a competition number whilst the No. 2 driver will be indicated by the same number plus 200.

**11.2** During the timed runs, the No. 2 drivers will run before their respective No. 1 drivers. To comply with G.R. L.3.5.5.(b) the period provided for cars in each class shall be considered to be the batch of cars which contains the bulk of competitors in the class plus the batch immediately before and/or after.

**11.3** Normally the No. 2 drivers (+200) will run in the batch which runs immediately before their own class whilst the No. 1 drivers will run in their own class batch.

**11.4** The exception to this rule will be in the first batches of each class run where the No. 2 (+200) drivers will run in class order whilst the No. 1 drivers will follow in the second batch.

**11.5** Under the provisions of R.A.C. G.R. L.3.5.5.(b) timed runs taken outside the specified batches may not be counted for the results of the meeting. The only exception is, or course, if a re-run is ordered for any reason.

**11.6** No car can be shared by more than two competitors.

## 12. RESULTS

**12.1** During practice and timed runs, times recorded will be displayed for information only on a scoreboard in the Control Office in the Paddock. They will also be announced on the P.A. system during the timed runs and may be shown on digital displays near the course.

**12.2** At the conclusion of the meeting, the results will be issued from the Control Office as soon as possible after the final ascent of the meeting has been made. Any protests must be made in accordance with G.R.L.1.14.7.

**12.3** The time of publication will be the time the first full set of results is handed out. If no protests have been received within 30 minutes of this time, the Provisional Results will be declared final.

**12.4** Full result sheets will be posted out to all competitors as soon as possible after the meeting.

### 13. CHAMPIONSHIPS

13.1 The club will host rounds of the following championships during the season.

#### 13.2 HAREWOOD HILL CLIMB CHAMPIONSHIP

13.2.1 The Championship Regulations details are in this booklet and the dates are as published.

13.2.2 A Championship Entry Form is part of this booklet.

13.2.3 Entries for this Championship close on 21 May 1990.

#### 13.3 GUYSON BEADBLAST HILL CLIMB CHAMPIONSHIP

7/8 July 1990

Details from the Yearbook page 100.

#### 13.4 BRITISH LEADERS HILL CLIMB CHAMPIONSHIP

7/8 July 1990

Details from the Yearbook page 100.

#### 13.5 LONGTON SPRINT AND HILL CLIMB CHAMPIONSHIP

15 April 1990

9/10 June 1990

29/30 September 1990

Details from Mr. D. Russell, 7 Fairways Avenue, Broughton, Preston PR3 5JP.

#### 13.6 MTRS N.S.C.C. SPRINT AND HILL CLIMB CHAMPIONSHIP

15 April 1990

19 August 1990

Details from D. Cole, 2 New Cottages, Glen Road, Newton Harcourt, Leicester LE8 0FH.

#### 13.7 M.G. CAR CLUB 'T' REGISTER CHAMPIONSHIP

9/10 June 1990

Details from M. Hogg, Greenfinch Cottage, King Street, High Ongar, Essex CM5 9NR (0277 823017).

#### 13.8 PHOENIX 500 CHALLENGE

15 April 1990

9/10 June 1990

Details from J. Corbyn, John Corbyn Motors, The Garage, 9 Silver Street, Wellingborough, Northants NN8 1BQ.

#### 13.9 MORGAN NORTHERN SPEED CHAMPIONSHIP

15 April 1990

19 May 1990

Details from Mr. J. Lloyd, 17 Cromwell Road, Bramhall, Cheshire SK7 1DR.

#### 13.10 M.G.C.C. NORTH WESTERN SPEED CHAMPIONSHIP

15 April 1990

19 May 1990

Details from Mr. J. Garvey, 18 Peartree Drive, Wincham, Cheshire CW9 6EZ

### 13.11 M.G.C.C. BROWN & GAMMONS SPEED CHAMPIONSHIP

15 April 1990

Details from Mrs. J. Hayter, 49 Breach Avenue, Southbourne, Emsworth, Hants PO10 8NB

### 14. FACILITIES

#### 14.1 Water and Fuel

14.1.1 Fuel is not available at the course but there is a Petrol Station in Harewood Village approx. 1.6Km from the course to the West and one in Collingham 5Km to the East of the main gate.

14.1.2 Water is available in the toilet block and from external taps, one located on the Cattle Grid end of the toilet block and the other on the fence near the main catering tent.

#### 14.2 Toilets

The main toilet block with flush toilets and washing facilities will be open from the Friday evening to Sunday night of meeting weekends.

#### 14.3 Competition Numbers

Black competition numbers are on sale (when available) in the Secretary's office in the Control Bus at all meetings.

### 15. AMENITIES

#### 15.1 Catering

15.1.1 A catering service operates in a tent in the Hillside enclosure. Hot and cold drinks, snacks, etc. are available from 10.30 a.m. on Saturdays until 17.00 p.m. and from 09.30 a.m. until 17.00 p.m. on Sundays.

15.1.2 A licensed bar is usually available during the event.

15.1.3 In addition assorted mobile Hot Dog, Ice Cream and Sweet kiosks are available on Sundays.

#### 15.2 Camping

15.2.1 Camping is possible at Harewood. Tents and Caravans should be placed in the Competitors Car Park against a hedge behind the Finish Straight.

15.2.2 Motor Homes should be placed on the hard standing at the rear of the Hillside Enclosure to the left of the entry road.

### 16. DATA PROTECTION ACT 1985

16.1 Entrants are informed that information submitted on entry forms for all events together with results may be stored by B.A.R.C. (Yorkshire Centre) or by its officials in computer systems for the purpose of administration of both The Harewood Hill Climb and the club.

### 17. Acknowledgement

17.1 The B.A.R.C. Yorkshire Centre would like to thank our landlords Harewood Hill Ltd., for making the course available. We also wish to thank St. John Ambulance Brigade and the Medical Officers Group (Yorkshire) for first aid cover at our meetings.



# SPEED EVENT CLASSES

## CONDITIONS OF ELIGIBILITY

### 1.1 DEFINITIONS

1.2 All vehicles will comply with the R.A.C. M.S.A. Technical Regulations as published in the 1990 Edition of the "R.A.C. British Motor Sports Yearbook" and any subsequent revisions issued by the R.A.C. M.S.A.

1.3 Vehicles will be divided into the following categories:

#### 1.3.1 Touring Cars

- a) Touring Cars\*
- b) Special Saloon Cars

#### 1.3.2 Production Sports Cars

- a) "Marque" Sports Cars\*
- b) Modified Sports Cars

#### 1.3.3 Competition Sports Cars

- a) Clubmans Sports Cars
- b) Sports Racing Cars
- c) Clubmans Chassis Cars

#### 1.3.4 Racing Cars

- a) Pre 1986 Formula Ford 1600 Cars
- b) Racing Cars

1.4 In all categories above other than those marked with an \* the definitions of what constitutes a vehicle eligible for one of these categories, or sub-categories will conform exactly with the Definitions and Regulations laid down in the R.A.C. M.S.A. Technical Regulations.

1.5 In the case of Touring Cars and "Marque" Sports Cars, the definitions are at the sole discretion of the B.A.R.C. Yorkshire Centre Class Committee. The fact that a vehicle is open or closed has no effect on the category to which it is allocated.

1.6 Outline definitions covering the categories above are:

1.6.1 **Touring Cars\*** are series produced vehicles, usually with a minimum of four seats and fully equipped for road use and are deemed to be models manufactured in quantities of 2,000 or more, subject to acceptance by the Classes Committee other models may be eligible.

1.6.2 **Special Saloon Cars** are as defined by the R.A.C. M.S.A. for entry into this category in Club Racing.

1.6.3 **"Marque" Sports Cars\*** are production sports cars as defined by the B.A.R.C. Yorkshire Centre.

1.6.4 **"Modified" Sports Cars** are as defined by the R.A.C. M.S.A. for entry into this category in Club Racing.

1.6.5 **Clubmans Sports Cars** are as defined by the R.A.C. M.S.A. for entry into this category of Club Racing.

1.6.6 **Sports Racing Cars** are as defined by the R.A.C. M.S.A.

1.6.7 **Clubmans Chassis Cars** are Clubmans Sports Cars fitted with engines which do not comply with the Clubmans Sports Cars regulations.

1.6.8 **Formula Ford 1600 Cars** are as defined by the R.A.C. M.S.A. for Club Racing but manufactured before the 1st January 1986.

1.6.9 **Racing Cars** are other single-seat competition cars.

1.6.10 Apart from categories marked \* above, the exact definitions can be found in the "R.A.C. British Motor Sports Yearbook — 1990".

### 2.1 CLASSES

2.2 Within each category, vehicles will be divided into classes as below:

#### 2.2.1 Touring Cars

- Class 1 - Touring Cars up to 1,150 c.c.
- Class 2 - Touring Cars over 1,150 up to 1,500 c.c.
- Class 3 - Touring Cars over 1,500 c.c.
- Class 4 - Special Saloon Cars up to 1,300 c.c.
- Class 5 - Special Saloon Cars over 1,300 c.c.

#### 2.2.2 Production Sports Cars

- Class 6 - "Marque" Sports Cars up to 1,500 c.c.
- Class 7 - "Marque" Sports Cars over 1,500 up to 2,600 c.c.
- Class 8 - "Marque" Sports Cars over 2,600 c.c.
- Class 9 - Modified Sports Cars up to 1,600 c.c.
- Class 10 - Modified Sports Cars over 1,600 c.c.

#### 2.2.3 Competition Sports Cars

- Class 11a - Clubmans Sports Cars
- Class 11b - Clubmans Sports 1600
- Class 12 - Sports Racing and Clubmans Chassis cars up to 1,600 c.c.
- Class 13 - Sports Racing and Clubmans Chassis Cars over 1,600 c.c.

#### 2.2.4 Racing Cars

- Class 14 - Pre-1986 Formula Ford 1600 Cars
- Class 15a - Racing Cars up to 500 c.c.
- Class 15 - Racing Cars over 500 up to 1,100 c.c.
- Class 16 - Racing Cars over 1,100 up to 1,600 c.c.
- Class 17a - Racing Cars over 1,600 up to 2,000 c.c.
- Class 17 - Racing Cars over 2,000 c.c.

### 3.1.1 CONDITIONS OF ELIGIBILITY

#### 3.1.2 Touring Cars

In classes 1, 2 and 3 the capacity of any car shall be considered to be the standard unmodified capacity of the vehicle when new rather than the measured capacity. Engine modifications and tuning are permitted with no limit, save that the original cylinder block shall be retained, the bore shall not be increased by more than 60 thou., the stroke will not be changed, the method of valve operation shall remain the same, the number of ports or valves in the cylinder head will not be changed, nitrous oxide injection will not be permitted and the engine will not be relocated in the chassis. The original gearbox casing must be retained but its internals are free. The

original axle casing and nose-piece must be retained. Water radiators may be changed from original equipment. Alternator/Dynamos may be removed. The standard fuel tank must be retained. An auxiliary fuel tank is permitted.

**3.1.3** Any modification may be made to the braking system and wheels. Suspension modifications are allowed as long as the layout, the method of operation and suspension pick-up points on the chassis remain unchanged from standard. So far as the 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. The fitting of additional aerodynamic devices is prohibited.

**3.1.4** Coachwork may not be lightened and must include all bumpers, fittings and trim supplied as standard with the exception that overriders may be removed, number plates and number plate backing plates need not be carried and, as a safety measure, combustible sound insulation, trim and carpets may be removed from the interior of boots and engine compartments only. The interior carpets in the front only may be removed. The interior trim may be adjusted but not removed for the fixing of safety equipment. The battery may be re-positioned.

**3.1.5** Additional accessory equipment will be permitted, but in cases where this has to be substituted for the original equipment, e.g. dash panels, light units, etc. the construction of the new items must be at least as massive as the components removed with the exception that non-standard steering wheels of smaller diameter and/or lighter construction are allowed. Where installation of a roll cage displaces some of the interior fittings, trim, etc. the items removed must be carried in the car.

**3.1.6** Air intakes and carburettor blisters, etc. may be fitted. To enable the use of wider section wheels and tyres, wheel arch extensions not exceeding 75mm projection on each side may be fitted. Attention is drawn to TR QA.2(f).

**3.1.7** Spare wheels, fan belts and tools may be removed.

**3.1.8** No equipment will be allowed in the passenger compartment other than on specific grounds of safety, i.e. no catch tanks, servos etc.

**3.1.9** Note: Cars built in short production runs which are intended for competition in rallying and/or racing are not accepted as Touring Cars.

**3.2.1 Special Saloon Cars**  
Will comply with T.R. QA and QF and the Race Vehicle Regulations for Special Saloons QG14 except that the class capacity breaks are different.

**3.2.2** Additionally, cars which would normally be eligible as "Touring Cars" but which are not in complete compliance with the Eligibility Regulations above will run in the appropriate Special Saloon Class, provided that their specifications are within the limits permitted for Special Saloon Cars.

### **3.3.1 "Marque Sports Cars"**

**3.3.2** Eligibility rules in Classes 6, 7 and 8 are exactly as in Classes 1, 2 and 3 with the additional requirement that standard windscreens will be used and in the upright position.

**3.3.3** A list is maintained by the B.A.R.C. Classes Committee of vehicles accepted as "Marque" Sports Cars.

**3.3.4** Copies of the list are available from C. G. Seaman, 193 London Road, Sheffield S2 4LJ.

**3.3.5** Copies of the list will be published from time to time in the Yorkshire Centre Newsletter and will be sent each year to organisers who we know use these regulations.

### **3.4.1 Modified Sports Cars**

Will comply with the TR QA and QF and the Race Vehicle Regulations for Modified Sports Cars QG11.

**3.4.2** Additionally, cars that would normally be eligible as "Marque" Sports Cars but which are not in compliance with the Eligibility Regulations above will run in the appropriate Modified Sports Car class, provided that their modifications are within the limits permitted for Modified Sports Cars.

### **3.5 Kit Cars**

If a particular Kit Car is listed by the R.A.C. M.S.A. as a Modified Sports Car it will compete in the appropriate Modified Sports class, failing this the vehicle will be classed as a Sports Racing class. The onus is on the individual manufacturer to have the vehicle accepted by the R.A.C. into the Modified Sports Car list, should they so wish.

### **3.6.1 Clubman Sports Cars**

Will comply with TR QA and QF and the Race Vehicle Regulations for Clubmans Sports QG6 except that paragraphs 6.2.1 6.5.2(e) 6.7.4 and 6.7.5 do not apply and tyres are free. Pump Fuel only will be allowed.

### **3.7 Sports Racing Cars**

Will comply with TR QA and QF and the definition on page 133 of the Yearbook 1990.

### **3.8.1 Formula Ford 1600 Cars**

Will comply with TR QA and QF and the Race Vehicle Regulations for Formula Ford 1600 Cars QG15 except that any tyre that is, or has been accepted by the R.A.C. as a controlled tyre for this Class may be used.

**3.8.2** All Formula Ford 1600 Cars must have been manufactured prior to 1st January 1986 to be eligible for this class.

### **3.9 Racing Cars**

Will comply with the definition on page 133 of the Yearbook 1990 and with T.R. QA and QF.

## **4.1 GENERAL CONDITIONS OF ELIGIBILITY**

**4.1.1** Engine. A forced induction equivalence of 1.4 applies to cars fitted with superchargers, turbochargers or any other method of forced induction (QF 4.1). Note: This rule overrides the 2.1 increase for Special Saloon Cars laid down in QG 14.5.2

**4.1.2** In all classes other than 1, 2, 3, 6, 7 and 8 the capacity of a car will be the actual measured capacity.

**4.1.3** The use by cars in classes 1, 2, 3, 6, 7, 8, 11, 14 of standard pump fuel, as defined on pages 132/133 of the yearbook, is mandatory. Only air may be mixed with the fuel as an oxidant. Nitrous Oxide or similar oxygen producing injection systems are not allowed.

**4.1.4** All vehicles must be fitted with Timing Struts as laid down in R.A.C. M.S.A. Regulation QF 12.1. Competitors are reminded that under R.A.C. M.S.A. Regulations, Timekeepers are forbidden to record a time for any car not fitted with a Timing Strut.

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

## **5.1 SCRUTINEERING**

**5.1.1** Scrutineering will be divided into two sections, in addition to the normal examination for race-worthiness, there will be a separate examination for eligibility. Both these examinations will take place before the start of each meeting. At certain events additional checks for eligibility will be made during and after a meeting.

**5.1.2** From time to time a specialist Formula Ford 1600 Scrutineer will be present and cars in class 14 are liable to be fully checked for compliance with the very precise FF1600 Regulations. The engines of Sports 1600 Cars in class 11b are also liable to be checked in this way.

## **6.1.1 MERGING AND SUB-DIVISION OF CLASSES**

### **6.2.1 Sub-division**

Classes may be sub-divided as allowed for in the R.A.C. M.S.A. General Regulations.

**6.2.2** Additional classes for specialised types of car, e.g. Vintage, P.V.T., Historic Racing, Historic Sports, One-Make, etc. may be inserted for certain meetings. These will be numbered outside the normal classes.

### **6.3.1 Merging**

Where less than four entries are received for a class, that class may be merged with the next appropriate class. Should a class be run with three, or fewer entries, the value of the First in Class award will be reduced to equal that for Second in Class for classes with four or more entries.

**6.3.2** Where a class is merged, it normally will be amalgamated with a class having a slightly quicker class record.

**6.3.3** Due to regional variations in support for different types of cars, the total number of entries, different venues can accept and the varying status of the events, not all classes can expect to be viable at all meetings. To allow for this, the promoters of a meeting may stipulate in their Supplementary Regulations that:

a) Only certain of the classes above are eligible for entry in the meeting.

b) Certain of the classes may be merged before entries open.

## **7. WARNING**

**The questions on entry forms with regard to capacity, etc. must be answered accurately. Any false statements discovered at scrutineering, or subsequently, will result in the exclusion of the competitor from the event concerned, and possibly, from subsequent events promoted by the Club.**

**Notice is hereby given that changes to the speed event classes will be made in 1991 as follows:-**

1. Classes in 1991 will be as follows:-
  2. Class 1 — Touring Cars up to 1400cc
  - Class 2 — Touring Cars over 1400cc up to 2000cc
  - Class 3 — Touring Cars over 2000cc
  - Class 4 — "Marque" Sports Cars up to 1400cc
  - Class 5 — "Marque" Sports Cars over 1400cc up to 2000cc
  - Class 6 — "Marque" Sports Cars over 2000cc
  - Class 7 — Clubman Sports 1600
  - Class 8 — Formula Ford Pre 1987 1600 cc
  - Class A — Modified Production Saloons up to 1400cc
  - Class B — Modified Production Saloons over 1400cc and up to 2000cc
  - Class C — Modified Production Saloons over 2000cc
  - Class D — Clubmans Sports Cars
  - Class E — Sports Libre Cars up to 1300cc
  - Class F — Sports Libre Cars over 1300cc and up to 1600cc
  - Class G — Sports Libre Cars over 1600cc
  - Class H — Racing Cars up to 500cc
  - Class I — Racing Cars over 500cc up to 1100cc
  - Class J — Racing Cars over 1100cc up to 1600cc
  - Class K — Racing Cars over 1600cc up to 2000cc
  - Class L — Racing Cars over 2000cc
- 3.** Paragraph 3.1.2 will be amended by deleting "the capacity of any car shall be considered to be the standard unmodified capacity of the vehicle when new rather than the measured capacity".
- 4.** Paragraph 4.1.2 will be amended to read "In all classes the capacity of a car will be the actual measured capacity which must be declared on the entry form."

# B.A.R.C. HAREWOOD HILL CLIMB CHAMPIONSHIP SUPPLEMENTARY REGULATIONS

1. The British Automobile Racing Club Ltd., (Yorkshire Centre) will promote the B.A.R.C. Harewood Hill Climb Championship based upon Harewood Hill Climb Meetings to be held on:

Sunday 15 April 1990  
Sunday 20 May 1990  
Sunday 10 June 1990  
Sunday 8 July 1990  
Sunday 19 August 1990  
Sunday 30 September 1990

2. The Championship will be governed by the General Regulations of the R.A.C. Motor Sports Association Ltd. (including the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations and any written instructions the Yorkshire Centre may issue for the Championship.

3. R.A.C. M.S.A. Permit No. \_\_\_\_\_ has been issued.

4.1 The Championship is open to all current Registered Yorkshire B.A.R.C. members.

4.2 The registration fee for this championship is £5. Competitors wishing to enter the championship must do so on the entry form in this booklet. Entries close on 21st May 1990.

4.3 Entries received after the end of practice will not be eligible for markings for that days event.

4.4 No markings will be made retrospectively.

4.5 Entrants are reminded that being a registered championship contender in no way guarantees an entry to any meeting in particular those which have oversubscribed entry lists.

5.1 To be eligible for marking, all cars must display Championship and Club Decals, where supplied, on both sides of the car clearly visible, but not on the boot, lid or roof.

5.2 Failure to display these decals throughout a qualifying event will mean that no points will be credited for that event.

5.3 Championship and Club decals will be available at signing-on at all meetings.

6.1 Cars will be divided into classes as laid down in 1990 Harewood Speed Event Classes leaflet for marking purposes.

6.2 At any meeting where these classes are not used for the meeting class awards, the B.A.R.C. Speed Event classes will be used for marking the Championship.

7.1 Marking will be within classes on a Bogey Time improvement basis. The Bogey Times for the 1990 seasons are:

Class 1 .....	65.44
Class 2 .....	64.27
Class 3 .....	62.19
Class 4 .....	60.13
Class 5 .....	58.00
Class 6 .....	63.67
Class 7 .....	62.27
Class 8 .....	61.86
Class 9 .....	58.90
Class 10 .....	58.38
Class 11B .....	61.05
Class 11A .....	56.38
Class 12 .....	57.37
Class 13 .....	54.95
Class 14 .....	61.21
Class 15A .....	58.76
Class 15 .....	57.69
Class 16 .....	55.99
Class 17A .....	54.70
Class 17 .....	53.92

7.2 These Bogey Times are derived by adding 18 seconds to the record for each class as standing at the start of the season and will remain unchanged throughout the season.

8.1 Championship marks will be gained at the rate of .01 mark for each .01 of a second by which a driver beats the Bogey Time for his/her class.

8.2 There is a maximum limit of 20 marks which can be gained at any meeting.

8.3 Any competitor who does not beat the Bogey Time will gain no marks for that meeting. Marks can only be gained in the two Class Runs.

9. Marks gained in five of the six qualifying rounds will be counted for the Championship results. If any of the six meetings does not take place, the qualifying number of events will be reduced so that it is always one less than the total number of meetings which do take place.

10. Only one marking per meeting can count. Where a competitor has entered more than one car at a meeting, the car which is to be credited with Championship marks must be nominated to the Secretary of the Meeting before the start of the class runs.

11.1 In the event of a tie in the final marking, this will be decided in favour of the competitor who has gained the marks in the fewest number of qualifying rounds, including discarded rounds.

11.2 If the tie then remains, it will be decided in favour of the competitor who scores most marks in the final round on 30th September 1990.

12. Any competitor who ceases to be a member of the B.A.R.C. Yorkshire Centre during the season will no longer be eligible for the Championship.

13. The awards for the Championship will be:

1st.....	The Glen Garnett Trophy and £500
	(To be held for 12 months)
2nd .....	£200
3rd .....	£100
4th .....	£80
5th .....	£55
6th .....	£50
7th .....	£45
8th .....	£40
9th .....	£35
10th .....	£30
The highest placed lady entrant .....	
.....	The Harewood Ladies Trophy and £50
	(to be held for 12 months)

14. Marking records will be maintained by the Championship Co-ordinator who is J. Staveley, 40 Birkdale Drive, Alwoodley, Leeds (Telephone Leeds (0532) 695740). Points scored will be shown on the results for each meeting. Bulletins with current markings will be sent out with event results from time to time and published in the Yorkshire Centre Times.

15. The eligibility scrutineer for the championships will be D. G. Tarbett (Group 1).

## B.A.R.C. HAREWOOD F.T.D. AWARDS

1. All competitors in the B.A.R.C. Harewood Hill Climb Championship are automatically eligible to take part in a second competition known as the B.A.R.C. Harewood F.T.D. Awards Series.

2. At each meeting other than a meeting which is a round of the British Hillclimb Championship the ten Championship Competitors who have recorded the ten fastest times of the day in the two class runs will be given two additional "Top Ten" Championship Runs at the conclusion of the meeting.

3.1 Names and numbers of the competitors who have qualified for these Championship Runs will be exhibited in the scoreboard window of the Control Cabin and be announced on the Paddock P.A. system as soon as possible after the conclusion of the class runs.

3.2 Any competitor who has not brought his/her car forward to the Paddock Exit Gate within 10 minutes of the publication of this list of qualifiers will be deemed not to be making the Championship Runs.

4.1 If for the above, or for any other reason, a competitor qualifying for the Championship Runs does not come forward, their place will not be filled.

4.2 If a competitor leaves the Paddock, but does not start a run, their place will not be filled.

5.1 Each of the two "Top Ten" Championship Runs will be made with the slowest qualifier (10th) to run first and the fastest qualifier to run last.

5.2 Where there are shared cars in the "Top Ten" all shared drivers will run first before their faster drivers and the remaining cars.

6. If at the conclusion of the class runs, a competitor not eligible for the Championship has qualified for one of the three Fastest Times of the Day Awards for the Meeting, that competitor will have the opportunity of becoming an extra runner in the "Top Ten" runs for the sole purpose of defending their meeting F.T.D. Award.

7. At any meeting which is a round of the British Hillclimb Championship or if for any reason the Championship run-off does not take place, marks will be awarded based upon qualifying times for the two class runs.

8.1 Marks will be awarded on the scale 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 for 1st and 10th place in the run-off.

8.2 A competitor who fails both runs or fails one run and does not score points with his other run will be awarded one point.

8.3 There will also be a 1 bonus mark for any competitor(s) who break the course record standing at the commencement of the meeting during the "Top Ten" run-off.

9. Paragraphs 9, 10, 11, 12, 14 and 15 of the Regulations for the B.A.R.C. Harewood Hill Climb Championship also apply to the B.A.R.C. Harewood F.T.D. Awards Series.

10.1 The awards for the F.T.D. Series will be:

1st .....	The Wilson Trophy and £400
	(To be held for 12 months)
2nd .....	£200
3rd .....	£100

10.2 These awards are additional to the Harewood Hill Climb Championship Awards.

# HAREWOOD HILL CLIMB

## 1990 SEASON

The schedules 1, 2, 3 and 4 printed on pages 16 to 18 of this booklet form part of these Supplementary Regulations and are referred to therein.

### Title of Event—As Schedule 1

### SUPPLEMENTARY REGULATIONS

1. The British Automobile Racing Club Yorkshire Centre will organise Hillclimbs at Stockton Farm, Harewood near Leeds. The status and dates are shown in Schedule 1.

2. The Meeting will be governed by the General Regulations of the RAC MOTOR Sports Association Ltd., (incorporating the provisions of the International Sporting Code of the FISA), These Supplementary Regulations and any written instructions that the organising club may issue for the event.

3. RACMSA Permits have been issued for all events and the numbers are shown on Schedule 4.

4. The events are open to Members of clubs and licence holders set out in Schedule 1.

5. All competitors must produce a competition licence, and for closed and restricted events any relevant club membership card, valid for the event. Entrants Licences will be inspected.

6. The events are rounds of the championships set out in Schedule 1.

7. The programme of the meetings will be:-

7.1. Saturday Meetings with same day Practice

7.1.1. Scrutineering starts at 09.15am.

7.1.2. Any competitor not signed on by the start of the competitive runs will be excluded.

7.1.3. Practice starts at 10.00am.

7.2. Sunday Meetings with same day Practice

7.2.1. Scrutineering starts at 08.30am.

7.2.2. Any competitor not signed on by the start of the competitive runs will be excluded.

7.2.3. Practice starts at 09.15am.

7.3. Two Day Meetings

7.3.1. Scrutineering starts at 10.00am on the Saturday.

7.3.2. There will be no general practice on Sunday morning, but a strictly limited number of competitors who have obtained prior permission in writing, will be allowed to practice on Sunday. Scrutineering for these competitors starts at 09.15am on Sunday.

7.3.3. Any competitor not signed on by the start of the competitive runs will be excluded.

7.3.4. Practice starts at 12.00 noon on Saturday.

7.3.5. For those competitors who have been granted Sunday Practice, it starts at 10.00am on Sunday.

7.3.6. If time permits, there will be limited third practice runs on Saturday available to all competitors. Third practice runs will be granted to the first 40 competitors who sign on before 09.45 and who apply to the Chief Paddock Marshal for inclusion in the first two practice batches. These will be allocated on a first come first served basis.

7.4. At the meeting on 8 July 1990, the RAC Championship Meeting, Sunday practice will not be allowed to any competitor registered for either the Guyson Beadblast Hillclimb Championship or the British Leaders Hillclimb Championship.

8. The length of the course is 996.67 metres, it rises 76 metres, varies between 3.65 and 5.5 metres in width, and consists of 4 right hand and 3 left hand corners, and a surface of tarmac and concrete.

9.1. The events will consist of classes as set out in Schedule 2.

9.2. Vehicles will be divided into classes and categories as laid down in "BARC Speed Event Classes - 1990". Note: Some of these classes impose conditions of eligibility additional to the basic RAC Technical Regulations as is allowed in GR L.1.11.8

9.3. At the RAC Championship Meeting vehicles will be divided into classes as laid down in RAC Technical Regulations QF. These classes may be made up of sub-classes by amalgamation of classes defined as above.

9.4. Where in any class the number of entries is less than 5, then the organisers reserve the right to amalgamate the class as appropriate.

9.5. All vehicles must comply with RAC MSA Technical Regulations. QA19(g) and QF3.7 have been modified.

10.1. Awards will be presented as set out in Schedule 3

10.1.1. In all cases these awards will be set out as cash awards. Any competitor may opt to receive a Souvenir Award to the same value in lieu. This option may only be taken by ticking the box on the entry form.

**10.1.2.** A second-in-class award will only be given when there are six or more entries in the class, a third-in-class award where there are ten or more entries in the class, and a fourth-in-class award where there are sixteen or more entries in the class.

**10.1.3.** The number of entries in a class for award purposes will be the number of paid entries at the start of the meeting. Any entry who has had their entry fees refunded, in whole or in part as set out in paragraph 13.6 below will not be counted.

**10.1.4.** Class awards will be presented on the times recorded in the two class runs only. F.T.D. awards will be based upon times recorded in both the class runs and any Run-Offs.

**10.2.** No entrant may win more than one meeting award with one car. Competitors who win one of three Fastest Time of the Day awards will receive this in place of their Class awards and the remaining competitors in that class will receive the awards which are appropriate to their actual placing in the class.

**10.3.** In addition the following awards will be given:-

**10.3.1.** A Harewood Class Record Plaque to any competitor holding a new record at the conclusion of the meeting in any of the BARC Yorkshire classes 1 to 17.

**10.3.2.** A Harewood Course Record Plaque to the competitor holding a new record at the conclusion of the meeting for the course.

**11.1.1.** The entry list opens on the publication of these regulations and closes finally on the date stated in Schedule 1.

**11.1.2.** The organisers at their discretion may accept an entry after this date, but such entries will be subject to an additional entry fee of £10 to cover administration costs.

**11.2.** The entry fee is as set out in Schedule 1.

**11.3.** All entries must be made on the official entry forms or on a photocopy thereof and must be accompanied by the appropriate fee. Only one entry may be made on each form.

**11.4.** All details requested on the entry forms must be completed where applicable.

**12.** The Secretary of the meeting to whom all entries must be sent is D. N. Townsend Esq. 61 Market Place, Malton, YO17 0LX.

**13.1.** The maximum entry for each meeting is as shown in Schedule 1.

**13.2.** The minimum for each meeting is 80.

**13.3.** The minimum for each class is 3.

**13.4.** Should any of the above minimum figures not be reached, the organisers have the right to either cancel the meeting or amalgamate classes as necessary.

**13.5.1.** Entries will be selected as follows:- By selection committee.

**13.5.2.** All entries will be held in abeyance for consideration by the Selection Committee. Please fill in your name and address on the two postcards which will be found in this booklet and return them with your entry form. It would help keep down our costs if you would affix a stamp.

**13.6.** Entry fees may be refunded in full to those entrants who withdraw before 5.00pm on the relevant closing date. A refund of the entry fee less an administration charge of £10 may be refunded if notification of withdrawal is received by the secretary of the meeting by 5.00pm on the Wednesday before the meeting.

**13.7.** Up to two entries for the same vehicle are permitted but separate entry forms must be submitted for each driver.

**13.8.1.** Post dated cheques are not acceptable and will be returned to the entrant along with the entry form.

**13.8.2.** A charge of £5 will be made for any cheque that is returned by the bank for any reason whatsoever. This charge is to cover our administration costs.

**14.** Other officials are:

RAC Steward ..... To be advised by RACMSA  
Clerk of the Course ..... as Schedule 1  
Chief Scrutineer ..... S H Hanson (Group 1)  
Chief Timekeeper ..... E Heath (Group 1A)  
Chief Medical Officer ..... Mr F T De Dombal

**15.** Provisional results will be published as soon as possible following the end of the event.

**16.** Any protests must be lodged in accordance with L1.14.7

**17.1** Starting order will be determined by Class Order.

**17.2.** Cars will start singly.

**17.3.** The starting signal will be a green light. Method of timing is Electronic - class E.

**17.4.** The finish line will be indicated by a line across the road.

**17.5.1.** A driver is under starters orders as soon as he/she is called forward to the Start Line by the Start Marshal. Any driver who is not ready to proceed by two minutes after being called forward will forfeit the run.

**17.5.2.** Competitors will only be allowed to make one approach to the start line. If the engine stalls the car will be pushed away, restarted and then pushed up to the start line. No additional tyre warm ups will be allowed. Any competitor who does not comply with this regulation will be excluded. The Chief Start Marshal will be a judge of fact to adjudicate on this regulation.

**17.5.3.** GR L.3.5.5(a) requires that a car must have all its wheels on the road when crossing the finish line for its time to be allowed. For the purpose of this rule at Harewood, a yellow line is painted along the top of the concrete banking on the left hand side of the road at the finish line, and this yellow line will be considered to be the edge of the road. Any competitor who crosses the finish line with one or more wheel(s) outside this line will be given a failed run. The observer at Quarry Corner is deemed to be a judge of fact to observe this rule.

**17.5.4.** Under the provisions of GR L.3.5.5.(b) timed runs taken outside the specified batches may not be counted for the results of the meeting. The only exception is if a re-run is ordered for any reason.

**18.** Competitors will have the opportunity of two practice runs, having walked the course under official control.

**18.1.** Practice will be taken in class order, the second runs in the same order.

**18.2.** Practice periods will conclude promptly. The last batch for practice will close thirty minutes before the published time for conclusion of practice.

**18.3.** A competitor who does not present himself in time for a practice run may forfeit that run. A competitor who takes only one practice run will have to count their first class run as their second practice run unless; i) they have competed at Harewood within the previous four weeks or ii) they are granted a waiver from practice by the Stewards of the Meeting in accordance with L 3.3.15.

**19.1.** Competitors will be identified by Competition numbers which will not be provided by the organisers.

**19.2.** When two drivers compete in the same car, two sets of suitable numbers must be provided by the entrant and changed as necessary.

**19.3.1.** Cars will not be permitted to run with two sets of numbers displayed at the same time.

**19.3.2.** It will be the responsibility of competitors sharing a car to see that their car is ready, carrying the correct number, to comply with these instructions.

**20.** Marking and Penalties will be as printed in the appropriate section of the RAC MSA General Regulations.

**21.** All other General Regulations of the RACMSA apply as written except the following which are modified as above:- L1.10.1, 1.11.8, 1.14.4, 3.1.7, 3.2.3, 3.3.6, 3.3.14, 3.5.1

**22.1.** If any change is made to a car after it has been passed by the scrutineers, it must be submitted for re-scrutiny before being taken onto the course again.

**22.2.** Crash Helmets will be worn by all drivers at all times when driving on the course.

**22.3.** At the discretion of the Clerk of the Course, vehicles may be called for a check by the scrutineers at any time during, or at the conclusion of the meeting.

**22.4** The artificial heating of tyres and/or wheels and special covers to retain heat are not permitted.

## SCHEDULE 1

Supplementary Regulations applicable to individual meetings.

### 1) 15 April 1990

Title of Event — Spring National Meeting

Status — National

Dates — 15 April 1990

Clerk of the Course — J. M. English

Event open to — All competitors holding a valid RACMSA National Competition licence.

The event is a round of the — BARC Harewood Hillclimb Championship and The Longton & District Motor Club, Brown & Gammons MGCC, Pheonix 500, MTRS NSSCC, Morgan SCC and M.G.C.C. North Western Speed Championships.

Closing date — 24 March 1990

Entry Fee — £33 BARC Yorkshire Centre Members  
— £38 All Others

Maximum Number of Entries — 120

### 2) 19 May 1990

Title of Event — Novice and One-make Meeting

Status — Restricted

Dates — 19 May 1990

Clerk of the Course — J. R. Hardcastle

Event open to — All fully elected members of the organising club and of ANCC who hold a RACMSA competition licence valid for the event.

The event is a round of the Morgan Northern Speed and M.G.C.C. North Western Speed Championship.

Closing date — 28 April 1990

Entry Fee £31 BARC Yorkshire Centre Members £36

All others

Maximum Number of Entries — 100

All competitors making an entry in class 1 to 17 must sign the declaration of Novice status on the entry form. An entry in any of these classes will not be accepted unless this is done. For the purpose of this meeting a "NOVICE" is defined as "any competitor who has not won a 1st in class or higher award in any Hillclimb or Sprint since 1st January 1987 and before receipt of the entry by the secretary of the meeting".

### 3) 20 May 1990

Title of Event — Members Championship Meeting

Status — Closed

Dates — 20 May 1990

Clerk of the Course — J R Hardcastle

Event open to — All fully elected members of the organising club who hold a RACMSA competition licence valid for the event.

The event is a round of the - BARC Harewood Hillclimb Championship

Closing date — 28 April 1990

Entry Fee — £31 BARC Yorkshire Centre Members  
£36 All others

Maximum Number of Entries — 120

### 4) 9/10 June 1990

Title of Event — Summer Championship Meeting

Status — Restricted

Dates — 9/10 June 1990

Clerk of the Course — J. R. Hardcastle

Event open to — All fully elected members of the organising Club and of ANCC who hold a RACMSA competition licence valid for the event.



The event is a round of the — BARC Harewood Hillclimb Championship and Longton & District Motor club, Phoenix 500, MGCC T-Register Championships  
Closing date — 21 May 1990

Entry Fee £31 BARC Yorkshire Centre Members £36  
All others

Maximum Number of Entries — 165

#### 6) 7/8th July 1990

Title of Event — RAC Championship Meeting

Status — National

Dates — 7/8 July 1990

Clerk of the Course — J. M. English

Event open to — All competitors holding a valid RACMSA National Competition licence.

The event is a round of the — BARC Harewood Hillclimb Championship and the Guyson Beadblast Hillclimb Championship, British Leaders Hillclimb Championship.

Closing date — 16 June 1990

Entry Fee £33 BARC Yorkshire Centre Members £38  
All others

Maximum Number of Entries — 165

#### 7) 19 August 1990

Title of Event — Montague Burton Championship Meeting

Status — Restricted — 19 August 1990

Clerk of the Course — J. M. English

Event open to — All fully elected members of the organising club and of ANCC who hold a RACMSA competition licence valid for the event.

The event is a round of the — BARC Harewood Hillclimb Championship and MTRS NSSCC Championships.

Closing date — 28 July 1990

Entry Fee £31 BARC Yorkshire Centre Members £36  
All others

Maximum Number of Entries 120

#### 8) 29/30 September 1990

Title of Event — Championship Finals Meeting

Status — National

Dates — 29/30 September 1990

Clerk of the Course — J. R. Hardcastle

Event open to — All competitors holding a valid RACMSA National Competition licence.

The event is a round of the — BARC Harewood Hillclimb Championship and Longton & District Motor Club Championships.

Closing date — 8 September 1990

Entry Fee £33 BARC Yorkshire Centre Members £38  
All others.

Maximum Number of Entries — 165

#### Schedule 2

Supplementary Regulations applicable to individual meetings.

#### CLASSES

Meetings on 15 April 1990, 19 May 1990, 20 May 1990, 9/10 June 1990, 19 August 1990, 29/30 September 1990.

Class 1 — Touring Cars up to 1150cc

Class 2 — Touring Cars over 1150cc up to 1,500cc

Class 3 — Touring Cars over 1500cc

Class 4 — Special Saloon Cars up to 1300 cc

Class 5 — Special Saloon Cars over 1300cc

Class 6 — "Marque" Sports Cars up to 1500cc

Class 7 — "Marque" Sports Cars over 1500cc up to 2,600cc

Class 8 — "Marque" Sports Cars over 2600cc

Class 9 — Modified Sports Cars up to 1600 cc

Class 10 — Modified Sports Cars over 1600cc

Class 11A — Clubmans Sports Cars —Class A

Class 11B — Sports 1600

Class 12 — Sports Racing & Clubmans

Chassis Cars up to 1600cc

Class 13 — Sports Racing & Clubmans

Chassis Cars over 1600cc

Class 14 — Pre 1986 Formula Ford 1600 Racing Cars

Class 15A — Racing Cars up to 500cc

Class 15 — Racing Cars over 500cc up to 1100cc

Class 16 — Racing Cars over 1100cc up to 1600cc

Class 17A — Racing Cars over 1600cc up to 2000cc

Class 17 — Racing Cars over 2000cc

Additional Classes for period defined vehicles, individual "Marque" or models may be added. At the following meetings additional classes are as follows:-  
19th May 1990

Class 18 — Ferrari Cars

Class 19 — Lancia Cars,

Class 20 — Morgan Cars

Class 21 — MG Cars

9/10th June 1990

Class 22 — MGCC T-Register

7/8 July 1990

Class A — Special Saloon Cars up to 1300cc

Class 1 — Touring Cars up to 1150cc

Class 2 — Touring Cars over 1150cc up to 1,500cc

Class 3 — Touring Cars over 1500cc

Class B — Special Saloon Cars over 1300cc

Class C — Modified Sports Cars up to 1600cc

Class 6 — "Marque" Sports Cars up to 1500cc

Class 7 — "Marque" Sports Cars over 1500cc up to 2,600cc

Class 8 — "Marque" Sports Cars over 2600cc

Class D — Modified Sports Cars over 1600cc

Class 11B — Sports 1600

Class E — Clubmans Sports Cars

Class F — Sports Racing & Clubmans

Chassis Cars up to 1600cc

Class G — Sports Racing & Clubmans

Chassis Cars over 1600cc

Class H — Racing Cars up to 500cc

Class I — Racing Cars over 500cc up to 1100cc

Class 14 — Pre 1986 Formula Ford 1600 Racing Cars

Class J — Racing Cars over 1100cc up to 1600cc

Class K — Racing Cars over 1600cc up to 2000cc

Class L — Racing Cars over 2000cc

### SCHEDULE 3

Supplementary Regulations applicable to individual meetings.

#### AWARDS

	Fastest Time of the Day Meeting Trophy (held for 12 Months)	Cash
15 April 1990	The Andrews Bros Trophy and	£200
19 May 1990	The Travelleads Trophy and	£60
20 May 1990	The Wood Cup and	£100
10 June 1990	The Castrol Trophy and	£200
8 July 1990	The Double Twelve Trophy and	£200
19 August 1990	The Montague Burton Trophy and	£100
30 September 1990	The Mike Wilson Trophy and	£200

	Second Fastest Time of the Day	Third Fastest Time of the Day
15 April 1990	100	70
19 May 1990	50	40
20 May 1990	60	40
10 June 1990	100	70
8 July 1990	100	70
19 August 1990	60	40
30 September 1990	100	70

#### Class awards

Fastest in class	First	Second	Third	Fourth	Reduced First
Subject to a * minimum of entries	4	6	10	16	*
15 April 1990	35	20	15	10	20
19 May 1990	31	20	15	10	20
20 May 1990	31	20	15	10	20
10 June 1990	31	20	15	10	20
8 July 1990	35	20	15	10	20
19 August 1990	31	20	15	10	20
30 September 1990	35	20	15	10	20

\* Where a class is run without merging with 3 or fewer entries then the award for the first in class is reduced as set out above.

### SCHEDULE 4

Supplementary Regulations applicable to all meetings.

#### LICENCES AND PERMITS

The Track Licence issued By RACMSA for Harewood Hillclimb for 1990 is number 31

The Permit for the BARC Harewood Hillclimb Championship and the Harewood FTD awards Series is number

The Event Permit Numbers for the 1990 season are as follows:—

15 April 1990 .....	17670
19 May 1990 .....	17688
20 May 1990 .....	17689
9/10 June 1990 .....	17690
7/8 July 1990 .....	17691
19 August 1990 .....	17692
29/30 September 1990 .....	17693

**BRITISH AUTOMOBILE RACING CLUB  
YORKSHIRE CENTRE**

**HAREWOOD HILL CLIMB  
Stockton Farm, Harewood Avenue, Nr. Leeds**

**11 MARCH 1990  
SUPPLEMENTARY REGULATIONS  
PRACTICE DAY**

1. **ANNOUNCEMENT** The Yorkshire Centre of the British Automobile Racing Club Ltd. will organise a Closed Permit Speedclimb on 11th March 1990 at Stockton Farm, The Avenue, Harewood, Leeds.

2. **STATUS** The meeting will be governed by the General Regulations of the R.A.C. Motor Sports Association Ltd. (incorporating the provisions of the International Sporting Code of the F.I.S.A.), these Supplementary Regulations, the "Harewood Regulations Booklet — 1990" and any written instructions that the organising club may issue for the event.

3. **PERMIT** R.A.C. British M.S.A. Permit No. 17687 has been issued.

4. **PERSONS ELIGIBLE** The event is open to all fully elected members of the organising club.

5. All drivers must produce a valid Competition Licence and Club Membership Card at signing on.

6. Practice times will not be published but will be available for information.

7. **PROGRAMME** The programme of the meeting will be: Scrutineering starts at 10.30 a.m. on 11th March. Practising starts at 11.00 a.m. on 11th March.

8. **COURSE** The length of the course is 996.67 metres. It rises 76 metres and consists of three left-hand and four right-hand corners. The road surface is smooth tarmac and concrete. R.A.C. Track Licence No. 31 has been issued for 1990.

9. **CLASSES** There will be no classes.

All vehicles must comply with the R.A.C. M.S.A. Technical Regulations. All cars must be fitted with timing struts in accordance with G.R. QF 12.1.

10. **AWARDS** There will be no awards.

11. **ENTRIES** The entry list opens on the publication of these regulations and closes on 9th March 1990 or when the maximum entry are received if earlier. The Entry fee is £30. All entries must be made on the official Entry Form and accompanied by the appropriate fee.

12. The Secretary of the Meeting is D. N. Townsend, 61 Market Place, Malton YO17 0LX.

13. The maximum entry for the meeting is 40.

The minimum entry for the meeting is 20.

Entries will be selected on a first come first served basis.

Entry Fees may be refunded to any competitor who withdraws before 9th March 1990.

14. OTHER OFFICIALS Other Officials are:  
R.A.C. M.S.A. Steward—T.B.N.  
Clerk of the Course—D. Naylor  
Chief Timekeeper—E. Heath (IA)  
Judges of Fact—T.B.N.

Club Stewards—R.W.A. North, F. H. Crosby,  
Chief Scrutineer—S. H. Hanson (Chief)  
Chief Medical Officer—Mr. F. T. de Dombal

15. RESULTS There are no results.

16. PROCEDURE Cars will start singly. The starting signal will be a Green Light, Method of timing will be Electronic (Class E) from breaking beam at Start to breaking beam at Finish. The Finish Line will be indicated by a line across the road and a banner on the right-hand side of the course.

17. PRACTICE All competitors will have the opportunity of a minimum of three practice runs.

18. IDENTIFICATION Competitors will be identified by Competition Numbers which will not be provided by the organisers.

19. All other General Regulations of the R.A.C. Motor Sports Association apply as written.

20. ENTRIES CLOSE FRIDAY 9th MARCH 1990.