



THE FOURTH  
"HAREWOOD HILL CLIMB"

(NATIONAL BRITISH PERMIT)

on

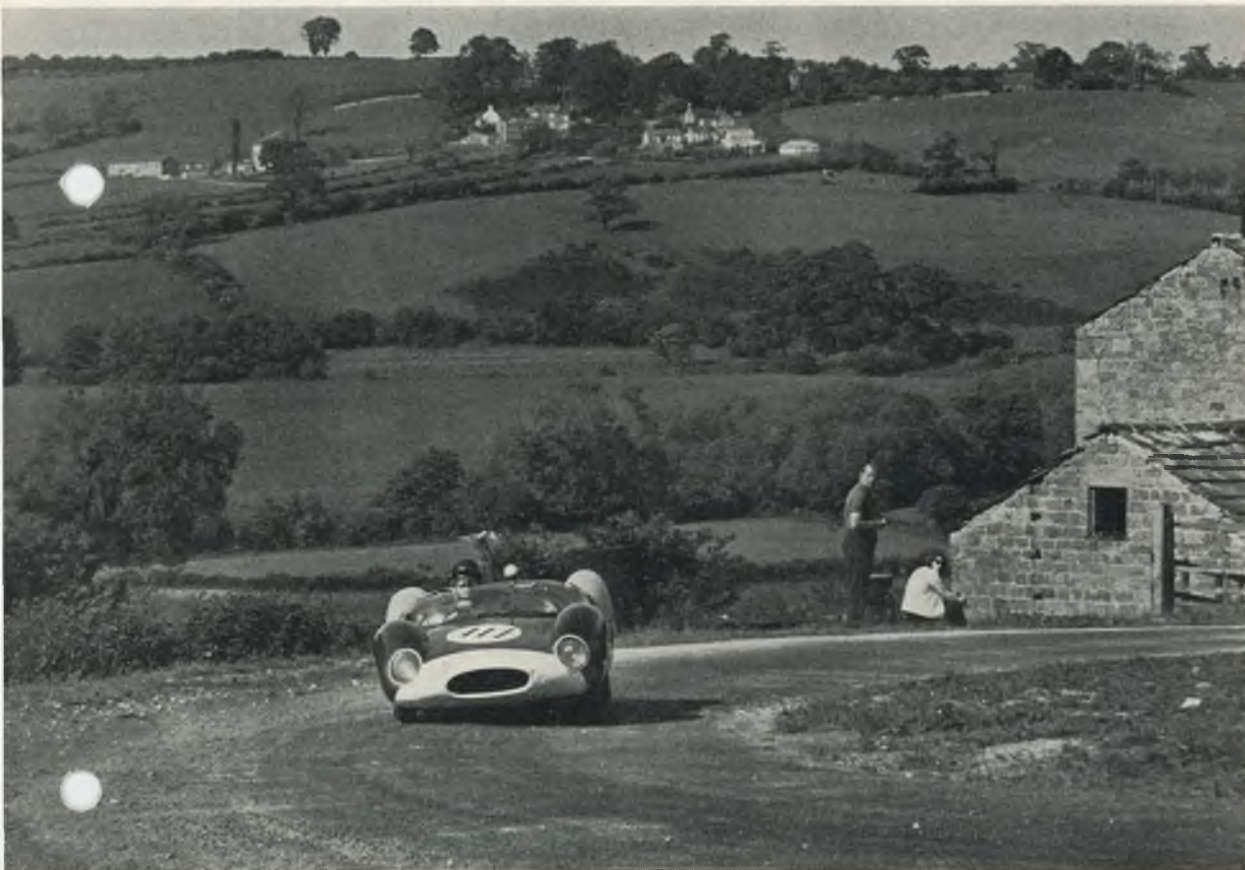
Sunday, 8th September, 1963

at

Stockton Farm, Harewood, Nr. Leeds

(By kind permission of Arnold Burton, Esq.)

YORKSHIRE CENTRE



Interest in hill climbing is increasing all the time, and new hill climb venues are coming into use with a regularity which speaks well for the future of this branch of the sport.

The "Harewood Hill Climb" is still comparatively young, the inaugural meeting on this course having taken place only in September 1962. However, such is the situation and potential of this new course that already we have been granted a National British permit.

Set amidst the beautiful scenery of the lower section of Wharfedale, the "Harewood Hill Climb" is without doubt one of the most picturesque venues in the country. At the same time, this course is only eight miles from Leeds and Harrogate and ten

miles from Bradford so that hotel accommodation and other facilities are easily obtainable.

The hill itself is 1,150 yards in length, varies between 12 and 18 feet in width and rises a total of 250 feet with seven distinct corners. The paddock is located at the top of the hill and from here it is possible to look down over almost the entire length of the course.

Up to now, the road surface has been tar and granite chippings and we would be the first to admit that it left a lot to be desired both in texture and smoothness. We are happy to announce however that a completely new surface is being laid for this coming meeting and we are confident that this will more than answer any complaints which could, quite justifiably, have been raised in the past.

## ADDITIONAL SUPPLEMENTARY REGULATIONS

To be read in conjunction with the R.A.C. Standing Supplementary Regulations (1963 Edition).

### 1. ANNOUNCEMENT

The British Automobile Racing Club Ltd., (Yorkshire Centre) will promote their fourth "Harewood Hill Climb" on Sunday, 8th September, 1963.

### 2. STATUS

A National British Competition governed by the Standing Supplementary Regulations of the Royal Automobile Club (1963 Edition) and the Additional Supplementary Regulations herewith. Held under R.A.C. Permit No. RS/370.

### 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, 8th September, 1963. Practice will start at 1-00 p.m. on Saturday, 7th September. The course is located at Stockton Farm, Harewood, Nr. Leeds the entrance gate being approx. 1 mile East of Harewood village on A659 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.

### 5. CLASSES (S.S.R.'s A.10 Modified)

Competitors will be divided into the following classes :-

- Class 1. Touring Cars—B.M.C. Minis up to 850 c.c.
- Class 2. Touring Cars—B.M.C. Minis 851 c.c. and over.
- Class 3. Touring Cars up to 1300 c.c.
- Class 4. Touring Cars 1301 to 2000 c.c.
- Class 5. Touring Cars 2001 to 3000 c.c.
- Class 6. Touring Cars 3001 c.c. and over.
- Class 7. Touring Cars — Formula Libre.
- Class 8. "Marque" Sports Cars up to 1300 c.c.
- Class 9. "Marque" Sports Cars 1301 to 1650 c.c.
- Class 10. "Marque" Sports Cars 1651 to 2500 c.c.
- Class 11. Sports Cars up to 1150 c.c.
- Class 12. Sports Cars 1151 to 1900 c.c.
- Class 13. Sports Cars 1901 to 3000 c.c.
- Class 14. Sports Cars 3001 c.c. and over.
- Class 15. Sports/Racing Cars up to 1000 c.c. push rod o.h.v. and 1200 c.c. side valve.
- Class 16. Sports/Racing Cars up to 1300 c.c. not included in Class 15.
- Class 17. Sports/Racing Cars 1301 to 1600 c.c.
- Class 18. Sports/Racing Cars 1601 c.c. and over.
- Class 19a. Formula Junior Cars.
- Class 19. Racing Cars up to 1150 c.c.
- Class 20. Racing Cars 1151 c.c. and over.

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

Where less than four entries are received for any class, the class will be merged with the next higher class.

In classes 1—6 inclusive cylinder bore shall not be increased by more than 60 thou., the stroke shall not be increased and supercharging above 8 p.s.i. will not be permitted. Any modification may be made to

suspension and braking systems. Cars will run with normal bodywork, standard equipment and full complement of seats. Spare wheels and tools may be removed and air intakes, carburettor blisters, etc. may be fitted

Touring Cars which have engines modified outside these limits, non-standard bodywork or non-standard engines will be run in class 7.

"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. II, M.G. B.; Sunbeam Alpine Mk. I & Mk. II; Triumph Spitfire 4, T.R.2, T.R.3, T.R.3a, T.R.4. "Marque" Sports cars will run as described under classes 1—6 above save that bumpers may be removed. Standard wind-screens will be used in the erect position. "Marque" Sports Cars not complying with these rules will run in the appropriate Sports Car Class.

In all classes, supercharging will be permitted without alteration of class subject only to the limitation of boost pressure laid down for classes 1—6 and 8—10 inclusive.

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 21st April, 9th May and 8th September —

"The Yorkshire Post" Trophy and Replica (Fastest time to date 49.79 seconds recorded by C. K. W. Schellenberg in a Lister Jaguar on 21/4/62)

For the fastest time of the day — £50.

For the second fastest time of the day — £25.

For the third 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 to which they are entitled by their placings.

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 when results are announced at the conclusion of the meeting.

"The Yorkshire Post Trophy" and The Ladies' Award will be presented at the Annual Dinner Dance of the Yorkshire Centre of the B.A.R.C. to be held at The Queens Hotel, Leeds on Thursday, 12th December, 1963. The trophy will be tenable for a period of 11 months from presentation.



## 7. ENTRIES (S.S.R.'s C.7 Modified)

The maximum number of entries to be accepted will be 120. Entries open 12th August, 1963 and the list will close on Saturday, 24th August, 1963. Notices of acceptance will be sent out by Tuesday, 27th August, 1963.

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 Wormald's 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.8 must be in the same class as the original entry.

## 8. OFFICIALS

R.A.C. Steward: J. A. Duckworth, F.A.I., J.P.

Club Stewards: The Hon. Gerald Lascelles, S. M. Lawry, G. H. Macbeth.

Clerk of the Course: M. S. Wilson.

Deputy Clerk of the Course: J. M. Holroyd.

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. E. J. Toye, J. E. Haigh, P. W. Watson.

R.A.C. Timekeepers: R. L. Haley, 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 sheet of results.

## 10. 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.

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—20 inclusive in numerical order. Second Run classes 1, 2, 19a, 19, 20 followed by 3—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.

## 11. SCRUTINEERING & PRACTICE

Scrutineering will be from 11-30 a.m. to 3-30 p.m. on Saturday 7th September and practice will be from 1-00 p.m. until approx. 5-30 p.m. There will be no general practice on Sunday 8th September 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, 8th September 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.

## 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.

Refreshment facilities will be available at the course on both days.

# " HAREWOOD NATIONAL HILL CLIMB "

Sunday, 8th September, 1963

## ENTRY FORM

This form to be completed, signed and sent (together with the Entry Fee) to the Secretary of the Meeting — Miss P. J. Steele, 10 Wormalds Yard, Boar Lane, Leeds, 1, to reach her by or before Saturday, 24th August, 1963.

I desire to enter for the "Harewood National Hill Climb" meeting to be promoted on Sunday, 8th September, 1963.

I declare that I am not prevented from securing a policy of Insurance by reason of past motoring convictions or accidents.

I have read the supplementary regulations issued for this meeting and agree to be bound by them and by the General Competition Rules of the Royal Automobile Club. In consideration of the acceptance of this entry or my being permitted to take part in this meeting, I agree to save harmless and keep indemnified the British Automobile Racing Club Ltd., the Royal Automobile Club and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s) (as the case may be), howsoever caused, arising out of or in connection, with this entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

I declare that to the best of my belief the driver possesses the standard of competence necessary for an event of the type to which this entry relates and that the car entered is suitable and roadworthy having regard to the course and the speeds which will be reached.

I understand that should I at the time of this event be suffering from any disability whether permanent, temporary or otherwise, which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to the R.A.C., who have, following such declaration, issued a licence which permits me to do so.

I enclose herewith entry fee of £3. 3. 0d. by CASH/CHEQUE/P.O.

P.O.'s and Cheques to be crossed and made payable to B.A.R.C.

PLEASE USE BLOCK LETTERS.

ENTRANT

DRIVER

Name .....

Address .....

Comp. Licence No. ....

Club (if any) .....

Date ..... Lady Yes/No. ....

Signature of entrant .....

Make of Car ..... Model ..... Type of Body .....

Capacity .....c.c. No. of Cylinders ..... Supercharged .....

Modifications (if any) to standard specification (Classes 1—6 and 7—10 only) .....

(continue overleaf if necessary)

- Notes: (a) Any indemnity and/or declaration as prescribed by the paragraphs above which is signed by a person under the age of 21 years shall be countersigned by that person's parent or guardian, whose full name and address shall be given.
- (b) Competitors Third Party Insurance will be arranged by the promoters and the premium is included in the Entry Fee.

ENTRIES CLOSE SATURDAY, 24th AUGUST, 1963.