

# SPEED EVENT CLASSES

SEASON 1963



These classes have been drawn up by the Events Committee of the Yorkshire Centre of the British Automobile Racing Club in consultation with the Competitors and other local Clubs. They will apply to all Sprint and Hill Climb events organised during the 1963 season by the Yorkshire Centre of the British Automobile Racing Club and by the Yorkshire Sports Car Club. Other motor clubs are welcome to make use of the same class divisions and definitions which are felt to represent a balanced division for speed events with an entry of over 90 cars. Where a lesser number of entries is expected certain classes and categories would have to be merged, or left out altogether.

Copies of this leaflet may be obtained from E. D. Clark, 10, Wormalds Yard, Boar Lane, Leeds 1, by sending a stamped addressed envelope.

The Events Committee of the B.A.R.C. Yorkshire Centre would express their thanks to everyone who assisted in settling the various problems or came forward with helpful and constructive advice when these classes were being determined.

## Part One

### CLASSES TO BE USED IN 1963 SPEED EVENTS

All vehicles will comply with the R.A.C. "Regulations for Vehicles taking part in Speed Events" as reprinted in the third section of this leaflet.

Vehicles will be divided into the following categories :-

- Touring Cars
- "Marque" Sports Cars
- Sports Cars
- Sports Racing Cars
- Racing Cars.

The definition of what constitutes a vehicle in one of these categories is at the discretion of the Class Committee and does not follow any rules laid down by the F.I.A. or the R.A.C. other than in general outline. The fact that a vehicle is open or closed has no effect upon its allocation and the basic rules, or definitions of these categories are :-

**Touring Cars** are normally, series produced vehicles, usually with a minimum of four seats and fully equipped for road use which are generally accepted as being utilitarian rather than sporting in character.

**"Marque" Sports Cars** are quantity produced sports cars, usually in the cheaper price ranges and with bodies mainly of steel pressings. Unlike other categories, a definite list of eligible vehicles is published.

**Sports Cars** are limited production, or expensive sporting vehicles which are built in such a way that road use is practicable and normal.

**Sports/Racing Cars** are vehicles built within the framework of the F.I.A. sports car regulations with competition as their primary object.

**Racing Cars** are single seater competition vehicles of any type whatever.

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

#### Touring Cars

- Class 1 — B.M.C. Mini Cars up to 850 c.c.
- Class 2 — B.M.C. Mini Cars 851 c.c. ~~to 1000 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.

Continued

In classes 1—6 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 and supercharging above 8 p.s.i. will not be permitted. Any modification may be made to the suspension and braking system. 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.

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 7 irrespective of capacity. In addition all "hybrid" vehicles with non-standard engines e.g. 1340 c.c. Anglias, 1622 c.c. Rileys, etc. will be transferred to the Formula Libre Class. In certain cases, vehicles which are brought up to the specification of later models, e.g. a 997 c.c. Anglia fitted with a 1200 c.c. engine will be permitted to remain in the normal class. Each vehicle of this sort which is accepted in this way will be the subject of an individual ruling from the Class Committee. Application for acceptance should be made with full details of the vehicle to the Competition Secretary.

#### "Marque" Sports Car

- 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.

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.

Eligibility for classes 8, 9 and 10 will be as for classes 1—6 inclusive with the addition that bumpers may be removed. 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.

#### Sports Cars

- 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.

#### Sports/Racing Cars

- Class 15 — Sports/Racing up to 1000 c.c. push rod O.H.V. and up to 1200 c.c. side valve.
- Class 16 — Sports/Racing up to 1300 c.c. not included in class 15.
- Class 17 — Sports/Racing 1301 to 1600 c.c.
- Class 18 — Sports/Racing 1601 c.c. and over.

#### Racing Cars

- Class 19 — Racing Cars up to 1150 c.c.
- Class 20 — Racing Cars 1151 c.c. and over.

In classes 19 & 20, twin rear wheels may be used and there are no restrictions on the type of fuel.

#### Notes

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

The A.S.R.'s for events may stipulate the maximum number of entries which may be accepted in any class. In any case where less than four entries are received for a class, the class will be merged with the next higher 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.

The queries on the entry forms with regard to capacity, etc. must be answered accurately and, in classes 1—10 the list of modifications must be completed. Any non-declared modifications or any false statements discovered at scrutineering, or subsequently will result in exclusion of the competitor from the event concerned, and from subsequent events promoted by the Club.

Scrutineering will be divided into two sections, in addition to the normal check for race-worthiness there will be a separate team to examine eligibility. For the guidance of competitors we reprint relevant portions of R.A.C. Standing Supplementary Regulations A.10 and A.11.

*"All cars will comply with the R.A.C. Vehicle Regulations . . . any additional requirements for eligibility shall be specified in the Additional Supplementary Regulations for the event. An entrant shall be assumed to have full knowledge of the car he has entered and shall be responsible for it complying with all regulations. Any misrepresentations as to a car's eligibility shall render the entrant liable to a penalty, which may be that of fine, and/or exclusion and/or suspension. The act of presenting a car for scrutiny shall be deemed a declaration as to its eligibility and compliance with all regulations. An entrant wishing to withdraw a car from scrutineering as to eligibility other than as to mechanical fitness, once it has been presented may be required to pay to the organisers a fee determined by the Clerk of the Course though this fee shall not exceed £10 . . . An entrant also shall satisfy himself as to the competence of the driver/s nominated.*

*Organisers shall have the right to check the eligibility of any car before, during or at the close of a competition. Organisers may require any car to be dismantled, in order to check its eligibility. The entrant shall be responsible for undertaking any work involved, and shall do this as, and when, directed, making available for examination any components or samples required, to determine the eligibility of the vehicle. The entrant shall be responsible for any costs involved, except that if a car is dismantled consequent upon a protest, the Stewards of the Meeting may make an order as to costs. Failure to make a car available for examination as and when instructed shall entail exclusion from the competition as well as making the entrant liable to other penalties".*

The following sections are reprinted from the R.A.C. "Motor Sport Year Book" for the information of Competitors and in amplification of the Class regulations published above. It is emphasised that these are only extracts and all entrants and drivers are bound by the complete regulations set out in the Year Book.

## Part Two

### EXTRACTS FROM S.S.R.'s FOR SPEED EVENTS

For the convenience of competitors, the paragraphs from section "C" of the R.A.C. "Standing Supplementary Regulations" which affect eligibility, scrutineering and driver conduct are reprinted below.

C.2. No car may be driven on the course in practice or in the competition until it has been approved by the R.A.C. Scrutineers for the meeting.

After approval, any car which has been dismantled or modified in a manner which may in any way affect its safety or eligibility, or which has been involved in an accident shall be re-presented for approval. The entrant shall be responsible for seeking such fresh approval.

Any car involved in an accident which is unable to proceed shall not be touched by any person other than officials without the specific approval of the Clerk of the Course. Furthermore no car involved in an accident shall be taken away from the Course. Any breach of the above requirements shall render the entrant liable to penalty, which may be a fine, and/or exclusion and/or suspension.

C.3. Competitors must report for scrutineering the time specified in the Additional Supplementary regulations. Any competitor not reporting as instructed may be fined or excluded.

C.4. In conjunction with the scrutiny of the car, the following items will be checked as being to the satisfaction of the organisers and the R.A.C.:

- (a). Competition Licences or Registered Competition Membership Cards in lieu thereof at Closed competitions.
- (b). Crash Helmets.
- (c). Goggles and/or vizors.

C.5. Cars will be identified by means of a number provided by the entrant. This number shall be displayed in a durable and legible manner.

Numbers will be in position before the car is presented for scrutiny and will be subject to the approval of the Scrutineers.

C.8. Whilst competing a driver shall be adequately clothed and shall wear properly fastened and positioned:

- (a). Crash Helmet.
- (b). Goggles or Vizor of non-splinterable material, unless in a car with a full width windscreen in use sufficient to give protection to the driver's eyes. A driver shall not smoke whilst competing.

C.16. No competing car shall be driven in the reverse direction of the course except under official supervision.

C.22. No competing car shall be driven at a speed exceeding 10 m.p.h. except on the course, or with the specific permission of the Clerk of the Course.

## Part Three

### R.A.C. VEHICLE REGULATIONS FOR SPEED EVENTS.

The following minimum requirements apply to cars taking part in all speed events organised under the classes printed above and with the authority of the R.A.C.

All cars shall:

(a). Be of sound construction and mechanical condition.

(b). Have not more than four wheels, except in classes 19 & 20.

(c). Be fitted with body-work of adequate strength and workmanlike construction.

(d). Have a normal seat within the body for the driver. The seat by itself or in combination with the bodywork shall be adequate for supporting its occupant and retaining him within the vehicle. In the case of vehicles constructed since 1st January 1940, the seat cushion (i.e. that part on which the occupant sits) shall when uncompressed be not less than six inches below the top edge of the body side or door where the latter is adjacent to the seat. Any other seat fitted to the vehicle shall also fulfill these conditions and all seats shall be securely attached.

(e). Have some form of protection between the engine and the driver, suitable and sufficient in the case of fire for preventing the passage of flame into that part of the car occupied by the driver.

(f). Have a complete floor rigidly supported and of adequate strength within the driver's compartment.

(g). Be constructed so that the transmission system is beneath the floor of the car or is secured in casings or covers of solid material where the transmission passes through the driver's compartment.

(h). Have a bonnet or casing with top and sides of metal or solid non-inflammable material covering or surrounding the engine, and secured by a strap or by other fastenings of adequate strength.

(i). Not have any temporary part or parts incorporated in its construction.

(j). Use fuel of a type sold to the public in Great Britain at road side filling stations, and to which no ingredient has been added which will have the effect of improving the octane rating, other than in classes 19 & 20.

(k). Not be a vehicle of a commercial type, or by reason of its construction be liable to a statutory speed limit, unless the Supplementary Regulations permit the entry of such vehicles.

(l). Be equipped with brakes which comply with statutory requirements as to the construction of motor vehicles, or if no mechanical system is available for applying braking effort to at least two wheels, provide two hydraulic systems controlling the braking of front and rear wheels independantly.

In the case of vehicles constructed since the 1st January 1931, the brakes must operate on all wheels.

In the case of all vehicles, the braking system must give a satisfactory demonstration of its efficiency in retarding the vehicle and must not adversely affect the driver's control of the vehicle when tested before the event.

(m). Be equipped with an ignition cut-off switch having positive "on-off" action. This ignition cut-off system must be kept in serviceable condition.

(n). Be equipped with an effective tap in the fuel supply line if fitted with a gravity feed fuel system.

(o). Be equipped with a positive means of closing the throttle (by means of a spring operating directly on each throttle spindle) in the event of failure of the throttle control.

(p). Be presented for scrutiny with the steering arms and drop arm (including slave arms) and brake mechanism in a clean condition, and, if equipped with hydraulic brakes, with the flexible brake pipes clean and free from paint.

(q). Not carry any person other than the driver.

(r). Not be fitted with retreaded or remoulded tyres unless the car may not be expected to exceed 100 m.p.h. in the course of the competition and the tyre/s are in good condition and have been retreaded or remoulded by the original tyre manufacturer or by a member of the Retread Manufacturers Association, and bear the identifying mark of the processor.

(s). When taking part in classes 1 to 18 inclusive, be fitted with a body of sufficient internal size to contain two seats and two normal-sized adults without interfering with the driver's freedom of movement for control of the car, and complying with the Statutory

requirements for vehicles running on a public highway with regard to wings (which shall be of solid material which, if of metal construction, must have wired, beaded or rolled edges and which must be securely attached to the car) and lighting system, be equipped with battery, dynamo and self-starter in working order, except in the case of vehicles made before 1st January 1931, to which a self-starter was not fitted by the manufacturers. However, in classes 11 to 18 inclusive, cars need not be equipped with warning device, silencer, speed indicator, windscreen, spare wheel or bumpers.

(t). If equipped with a cover over the passenger's compartment alongside the driver's seat, such cover shall be of flexible material, except in the case of cars where the driver's and the passenger's compartments are separated by a solid portion of the chassis or bodywork.

(u). If fitted with undertray be provided with drainage holes in this undertray so that there can be no accumulation of petrol or oil.

(v). Have the steering lock restrained by suitable stops so that no part of the steering mechanism may go "over centre" or foul any other part, or the wheels, chassis or bodywork.

(w). Comply with any other requirements of the Additional Supplementary Regulations for the competition.

#### **GENERAL**

Any queries about Classification or other matters set out in this leaflet should be referred to E. D. Cla. 10 Wormalds Yard, Boar Lane, Leeds 1, for consideration by the Class Committee.