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BRITISH AUTOMOBILE
RACING CLUB LTD.
(Yorkshire Centre)
and
EAST YORKSHIRE
CAR CLUB
Jointly Promoting

SCARBOROUGH NATIONAL HILL CLIMB

on

Sunday, 3rd October, 1965

at

Olivers Mount, Scarborough

By kind permission of Scarborough Corporation



Photograph by Viki Lincoln

ADDITIONAL SUPPLEMENTARY REGULATIONS

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

1. ANNOUNCEMENT

The British Automobile Racing Club Ltd. (Yorkshire) and the East Yorkshire Car Club will promote their "Scarborough National Hill Climb" on Sunday, 3rd October, 1965.

2. STATUS

A National British Competition governed by the Standing Supplementary Regulations of the Royal Automobile Club (1965 Edition) and the Additional Supplementary Regulations herewith. Held under R.A.C. Permit No. RS/1885.

3. ELIGIBILITY (S.S.R. A.20 Modified)

The "Scarborough 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 1-30 p.m. on a 1600 yard section of the Oliver's Mount racing circuit. The surface is tarmac and the course includes a severe hairpin, fast left and right bends and a steep gradient.

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

Competitors will be divided into the following classes :-

Touring Cars

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

"Marque Y" Sports Cars

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

Sports Cars

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

Sports/Racing Cars

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

Racing Cars

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

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

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

In any case where less than four entries are received for a class, the class may be merged with the next appropriate class. (See para 6 "Awards".)

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

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

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

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

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

Cars which are accepted as "Marque" Sports Cars are Austin Healey Sprite Mk. 1, Mk. 2, Mk. 2 1100 c.c.; M.G. Midget, Midget 1100 c.c., T.A., T.B., T.C., T.D., T.F., T.F. 1500, M.G. A., M.G. A. Mk. 11, M.G. B.; Sunbeam Alpine Mk. 1 and Mk. 11; Triumph Spitfire 4, T.R.2, T.R.3, T.R.3a, T.R.4. Austin Healey 100/4, 100/6, 3000. Morgan Plus Four (Steel Body) 1991 c.c., 213 c.c. Jaguar XK 120, 140, 150, 150S, E (3781 c.c.), E (4200 c.c.). Aston Martin D.B.2., 2/4, 4, 5, Porsche 60, 75, 90.

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

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

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

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

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

Go karts are not eligible to compete at this event.

6. AWARDS

The awards presented for this meeting will be :-

- For the fastest time of the day — £60.
- For the second fastest time of the day — £30.
- For the third fastest time of the day — £20.
- For the fourth fastest time of the day — £15.
- For the fastest time in each class — £10.
- For the second fastest time in each class — £5.
(Subject to 7 entries in class)
- For the third fastest time in each class — £3.
(Subject to 12 entries in class)
- For the best performance of a Lady Competitor —
Ladies Award. Value £30.00
(decided upon a percentage basis of Class f.t.d. and subject to three lady entrants or being in fastest 20% in class).

Where a Class is run without merging with three or less entries the First Class Award will be reduced to £50.00.

Additional awards may be offered for this meeting. Full details of any such awards will be given in the final instructions.

No entrant may win more than one cash award with one car. Competitors winning the three premier awards will receive these in place of their class awards and the runners up in these classes will receive the class awards appropriate to their placings.

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

7. ENTRIES

The maximum number of entries to be accepted will be 120. Entries open on Monday, 13th September, 1965 the list will close on Wednesday, 22nd September, 1965. Notices of acceptance will all be sent out by Saturday, 25th September, 1965.

The entry fee will be £3.0.0d. per car and entries should be sent to the Secretary of the Meeting, Miss P. J. Steele, 10 Wormalds Yard, Boar Lane, Leeds 1. Telephone Leeds 21451 (Office hours).

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

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

Any car substituted under S.S.R. A.22 after Wednesday, 22nd September must be eligible for the same class as the original entry.

8. OFFICIALS

R.A.C. Steward: To be appointed.

Club Stewards: A. Richardson, T. C. Wise.

Clerk of the Course: M. S. Wilson.

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

Chief Marshal: J. A. Stroud,
495, Bradford Road,
Bailiffe Bridge, Brighouse,
Yorkshire. Tel. Brighouse 2026.

Chief Observer: A. J. Hodgetts.

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

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

9. RESULTS

Results will be issued to all competitors on duplicated sheets from the Clerk-of-the-Course's caravan near the Start approximately 10 minutes after the final

competitor has made his last run. Any protests must be made within 30 minutes of the handing out of the first sheet of results.

10. SCRUTINEERING AND PRACTICE

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

Scrutineering will be from 11-00 a.m. to 3-30 p.m. on Saturday, 2nd October and practice will be from 12 noon until approx. 5-30 p.m. There will be no general practice on Sunday, 3rd October but a limited number of competitors who have prior permission in writing from the Secretary of the Meeting will be allowed to practice between 10-15 a.m. and 12 noon. Scrutineering on Sunday, 12th September will be from 10-00 a.m. until 11-45 a.m. for these competitors. This Sunday period is intended to cater for entrants who have genuine business reasons making it impossible for them to practice on the Saturday or for competitors who have mechanical breakdowns during Saturday practice. Permission will only be granted in a strictly limited number of cases.

Three practice runs will be allowed to competitors who practice on Saturday, 2nd October, and who report before 1 p.m. All competitors reporting after this time, or who are allowed to practice on Sunday, 3rd October, will only be allowed two practice runs. Additional practice runs may be allowed on Saturday, 2nd October if time permits. All competitors must travel slowly the length of the course before practice.

11. PROCEDURE

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

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

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

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

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

Timed runs will be completed in the following order First Run classes 1—18 inclusive in numerical order followed by Second Run classes 1—18 inclusive in numerical order.