

Entry Sent 4/9/66

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

# SCARBOROUGH NATIONAL HILL CLIMB

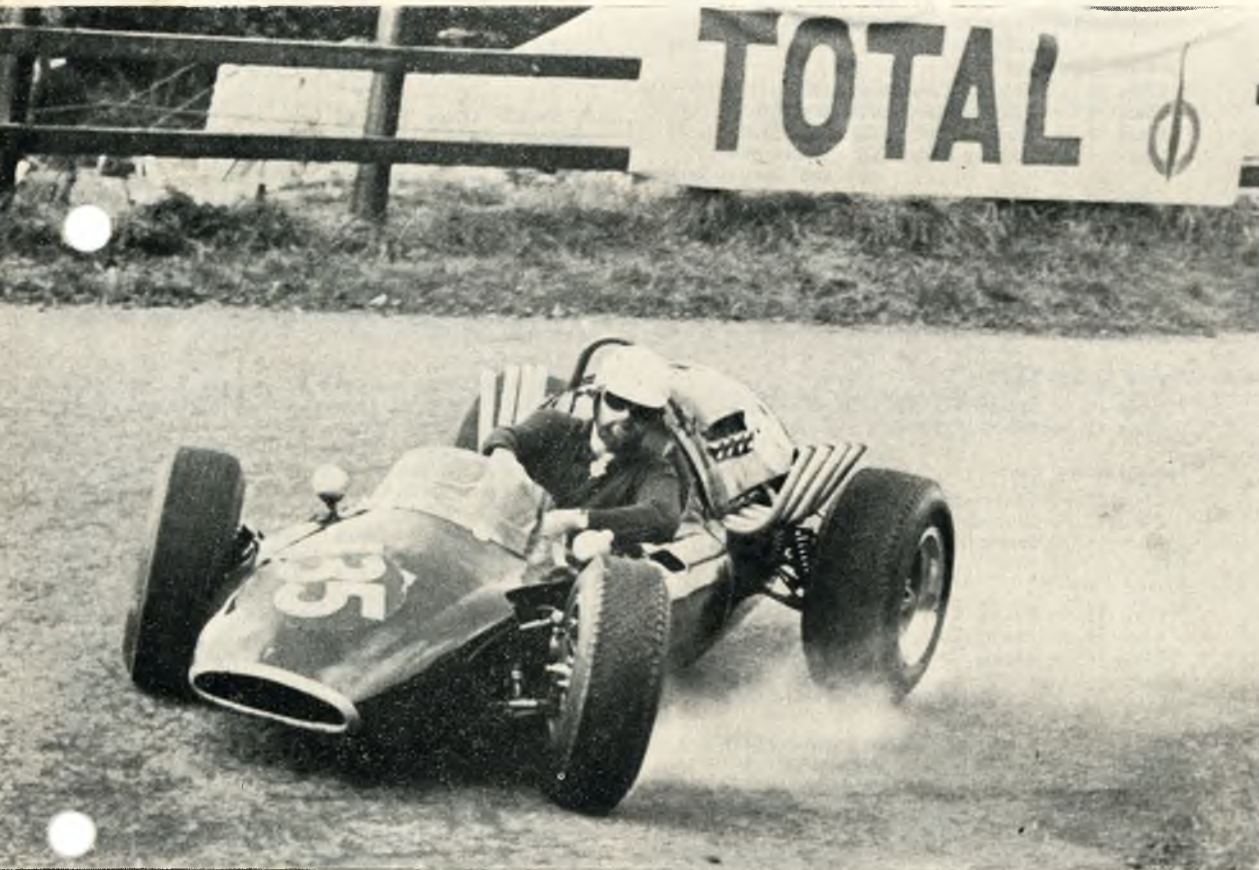
on

**Olivers Mount, Scarborough**

at

**Sunday, 2nd October, 1966**

By kind permission of Scarborough Corporation



David Harrison (Cooper Buick)

Photograph by Jeff Einns

## ADDITIONAL SUPPLEMENTARY REGULATIONS

To be read in conjunction with the R.A.C. Standing Supplementary Regulations (1966 Edition).

### 1. ANNOUNCEMENT

The British Automobile Racing Club Ltd. (Yorkshire) jointly with the East Yorkshire Car Club will promote the Sixth Scarborough National Hill Climb on Sunday, 2nd October, 1966.

### 2. STATUS

A National British Competition governed by the Standing Supplementary Regulations of the Royal Automobile Club (1966 Edition) and the Additional Supplementary Regulations herewith. Held under R.A.C. Permit No. RS/2760.

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

The Scarborough National Hill Climb will be open to all persons possessing a current International, or National British Competition Licence.

All competitors must wear crash helmets which bear the stamp of the British Standards Institute and comply with either B.S. 1869 or B.S. 2495 or which carry the equivalent mark of some other National Standards Institute. All crash helmets must provide protection for the temples.

#### 4. COURSE

The Hill Climb will start at 1-30 p.m. on a 1600 yard section of the Olivers Mount racing circuit. The surface is tarmac and the course includes a severe hairpin, fast left and right bends and a steep gradient. R.A.C. Track Licence No. 221.

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

Competitors will be divided into the following categories and classes:-

##### Touring Cars

- Class 1. — Touring Cars up to 1,000 c.c.
- Class 2. — Touring Cars 1,001 to 1,300 c.c.
- Class 3. — Touring Cars 1,301 to 2,000 c.c.
- Class 4. — Touring Cars 2,001 c.c. and over  
and Special Series.
- Class 5. — Touring Cars Formula Libre.

##### "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 2,000 c.c.
- Class 8. — "Marque Y" Sports Cars 2,001 to 3,000 c.c.
- Class 9. — "Marque Y" Sports Cars 3,001 c.c. & over.

##### Special Grand Touring Cars

- Class 10. — Special G.T. Cars up to 3,000 c.c.
- Class 11. — Special G.T. 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 (any capacity).

##### Racing Cars

- Class 15. — Racing Cars up to 1,150 c.c.
- Class 16. — Racing Cars 1,151 to 1,600 c.c.
- Class 17. — Racing Cars 1,601 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 the event of their being sufficient entries, Class 14 will be sub-divided at 1,600 c.c.

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, 1965. Where new models or modified versions of existing models are announced during the 1966 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 1-4 and 6-9 inclusive.

In classes 1-4 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.

All B.M.C. Minis, Cooper Minis & 970 c.c. "S" Minis, Imps and 998 c.c. Imps will run in Class 1.

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 1,071 c.c. and 1,275 c.c., Ford Lotus Cortina, Alfa Romeo GTA, Renault R8 Gordini, B.M.W. TISA and 2,000 CS, Glas 1,300 G.T.

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 5.

Cars which are accepted as "Marque Y" Sports Cars are Class 6 — A. H. Sprites, M.G. Midgets and T Series up to TF 1,250, Triumph Spitfire 4, Honda S.600 and S.800, Bond Equipe G.T., Isuzu Bellet GT, N.S.U. Spider (Wankel), Morgan 4/4 up to 1,300 c.c. Class 7 — M.G.A. (incl. Twin Cam), M.G.B., M.G.B.G.T., Sunbeam Alpine (all models), Triumph T.R. Series, Morgan Plus 4 and 4/4 1,498 c.c., Alfa Romeo Giulia Spider and SS, Giulietta Sprint, Sprint Veloce and Spider, T.V.R. Grantura 1,600 c.c., Fiat 1500S, Porsche 1500, 1600, 1600 Super (incl. Carrera), Volvo P. 1800S. Class 8 — Austin Healey 100/6 & 3,000 (All models except "S" Types and Lightweights), Alfa Romeo 2.600 Spider and Sprint, Fiat 2300S, Mercedes 230SL, Reliant Scimitar GT, Daimler SP250, Glas 2600V8. Class 9 — Jaguar XK and E Types, Aston Martin DB Series, Gordon Keeble, Sunbeam Tiger 4,260 c.c. (excluding Le Mans models), Jensen, Chevrolet Corvette Sting Ray (excluding Grand Sport model).

Eligibility for classes 6, 7, 8 and 9 will be as for classes 1-4 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 Special Grand Touring Car Classes.

In classes 10-17 inclusive the capacity shall be considered to be the actual capacity of the engine inclusive of any re-boring, stroking, etc.

In classes 15, 16 and 17, 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 of the day in each of the following Categories — Touring, "Marque Y", Special Grand Touring and Sports Racing — £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 £3.  
(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 £5.0.0.

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 premier award or any of the fastest in category 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 fourteen days of the results becoming final. 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 140. The entry list opens on Monday, 12th September and entries received before this date will not normally be acknowledged until entries open. The list will close on Wednesday, 21st September 1966. Notices of acceptance will all be sent out by Saturday, 24th September, 1966.

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

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, 21st September must be eligible for the same class as the original entry.

## 8. OFFICIALS

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

Club Stewards : J. H. Farrar, T. C. Wise.

Clerk of the Course : M. S. Wilson.

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

Chief Marshal : J. E. Ison, 9 Park Lane, Guiseley, Leeds. Tel. Guiseley 3975.

Chief Observer : A. J. Hodgetts.

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

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

## 9. RESULTS

Provisional 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. If no protests are received during this time the results will become

## 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, 1st October and practice will be from 12 noon until approx. 5-30 p.m. There will be no general practice on Sunday, 2nd 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, 2nd October 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. In particular, entrants who have been accepted on their declaration of ability to practice on Saturday will have to show very good cause indeed should they subsequently decide to apply for Sunday practice.

Three practice runs will be allowed to competitors who practice on Saturday, 1st October, and who report before 1 p.m. All competitors reporting after this time, or who are allowed to practice on Sunday, 2nd October, will only be allowed two practice runs. Additional practice runs may be allowed on Saturday, 1st 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—17 inclusive in numerical order followed by Second Run classes 1—17 inclusive in numerical order. Any competitor who is not ready to start a run when called upon to do will be deemed to have failed that run.

## ACCOMMODATION, ETC.

A block of rooms has been reserved at the Grand Hotel, St. Nicholas Cliff, Scarborough. Competitors should make bookings direct to the hotel mentioning the B.A.R.C. Hill Climb.

Hot and cold meals, snacks and liquid refreshments will be available throughout practice and the meeting.