

Entry Sent 2.8.67.

HAREWOOD NATIONAL HILL CLIMB

INCORPORATING THE R.A.C. BRITISH HILL CLIMB CHAMPIONSHIP

Sunday, 10th September, 1967

Stockton Farm, Harewood, Nr. Leeds

By kind permission of Arnold Burton, Esq.



ADDITIONAL SUPPLEMENTARY REGULATIONS Photo by Viki Heppenstall.

To be read in conjunction with the R.A.C. Standing Supplementary Regulations (1967 Edition).

1. ANNOUNCEMENT

The British Automobile Racing Club Ltd. (Yorkshire) will promote their "Harewood National" Hill Climb on Sunday, 10th September, 1967.

2. STATUS

A Restricted Competition governed by the Standing Supplementary Regulations of the Royal Automobile Club (1967 Edition) and the Additional Supplementary Regulations herewith. Held under R.A.C. Permit No. RS/3443.

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

The Harewood National Hill Climb will be open to all persons possessing a current International, or National 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 12-30 p.m. on Sunday, 10th September, 1967. The course is located at Stockton Farm, Harewood, Nr. Leeds, the entrance gate being approx. 1 mile east of Harewood village on A.659, 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. R.A.C. Track Licence No. 152.

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

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

Touring Cars

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

"Marque Y" Sports Cars

- Class 5. — "Marque Y" Sports Cars up to 1,300 c.c.
- Class 6. — "Marque Y" Sports Cars 1,301 to 3,000 c.c.
- Class 7. — "Marque Y" Sports Cars 3,001 c.c. & over.

Special Grand Touring Cars

- Class 8. — Special G.T. Cars up to 3,000 c.c.
- Class 9. — Special G.T. Cars 3,001 c.c. and over.

Sports/Racing Cars

- Class 10. — Clubman's Sports Cars up to 1,000 c.c.
- Class 11. — Clubman's Sports Cars 1,001 to 1,500 c.c.
- Class 12. — Sports/Racing Cars up to 1,600 c.c.
- Class 13. — Sports/Racing Cars 1,601 c.c. and over.

Racing Cars

- Class 14. — Racing Cars up to 1,150 c.c.
- Class 15. — Racing Cars 1,151 to 1,600 c.c.
- Class 16. — Racing Cars 1,601 c.c. and over.
- Class 17a. — Vintage Racing Cars (Pre 1930).
- Class 17b. — Historic Racing Cars (1930/1940).
- Class 17c. — Historic Racing Cars (1941/1960).

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 November 1966. Where new models or modified versions of existing models are announced during the 1967 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—3 and 5—7 inclusive.

In classes 1—3 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 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.

Coachwork may not be lightened and must include all bumpers, overriders, fittings and trim supplied as standard. Additional accessory equipment will be permitted but in cases where this has to be substituted for the original equipment i.e. dash panels, steering wheels, fly-off hand brakes, etc. the construction must be at least as massive as the component removed.

Air intakes, carburettor blisters and wheel arch extensions may be fitted.

Spare wheels, fan belts and tools 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.

Formula Libre Touring Cars may have any form of mechanical modification, body lightening or engine substitution. Cars which would normally be eligible for classes 1—3 but which have engines increased in size by overboring above 60 thou., stroking or which are high pressure supercharged or which have lightened, stripped or non-standard coachwork will run in class 4.

Cars which are accepted as "Marque Y" Sports Cars are: Alfa Romeo — Giulietta Spider, Giulia Spider, Giulia SS, 2600 Spider. Austin Healey — Sprite, 100 (all models except S), 100 Six, 3,000 (except lightweights and Ex Works). Aston Martin — DB2, DB2/4, DB2/4 Mk. 3, DB4GT, DB5, DB5GT, DB6, DB6GT. Chevrolet — Corvette (All Models), Sting Ray (excluding Grand Sport). Daimler — SP250. Fiat — 1500S, 2300S, 124 Spider Sports. Gilbern — G.T. Glas — 2600 V8. Gordon Keeble — All Models. Honda — 600S, S.800. Isuzu — Bellet G.T. Jaguar — XK120, XK140, XK150, "E" Type (all excluding Competition Lightweight models). Jensen — All Models). Mercedes Benz — 230 SL. M.G. — Midget "T" Series, M.G.A. (Including Twin Cam), M.G.B., M.G.B. G.T. Morgan — Plus Four, Plus Four Super Sports, Plus Four/SLR, Plus Four Plus, 4/4. Porsche — 1500, 1500 Super, 1600, 1600 Super, 1600 Carrera, 911, 912. Reliant — Scimitar GT (All Models). Sunbeam — Alpine (All Models), Tiger 4,260 c.c. (excluding Le Mans models). Triumph — Spitfire, GT6, TR2, TR3, TR4/SLR, TR4A. T.V.R. — Grantura 1600 c.c., 1800 c.c. Volvo — P.1800S.

Eligibility for classes 5, 6 and 7 will be as for classes 1—3 inclusive. Standard windscreens will be used in the erect position.

Any vehicle nominally eligible for the "Marque Y" Sports Car Classes but not complying with these regulations because of increase of capacity, lightened or non-standard equipment, etc. will run in the appropriate Special Grand Touring Class.

In classes 8—16 inclusive the capacity shall be considered to be the actual capacity of the engine inclusive of any re-boring, stroking, etc.

In classes 14, 15 and 16 twin driving wheels may be used and there are no restrictions on the type of fuel.

All Racing Cars must have three or more cylinders unless they are entered in Classes 17a, b or c or are driven by Registered Entrants in the 1967 R.A.C. British Hill Climb Championship.

A leaflet giving fuller details of these classes and definitions is available from the Secretary of the Meeting.

Go karts are not eligible to compete at this event.

6. AWARDS

The following five awards will be presented at the end of the season based upon times established at meetings on 2nd April, 30th April, 25th June, 23rd July and 10th September.

For the fastest time of the season —
"The Yorkshire Post Trophy" and Replica.

For the fastest time of the season by a member of the B.A.R.C. resident in Yorkshire —
"The Jack Farrar Trophy" and Replica.

For the fastest time of the season by a "Marque Y" Sports Car running in Classes 5 to 7 inclusive —
"The Appleyard Group Trophy" and Replica.

For the fastest time of the season by a Touring Car running in Classes 1 to 3 inclusive —
"The Wallace Arnold Trophy" and Replica.

For the greatest improvement on class records which are standing before the 2nd April meeting in the Touring Car Classes 1 to 4 inclusive — The "Total Trophy" and Replica.

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 best performance on Handicap in classes 17a, 17b & 17c — £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 £5.
(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.

In the event of any new class records being set up during the meeting a special "Harewood Class Record" plaque will be awarded to those competitors holding the new records at the conclusion of the meeting.

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.

Trophies will be presented at the end of the meeting.

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 150. The entry list opens on Wednesday, 16th August and entries received before this date will not normally be acknowledged until entries open. The list will close on Wednesday, 30th August, 1967. Notices of acceptance will be sent out by Saturday, 2nd September, 1967.

The entry fee will be £3 per car and entries should be sent to the Secretary of the Meeting, Miss K. A. Reynier, B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2. Tel. Leeds (OLE 2) 38972.

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 cars substituted under S.S.R. P.22 after Wednesday, 30th August must be eligible for the same class as the original entry.

8. OFFICIALS

R.A.C. Steward: G. B. Flewitt.

Club Stewards: J. H. Farrar, H. M. Sinclair.

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, Yorks.
Tel. Brighouse (OHU47) 2026.

Chief Observer: A. J. Hodgetts.

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

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

Continued overleaf

9. RESULTS (S.S.R. P.44)

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 final.

10. SCRUTINEERING AND PRACTICE (S.S.R. R.1) (S.S.R.'s R.20 Modified)

Scrutineering will be from 11-00 a.m. to 3-30 p.m. on Saturday, 9th September and practice will be from 12 noon until approx. 5-30 p.m. There will be no general practice on Sunday, 10th 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 10-15 a.m. and 12 noon. Scrutineering on Sunday, 10th 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. 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, 9th September, and who report before 1 p.m. All competitors reporting after this time, or who are allowed to practice on Sunday, 10th September, will only be allowed two practice runs. Additional practice runs may be allowed on Saturday, 9th September if time permits. All competitors must travel slowly the length of the course before practice.

11. PROCEDURE (S.S.R. R.16, 17, 18)

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 their 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 Banners on either side of the course.

For the purposes of S.S.R. R.31(a) the outer edge of the course at the finish line will be marked with a yellow line at the top of the concrete banking. A judge of fact will observe this line.

Two timed class runs will be allowed the fastest to count for the class 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—16 inclusive in numerical order followed by Second Run classes 1—16 inclusive in numerical order. Finally the Championship Runs (see para. 12 below).

Competitors will be called forward from the Paddock in batches of approximately 20 at a time into Assembly Area. When the course is clear the plate 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.

12. R.A.C. HILL CLIMB CHAMPIONSHIP (S.S.R. C.28 Modified)

Entrants for the R.A.C. Hill Climb Championship must indicate this on the entry form. At the conclusion of the normal class runs, the ten Championship Entrants who have recorded the ten fastest times, irrespective of class, will be grouped together to make a further two runs each which will count as the final round of the R.A.C. Hill Climb Championship. Running order in these Championship runs will be determined by times on the class runs with the slowest competitor running first and the fastest last on each of the two runs. In the event of one of the ten fastest entrants being unable to run in the Championship Runs, his place will be taken by the next fastest entrant so that ten competitors actually start the Championship Runs.

Times recorded in the Championship runs will count towards the f.t.d. awards and trophies and the fastest in category awards but will NOT count towards Class awards. Only times recorded during the Championship runs will count for the Championship.

Where an entrant for the R.A.C. Hill Climb Championship has entered more than one car for the event, he must nominate to the organisers the car in which he intends to claim Championship points before the commencement of the meeting.

THE "HILL CLIMB BARC — B.Q"

To provide a social rendezvous for competitors and officials there will be an informal dance in the main refreshment marquee in the paddock from 9-00 p.m. until 1-00 a.m. on Saturday evening 9th September. Tickets will be on sale at 5/- each at the control bus during practice on Saturday afternoon.

A full catering service with hot and cold liquid and solid refreshments will be in operation during the dance.