

Entry Sent 3.9.68

BRITISH AUTOMOBILE
RACING CLUB LTD.
(YORKSHIRE CENTRE)

jointly with

THE
NORTH HUMBERSIDE
MOTOR CLUB.

THE SCARBOROUGH NATIONAL HILL CLIMB

INCORPORATING THE FINAL ROUND OF THE
B.A.R.C. HILL CLIMB CHAMPIONSHIP

Sunday, 6th October, 1968
Olivers Mount, Scarborough

By kind permission of Scarborough Corporation



DAVID HARRISON (Crosslé Buick)

Photograph by Jeff Binns

ADDITIONAL SUPPLEMENTARY REGULATIONS

To be read in conjunction with the R.A.C. Standing Supplementary Regulations (1968 Edition).

1. ANNOUNCEMENT

The British Automobile Racing Club Ltd. (Yorkshire) jointly with the North Humberside Motor Club will promote the eighth "Scarborough National" Hill Climb on Sunday, 6th October, 1968.

2. STATUS

A National British Competition governed by the Standing Supplementary Regulations of the Royal Automobile Club (1968 Edition) and the Additional Supplementary Regulations herewith. Held under R.A.C. Permit No. RS/4729.

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

The Scarborough 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 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 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 "Formule 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 2,200 c.c.
- Class 7. — "Marque Y" Sports Cars 2,201 c.c. and over.

Special Grand Touring Cars

- Class 8. — Special G.T. Cars up to 1,300 c.c.
- Class 9. — Special G.T. Cars 1,301 c.c. and over.

Sports/Racing Cars

- Class 10. — Sports/Racing Cars up to 1,300 c.c.
- Class 11. — Sports/Racing Cars 1,301 to 1,600 c.c.
- Class 12. — Sports/Racing Cars Front Engine, Rear Wheel Drive 1,601 c.c. & Over.
- Class 13. — Sports/Racing Cars Rear Engine or Four Wheel Drive 1,601 c.c. & 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.
- 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, 1967. Where new models or modified versions of existing models are announced during the 1968 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.

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, and the method of valve operation shall not be changed.

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 and Escort Twin Cam, Alfa Romeo GTA.

"Formule 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 fitted with non-standard engines or which have lightened, stripped or non-standard coachwork, or equipment removed, will run in class 4.

Cars which are accepted as "Marque Y" Sports Cars are :-

A.C. — Ace, Ace Bristol, Aceca, Aceca Bristol, Ace Zephyr. Alfa Romeo — Giulietta Spider, Giulia Spider, Giulia SS, 2600 Spider. Austin Healey — Sprite, 100 (all models except S), 100 Six, 3,000 (except lightweights & 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 Sport. Gilbern — G.T. Glas — 2600 V8. Gordon Keeble — (All Models). Honda — 600S, S800. Isuzu — Bellett G.T. Jagu XK120, XK140, XK150, "E" Type (all excluding Competition Lightweight models). Jensen — (All Models). Marcos — Ford G.T. 1,500 and 1,600 (Push Rod). Mercedes Benz — 230 SL. M.G. — Midget "T" Series, M.G. A. (Including Twin Cam), M.G. B., M.G. B., G.T., M.G. C., M.G. C. 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, 911L, 911T, 912. Reliant — Scimitar G.T. (All Models). Sunbeam — Alpine (All Models), Tiger 4,260 c.c. (excluding Le Mans Models). Triumph — Spitfire, GT6, TR2, TR3, TR4/SLR, TR4A, TR5.PI. 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 regu-

lations 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 there are no restrictions on the type of fuel.

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.

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 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 £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 £5-0-0.

In the event of any new class records being set up during the meeting a special "Scarborough 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 a car. Competitors winning the four premier awards 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 awards appropriate to their actual placings in the class.

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, 4th September and entries received before this date will not normally be acknowledged until entries open. The list will close on Wednesday, 25th September, 1968. Notices

of acceptance will be sent out by Saturday, 28th September, 1968.

The entry fee will be £3-10-0 per car and entries should be sent to the Secretary of the Meeting, Miss K. A. Reyner, B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 2. Tel. Leeds 0532—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, 25th September must be eligible for the same class as the original entry.

Entry fees will not be returned to entrants who non-start or notify withdrawal after Monday 30th September, 1968.

8. OFFICIALS

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

Club Stewards: T. C. Wise, J. A. Stroud.

Clerk of the Course: M. S. Wilson.

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

Chief Marshal: J. E. Ison.

Chief Observer: A. J. Hodgetts.

R.A.C. Scrutineers: S. H. Hanson, M.B.E., B. L. T.

Bielby, E. S. Smith, P. W. Watson, T. M. Wood.

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

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 4 p.m. on Saturday, 5th October and practice will be from 12 noon until approx. 5-30 p.m. There will be no general practice on Sunday, 6th 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, 6th 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

Continued overleaf

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, 5th October, and who report before 1 p.m. All competitors reporting after this time, or who are allowed to practice on Sunday, 6th October, will only be allowed two practice runs. Additional practice runs may be allowed on Saturday, 5th October 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.

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—4, 10—16 and 5—9 in numerical order. Finally the "Top Ten" Runs (see para. 12 below).

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. "TOP TEN" RUN OFF (S.S.R. R.28 Modified).

At the conclusion of the normal class runs, the ten drivers who have recorded the ten fastest times, irrespective of class, will be grouped together to make a further two runs each. Running order in these "Top Ten" runs will be determined by times on the class runs with the slowest competitor running first and fastest last on each of the two runs.

In the event of one of the ten fastest entrants being unable to run in the "Top Ten" Run-off, his place will be taken by the next fastest entrants so that ten competitors actually start the "Top Ten" Runs.

Times recorded in the "Top Ten" runs will count towards the four f.t.d. awards, the four fastest in category awards and course and class records. They will NOT alter the placings for class awards.

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

Competitors who have entered for the 1968 B.A.R.C. Hill Climb Championship must sign the declaration on the entry form if they wish points to be recorded. There will be no special runs for the B.A.R.C. Championship but performances in the "Top Ten" run-off will count for points as well as the normal Class Runs.

SOCIAL HEADQUARTERS

Scarborough is very busy with Conferences during the Hill Climb weekend, but we have reserved almost all the accommodation at the Balmoral Hotel, Westborough for Saturday evening 5th October. Reservations should be made direct to the Balmoral as soon as possible mentioning the B.A.R.C. Hill Climb. After September 25th the Balmoral management will let any remaining rooms to the first enquirers.

No formal arrangements have been made for Saturday evening, but the ballroom of the Balmoral has been made available and "canned" music will be on tap.