

Early Start 3.8.69

BRITISH AUTOMOBILE
RACING CLUB LTD.
(YORKSHIRE CENTRE)

THE SCARBOROUGH NATIONAL HILL CLIMB

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

Sunday, 28th September, 1969
Olivers Mount, Scarborough

By kind permission of Scarborough Corporation

jointly with

THE
NORTH HUMBERSIDE
MOTOR CLUB.



JEFF GOODLIFF — 1968 Castrol/B.A.R.C. Hill Climb Champion.

Photograph by Jeff Binns

ADDITIONAL SUPPLEMENTARY REGULATIONS

To be read in conjunction with the R.A.C. Standing Supplementary Regulations (1969 Edition).

1. ANNOUNCEMENT

The British Automobile Racing Club Ltd. (Yorkshire) jointly with the North Humberside Motor Club will promote the ninth "Scarborough National" Hill Climb on Sunday, 28th September, 1969.

2. STATUS

A National British Competition governed by the

Standing Supplementary Regulations of the Royal Automobile Club (1969 Edition) and the Additional Supplementary Regulations herewith held under R.A.C. Permit No. RS/5618.

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 "Speed" Competition Licence issued by the R.A.C. Motor Sport Division, 31 Belgrave Square, London S.W.1.

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 Sunday, 28th September 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)

All vehicles must comply with R.A.C. Vehicle Regulations. They 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. — Special Saloon Cars up to 1,000 c.c.
- Class 5. — Special Saloon Cars 1,001 c.c. and over.

"Marque" Sports Cars

- Class 6. — "Marque" Sports Cars up to 1,300 c.c.
- Class 7. — "Marque" Sports Cars 1,301 to 2,200 c.c.
- Class 8. — "Marque" Sports Cars 2,201 c.c. and over.

Grand Touring Cars

- Class 9. — Grand Touring Cars up to 1,300 c.c.
- Class 10. — Grand Touring Cars 1,301 c.c. and over.

Sports/Racing Cars

- Class 11. — Clubmans' Sports Cars up to 1,600 c.c.
- Class 12. — Sports/Racing Cars up to 1,600 c.c.
- Class 13. — Sports/Racing Cars Front Engine, Rear Wheel Drive, 1,601 c.c. and over.
- Class 14. — Sports/Racing Cars Rear Engine or Four Wheel Drive 1,601 c.c. and over.

Racing Cars

- Class 15. — Racing Cars up to 1,100 c.c.
- Class 16. — Racing Cars 1,101 to 1,600 c.c.
- Class 17. — Racing Cars 1,601 c.c. and over.
- Class 18. — Racing Cars Four Wheel Drive (any capacity).

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, 1968. Where new models or modified versions of existing models are announced during the 1969 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

original cylinder block shall be retained, 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, fittings and trim supplied as standard with the exception that overriders may be removed, number plates and the number plate backing plates need not be carried and, as a safety measure, combustible sound insulation material may be removed from the interior of engine compartments. 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 retained.

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 970 c.c., 1,071 c.c. and 1,275 c.c., Ford, Lotus Cortina, Escort Twin-Cam, Capri Twin-Cam and Three Litre, Alfa Romeo GTA, Hillman Imp 998 c.c. and derivatives.

Special Saloon Cars may have any form of mechanical modification, body lightening or engine substitution and passengers seats may be removed. Cars which would normally be eligible for classes 1—3 but which have engines increased in size by overboring above, 60 thou., or stroking or which are fitted with non-standard engines or which have lightened, stripped or non-standard coachwork, or equipment removed, will run in classes 4 or 5.

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

A.C. — Ace, Ace Bristol, Aceca, Aceca Bristol, Ace Zephyr, 429. Alfa Romeo — Giulietta Spider, Giulia Spider, 1300 Giulia Spider, Giulia SS, 2600 Spider, 1750 Spider Veloce. 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, (Works). DB4GT, DB5, DB5GT, DB6, DB6GT. Chevrolet — Corvette (All models), Sting Ray (excluding Grand Sport). Daimler — SP.250. F — 1500S, 2300S, 124 Spider Sport. Gilbern — .1. Glass — 2600V8. Gordon Keeble — (All models). Honda — 600S, S.800. Isuzu — Bellett G.T. Jaguar — XK120, XK140, XK150, "E" Type (all excluding Competition Lightweight models). Jensen — (All models). Lotus — Elan Plus Two. Marcos — Ford G.T. 1,500 and 1,600 (Push Rod) 3 litre. Mercedes Benz — 230 SL, 250 SL, 280 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, Plus 8. Porsche — 1500, 1500 Super, 1600, 1600 Super, 1600 Carrera, 911L, 911E, 911S, 911T, 912. Reliant — Scimitar G.T. (All models), G.T. E. Sunbeam — Alpine (All models), Tiger 4,260 c.c. (excluding Le Mans models). Triumph — Spitfire, GT6, TR2, TR3, TR4/SLR, TR4A, TR5.P.I., TR6.P.I. T.V.R. — Grantura 1600 c.c. 1800 c.c. Volvo — P.1800S.

Eligibility for classes 6, 7 and 8 will be as for classes 1—3 inclusive. Standard windscreens will be used in the erect position.

Any vehicle nominally eligible for the "Marque" 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 Grand Touring Class.

In classes 9—18 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, 17 and 18, 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.

6. AWARDS

The awards presented for this meeting will be :-

For the fastest time of the day —

The "Castrol" Trophy and £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 £3
(Subject to 7 entries in class)

For the third fastest time in each class £1-10-0
(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 four or less entries the First Class Award will be reduced to £3.

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 one car. Competitors winning the four premier awards will receive these in place of their class awards 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 135. The entry list will be open on Wednesday, 6th August and entries received before this date will not normally be acknowledged until entries open. The list will close on Wednesday, 17th September, 1969. Notices of acceptance will be sent out by Saturday, 20th September, 1969.

The entry fee will be £4-0-0 per car and entries should be sent to the Secretary of the Meeting, Miss L. A. Thornton, B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds LS2 7JB. 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, 17th 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, 22nd September, 1969.

8. OFFICIALS

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

Club Steward : E. D. Clark, H. C. Mason, T. C. Wise.

Clerk of the Course : M. S. Wilson.

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

Chief Marshal : J. R. Hardcastle.

Chief Observer : A. J. Hodgetts.

R.A.C. Scrutineers : S. H. Hanson, 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 Control Bus 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, 27th September and practice will be from 12 noon until approx. 5-30 p.m. There will be no general practice on Sunday, 28th 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, 28th 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 the 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 a 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, 27th September, and who report before 1 p.m. All competitors reporting after this time, or who are allowed to practice on Sunday, 28th September, will only be allowed two practice runs. Additional practice runs may be allowed on Saturday, 27th 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 I.I.A. distance from the start.

If at the commencement of the 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 runs classes 1 to 18 in numerical order followed by Second runs in classes 1 to 5, 11 to 18 and 6 to 10 in numerical order. Finally the "Top Ten" runs (see para 12 and 13 below).

Competitors will be called forward from the Paddock in batches through the farmyard. They will then

hairpin right up to the start. At the conclusion of each run they will return back around the course to the Paddock. 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 the fastest last on each of the two runs.

In the event of one of the ten fastest entrants being unable to start in the "Top Ten" run-off, his place will be taken by the next fastest entrant 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 and course and class records. They will NOT alter the placings for class awards.

13. CASTROL/B.A.R.C. HILL CLIMB CHAMPION

(S.S.R's R.28 Modified)

This meeting will form the Final round of the 1969 "Castrol/B.A.R.C. Hill Climb Championship" and Drivers who have entered that Championship will score marks based upon their times in the two class runs.

At the conclusion of the Class runs and before the "Top Ten" Run-off the ten competitors who have scored the most Championship Points during the Class Runs will make two extra "Championship Runs" as laid down in the Regulations for the Championship.

Any of these ten competitors who have qualified for the "Top Ten" run-off as well as the "Castrol/B.A.R.C." Championship runs will make only the "Top Ten" runs and their times in these will count for both "Top Ten" placings and Championship points.

Times recorded in the Championship runs will count towards the four f.t.d. awards and course and class records. They will NOT alter the placings for class awards.

Scarborough is very busy with Conferences during the Hill Climb Week-End, but we have reserved almost all the accommodation at the Balmoral Hotel, Westborough for Saturday evening, 27th September. Reservations should be made direct to the Balmoral as soon as possible mention the B.A.R.C. Hill Climb.

HILL CLIMB DANCE

To provide a social rendezvous for competitors and officials there will be an informal dance at the Balmoral Hotel, Westborough, Scarborough, from 9-00 p.m. until 1-00 a.m., on Saturday evening 27th September.

Tickets will be on sale at 5/- each at the Control Bus during practice on Saturday afternoon or can be obtained in advance by post from the Secretary of the meeting.

Dancing to the Simon Peters disotheque.