

# OLIVERS MOUNT

*I N T E R N A T I O N A L*  
R A C E C I R C U I T



# OLIVERS MOUNT

## INTERNATIONAL

### RACE CIRCUIT

Nestling beneath the green and peaceful wooded slopes of Oliver's Mount, lies one of the most beautiful and most challenging circuits in Europe, and it is claimed, England's only natural road racing circuit. It is primarily a motorcycle track, though Formula Three races were held there in the 50s, hillclimbs are still popular today, and the RAC rally has used the circuit on a number of occasions.

Some years before the Second World War (1939-45), Jack Claxton (Hon Secretary of the Scarborough and District Motor Club) had put forward the proposal to the Scarborough Corporation for a ten-mile racing circuit wide enough for cars as well as motor cycles, based on the famous German Nurburgring. If this scheme had come off it would have resulted in the finest road racing track in the country, but was rejected when it was found that it would cost about £100,000 to carry the plan through.



*500cc Race : Allan Jefferies leads Denis Parkinson & Roy Evans at Mere Hairpin*

But after the war Scarborough Corporation planned a 'Welcome Home' week providing a full programme of various entertaining events to extend the hand of welcome and thanks to returning servicemen. In less than six weeks the entire 2 ½ mile Oliver's Mount circuit was created, roads were surfaced, footbridges built and about five miles of telephone and loud speaker wiring was laid.

# OLIVERS MOUNT

*I N T E R N A T I O N A L*  
R A C E C I R C U I T





***England's Only Natural  
Road Racing Circuit***



# OLIVERS MOUNT

## INTERNATIONAL

### RACE CIRCUIT

At the very first meeting in September 1946, it was reported that the circuit called for some thirty-four gear changes, with its twists and turns presenting hazard after hazard, the 1-in-9 ascent of Quarry Hill, a 'flat-out' 100 mph straight, not to mention the 'Hump' whereon both rider and machine leave the ground. All of these features of the 2 mile 780 yard course, instantly earned it the name of the miniature mountain course.

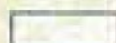


*Roy Evans (Norton) leads Peter Goodman (Velocette) into the Esses*

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**YORKSHIRE CENTRE A.C.U.**

President: T. E. FLINTOFF, Bradford & D.M.C.



**OPEN RACE  
MEETING  
FOR MOTOR CYCLES**

AT

**Olivers Mount, Scarborough.**

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**Tuesday, September 17th, 1946**

AND

**Thursday, September 19th, 1946**

Commencing each day at 10-30 a.m.

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Held under the International Competition Rules of the  
F.I.C.M. & the General Competition Rules of the A.C.U.

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Open Permit No.: A.C.U. 63  
Temporary Track Cert. No.: 361

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Run in conjunction with the SCARBOROUGH & D.M.C.



**OFFICIAL PROGRAMME Price, ONE SHILLING**

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# OLIVERS MOUNT







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## INTERNATIONAL

### RACE CIRCUIT

Over the years the circuit has undergone a constant series of improvements.

- After only one year the Start/Finish point was moved to it's current location on the bottom straight
- In 1954 the Esses were reshaped
- A new control tower was built in 1956
- In 1991 the Farm Bends chicane was introduced to reduce speeds on the fast down hill approach towards the start/finish
- Mount Hairpin was renamed to Drury's Hairpin in 2001, in memory of Peter Drury
- In 2003, the climb from Mere Hairpin to the footbridge before the Quarry was named as 'Sheene's Rise'
- In 2004, the largest jump on the Bottom Straight was renamed 'Jefferies Jump' in honour of David Jefferies



*In July 1956 the double decker buses were replaced with a new control tower*

# OLIVERS MOUNT

## *I N T E R N A T I O N A L*

### R A C E C I R C U I T

Oliver's Mount has always been, first and foremost, a motorcycle track, as the circuit is too narrow for cars to overtake. In fact the only genuine car races to take place at the circuit happened back in the 1950s, when 500cc Formula three cars were raced.







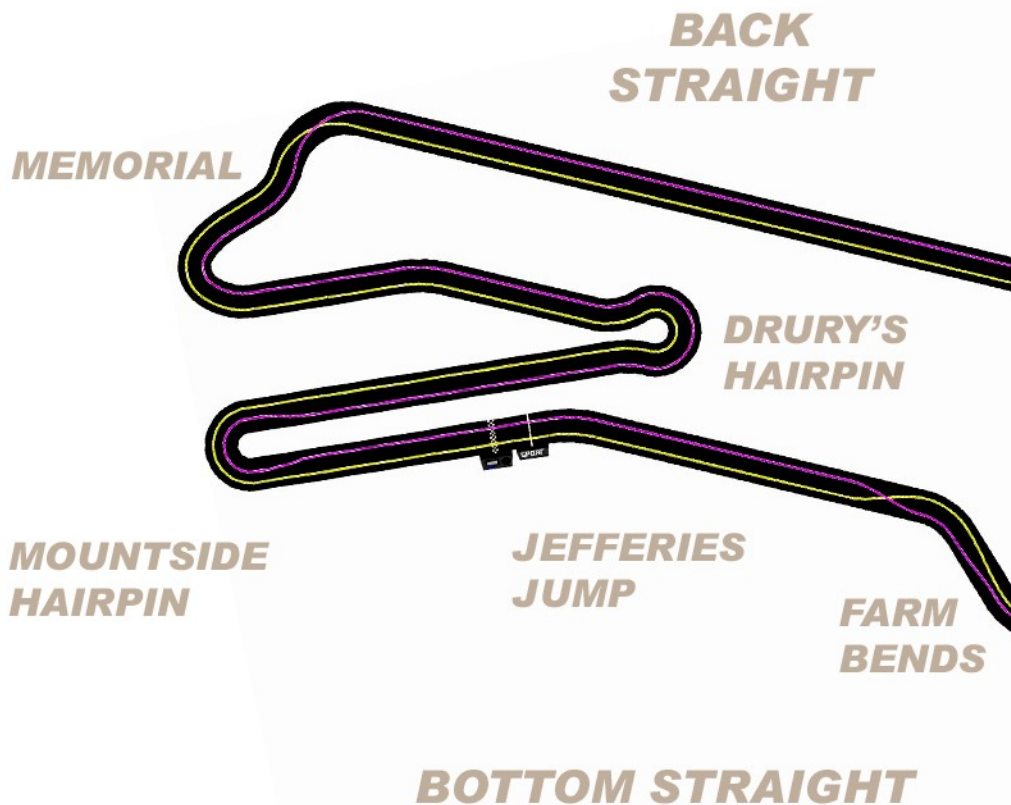
The circuit has however been a popular hillclimb venue for many years, and was also used for stages of the R.A.C. Rally in 1975, 1978, 1982 and 1985.

It was a golden age for the R.A.C. Rally when the event traveled thousands of miles across the length and breadth of the country, with tens of thousands of spectators following the event.

# OLIVERS MOUNT

## INTERNATIONAL

### RACE CIRCUIT



**TOYOTA**



**THE ESSES**

**QUARRY HILL**

**SHEENES  
RISE**

**START  
FINISH**

**MERE HAIRPIN**





# RAC *Rally*

The first R.A.C. Rally was held in March 1932, though the event was originally more a test of navigation than a test of speed, in fact, in that first ever event, the deciding test involved driving 100 yards as slowly as possible!

By the 1960s the R.A.C. Rally had become a much sterner test for both cars and drivers, and the route began to include the fast and furious forestry stages, which are now integral to the event.







**1966 INTERNATIONAL RALLY OF GREAT BRITAIN**  
PHOTO: FOSTER & SKEFFINGTON



# RAC *Rally*

In 1973 the R.A.C. Rally was included in the newly formed World Rally Championship, and since then the Championship has always included a British round.

In fact the 1960s, 70s and 80s were a golden age for the R.A.C. Rally with world famous drivers taking part in a marathon event which often travelled thousands of miles, quite often in atrocious weather.





The R.A.C. Rally visited Oliver's Mount in 1975, 78, 82 and 85, and was also used in 2008, for two special stages of new Roger Albert Clark historic rally, which features many of the same types of cars that would have raced there in the 70s.







# RAC Rally

Iconic Rally Cars of the 70's



Ford Escort Mk1



Ford Escort Mk2



Lancia Fulvia



Lancia Stratos





Fiat 124 Abarth



Saab 96



Fiat 131 Abarth



Alpine A-110



Triumph TR7



# A-110



©Dirk de Jager - Supercars.net

Presented at the Paris Auto Show in 1963, the Alpine A-110 was a lightweight sports car made mostly from Renault parts, but with a body and chassis construction heavily influenced by Colin Chapman's work for Lotus.



RENAULT

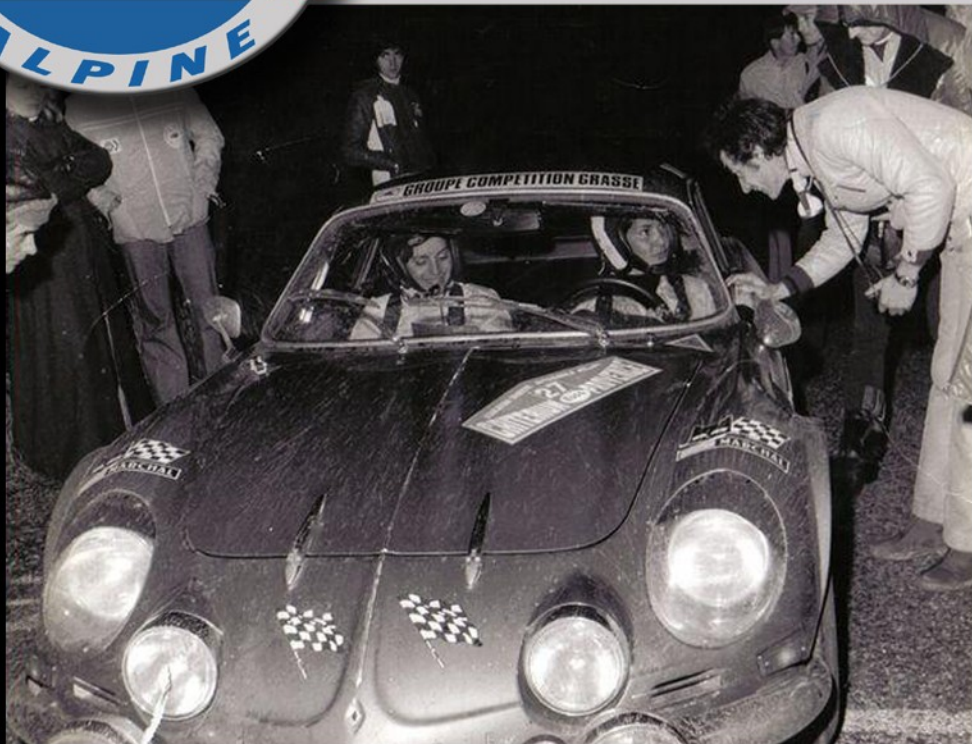


This striking and beautiful car from Dieppe, in France, won many rallies in the late 60s and even more in the early 70s. In 1973, with the backing of Renault, The A-110 won the first ever World Rally Championship, though by this time the car had reached the limits of it's development and was about to be superceded by the Lancia Stratos





# A-110







RENAULT





A-110







RENAULT





A-110







RENAULT





Unlike some of the other cars here the Ford Escort was not primarily a sports car, it was a small family saloon, the sort of car that your mum might have driven to the shops.

But with the usual modifications allowed for rallying it soon became a very successful competitor. So successful in fact, that Ford Escorts won every R.A.C. Rally from 1972 to 1979 and also won the World Championship in 1979.

Even the awesome Lancia Stratos never managed to beat the Escorts on the R.A.C. Rally, and that was part of it's enduring appeal. There was always something heart-warming about seeing an Italian supercar beaten by a fairly ordinary looking British car that your mum or dad might drive

# ESCORT







# ESCORT





# ESCORT









# ESCORT





There were two versions of the Escort produced in the 1970s and both were very successful

The Escort Mark 1 was produced from 1968 to 1975, and the Mark 2 version (shown here) was produced from 1975 to 1980.

Though the Mk2 is quite different in shape, being much squarer, it used the same mechanicals as the Mk 1, and so inherited the characteristics that made the Mk1 so successful.

# ESCORT









# ESCORT





# ESCORT







# STRATOS





The original inspiration for the Lancia Stratos was a car produced by coachbuilders Bertone for the the 1970 Turin Motor Show. The futuristic, and radical styling was the result of extensive wind tunnel testing to achieve the minimum possible wind resistance, and produced a vehicle which looked more like something from a Sci-Fi movie than a realistic supercar.





The Stratos was the first car specifically designed for rallying, and with its growling Ferrari engine and supercar looks it quickly became a favourite with all fans of rallying. It was successful too, winning the World Rally Championship three times in a row in 1974, 1975 and 1976. One of the most evocative and spectacular rally cars ever built.



# STRATOS







# STRATOS







# **RAC** ***Rally*** **1975**

Despite a serious oil leak, which threatened his chances during the final stages, Timo Makinen, the 37-year-old Finn, won the Royal Automobile Club Rally of Great Britain yesterday for the third successive year.

He arrived at the finishing line on York racecourse in his Ford Escort 73 seconds ahead of Roger Clark, of Britain, who had been gaining on him steadily on the way down from Scotland. The Londoner, Tony Fowkes, came third to complete a one-two-three for the Escort.

Makinen described the final stages as "very rough and tough". His oil leak developed during the forest section in Northumberland and his engine had to be topped up at the end of each stage to keep him in the race. His third victory running equals the feat of Swedish driver, Erik Carlsson, from 1960 to 1962.





Clark had also been in trouble with a broken rear axle, which was leaking oil, and he said afterwards: "We feel extremely lucky to have finished". Clark's placing gained him the RAC Rally Championship, the Great Britain Rally being the final round of the 10-event contest. He gained 69 points, seven more than Billy Coleman, the champion, who was sixth.

The most courageous display of the rally came from the Swede, Bjorn Waldegaard. His Lancia Stratos broke a drive shaft on Sunday while he was in the lead and he dropped down to 106th place. But he pulled his battered car back to seventh position at the finish, only to be disqualified for being 65 minutes late at a timed section near Mansfield on Sunday.



# RAC *Rally* 1975

More than 10,000 spectators, the largest crowd to assemble at the finish of an international rally, were at York to watch the cars come in. They saw six British cars including five Escorts and five British drivers in the top 10 positions. Of the 236 starters, only 104 cars completed the 1,800-mile route.

The British domination of the event could have been even greater but for the retirement in the early morning of Russel Brookes, another Escort driver, who was in third place. Chris Sclater, who had been lying fifth in his Toyota with only five stages to go, spun off the road and was delayed for an hour. He continued in the rally, but could only finish 23rd.

Next year, the RAC rally head- quarters will be moved to Bath to promote interest in the west country. York has hosted the rally for the last four years.







# **RAC** ***Rally*** **1975**

<b>Pos</b>	<b>No</b>	<b>Name</b>	<b>Car</b>
1st	1	Makinen	Ford Escort RS1800
2nd	6	Clark	Ford Escort RS1800
3rd	40	Fowkes	Ford Escort RS1600
4th	23	Pond	Opel Kadett GT/E
5th	24	Aaby	Ford Escort RS1600
6th	18	Coleman	Ford Escort RS1800
7th	43	Nilsson	Opel Ascona
8th	11	Verini	Fiat 124 Abarth Spider
9th	25	Sparrow	Vauxhall Magnum
10th	12	Lampinen	Lancia Beta





In November 2008, the RAC Rally came back to Oliver's Mount. Not the original RAC Rally, but the new Roger Albert Clark historic rally, featuring all those classic cars from the golden age of the 60s and 70s. Once again, Oliver's Mount was filled with the wonderful sounds of the Escorts, the Stratos, the Cortinas, the Porsche, the Saab and the Ascona.





Tim Sainsbury 2008





Tim Sainsbury 2008















# RAC *Rally*

