

11—FUEL. Only recognised pump fuels will be allowed and no additives may be used which increase the octane rating. **Samples of fuel used will taken before and after the event.** No refuelling will be permitted during any race. Supplies will be available in the Paddock.

12—METHOD OF START. In all events, in both heats and finals, drivers will push start their machines with dead engines from the starting line. Only **15** drivers will be started at once from the starting grid, their heat positions will be allotted by ballot at the start. Grid places in finals will be allocated according to places won in heats.

No driver will be allowed to start another lap, after the three leading drivers have crossed the finishing line. Thereafter every driver crossing the finishing line will be flagged off and the position of these drivers determined according to the number of laps each has completed, and for those who have completed an equal number of laps, according to the order in which they do so.

13—FOUL, UNFAIR OR DANGEROUS DRIVING—The Clerk of the Course shall exclude immediately any driver who, in his opinion, is guilty of any foul, unfair or dangerous driving, either in practice or in actual racing.

14—FLAG SIGNALS.

National Flag	.....	.....	Start.
Red	.....	.....	Stop, all drivers.
Black, with driver's number	.....	.....	That driver to stop.
Yellow	.....	.....	Danger, drive slowly
Green	.....	.....	Course clear.
Blue	.....	.....	Driver about to pass.
Chequered, Black and White	.....	.....	Finish.

15—OUTSIDE ASSISTANCE. Throughout the duration of any heat or Final, the motor-cycle shall not be moved by any other means than that of its own engine, the motive power of the driver, and any natural causes, such as gravity. The penalty for receiving outside assistance will be exclusion. The only exception to this regulation being assistance provided by the organisers on the grounds of safety.

16—ALL PRACTICE will be under the rigid control of the organisers. The time of practice will be from **9 a.m.** to **12 noon** on the day of the Races. All drivers must complete a minimum of **2 laps** to qualify. **Special Notice.** Under no consideration whatever will practice be allowed outside the appointed time. Any driver found practising on the course outside the appointed time will be excluded.

17—INSURANCE. All drivers will be insured by the Organisers against Personal and Third Party accidents.

18—FINAL INSTRUCTIONS. These will be issued to all drivers previous to the commencement of the practising period, and will have the same force as these regulations.

19—PROTESTS. Protests must be made in writing and addressed to the Stewards through the Clerk of the Course, within the period laid down in the Competition Rules, and shall be accompanied by a fee of **£1** which will be returned if the protest is upheld, or if the Stewards consider there were good and reasonable grounds for protest.

20—CANCELLATION. The organisers reserve the right to cancel any or all races for any reason which they may consider good and sufficient, subject to the approval of the Stewards. The fore-going will constitute grounds for the return of Entry Fees.



Aberaman and District
Motor Cycle & L.C. Club



Affiliated to the
East South Wales Centre of the A-C.U.

Supplementary Regulations

FOR A

National Motor Cycle Road Race Meeting

ABERDARE PARK ROAD RACES

(Held under the General Competition Rules of the A-C.U.
together with these supplementary Regulations)

A-C.U. Permit No. 112

T.T.C. No. 686

SATURDAY, AUGUST 23rd, 1958

AT THE

ABERDARE PARK, GLAM.

Practising: Saturday, August 23rd, from 9-12 noon

RACING TO START AT 1.30 P.M.

OFFICIALS:

Stewards of the Meeting—

H. P. Baughan, appointed by the A-C.U.

J. T. James, appointed by the East South Wales Centre.

E. Williams, appointed by the Aberaman & District Motor
Cycle & Light Car Club.

*Judges—*H. E. Jones, J. H. Farnell.

*Clerk of the Course—*D. J. Pryse.

*A-C.U. Timekeeper—*V. C. Anstice (International) in charge.

*Chief Paddock Marshall—*D. R. M. Pryse.

*Scrutineers—*D. R. M. Pryse in charge.

*Secretary of the Meeting—*Mrs. M. Pryse, Preswylfa, Campbell Terrace, Mountain Ash, Glam.
Telephone—Mountain Ash 2191.

Supplementary Regulations for Road Races.

1—ANNOUNCEMENT AND JURISDICTION. The Aberaman and District Motor Cycle and Light Car Club, hereinafter called the organisers will hold a National Road Race Meeting for Solo Motor Cycles only. It will be held under the General Competition Rules of the A-C.U. together with these Supplementary Regulations.

All drivers and entrants eligible to compete **must hold** a current National Competition Licence issued by the A-C.U., the Scottish A-C.U. or the M-C.U. of Ireland. The number of this licence **must** be quoted on the entry form, the explanation "**applied for**" will **NOT** suffice.

2—THE COURSE. The course is kidney-shaped, with right and left hand bends, and with slight up and down gradients. The lap measures **1338 yards**, and the width of the course is approximately **25 feet**. It is to be ridden in an anti-clockwise direction.

3—RACES AND AWARDS.

(a) Races. Event 1 251-350 c.c. Event 2 100-125 c.c.
Event 3 351-500 c.c. Event 4 Not over 250 c.c.
Event 5 Up to 1000 c.c.

(b) Awards.

Events	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th
1.....	18	14	10	6	4	3	2	1	1	1	1	1
2.....	10	7	5	3	2	1	1	1	1	1	1	1
3.....	18	14	10	8	4	3	2	1	1	1	1	1
4.....	12	10	8	6	4	2	1	1	1	1	1	1
5.....	35	20	10	8	6	4	3	2	1	1	1	1

(c) Number of Laps. All heats will be of 6 laps. Finals as follows:
Event 1—12 laps. Event 2—10 laps. Event 3—12 laps.
Event 4—10 laps. Event 5—15 laps.

(d) Finalists from each heat—2 heats—first 7 and fastest 8th.
3 heats—first 5.
4 heats—first 3 and 3 fastest 4ths.

4—ENTRIES. These are to be made forthwith on the enclosed form to the Secretary of the Meeting: Mrs. M. Pryse, "Preswylfa," Campbell Terrace, Mountain Ash, Glamorgan, to reach her not later than **July 28th**, late entries at double fees will be considered after that date up to **August 4th, 1958**.

FEES. The entry fee for each event will be **25s.** (which will include compulsory insurance). No entry will be accepted unless made on the appropriate form, and accompanied by the correct fee.

If, in the opinion of the organisers, sufficient entries are not received for any particular race or heat it will not be held. The foregoing will constitute grounds for the return of accepted entry fees.

5—ENTRIES will be acknowledged on the receipt of forms and acceptance notices will be sent out on the day following the closing date. The Organisers reserve the right to refuse any entry or entries without giving a reason.

6—CHANGE OF MACHINE OR NOMINATION OF SUBSTITUTE DRIVER.

An entry of a particular make of motor-cycle and of a nominated driver having been made and accepted, no change in the make of the motor-cycle or the nominated driver shall be permitted unless submitted to the Clerk of the Course through the Secretary, at least **one hour** before the commencement of the Race. All substitute drivers must also hold current National Competition licences and qualify in practice according to Regulation 16.

7—TIME OF START. All drivers must be in the Paddock before **10 a.m.** for practice on Race Day. **N.B. Each driver will be allowed ONE mechanic only.**

8—MACHINES. The same machine must be used throughout any one event, *e.g.* both in the heat and final. All machines shall be equipped with **two** efficient brakes, either giving complete control.

The whole of the exhaust gases shall be discharged rearwards by one or more pipes, which shall not be perforated. Such pipe or pipes must eventually be directed rearwards, parallel in plan to the direction of motion of the vehicle, and with not more than **20 degrees** inclination to the horizontal. They must not project rearwards beyond any body-work or stream-lining of the vehicle (*i.e.*, in most cases, the rear mud-guard). The gases must not be discharged so as to raise road dust, or to inconvenience a following driver in any way.

Any provision for the discharge of waste or surplus oil must be so made that oil does not get into the exhaust gas stream or in any way inconvenience a following driver.

All clutch and brake levers must be ball-ended, the diameter of the ball to be not less than $\frac{3}{4}$ -inch.

At any time while racing, the footrests or the feet of the driver must be positioned in front of the rear axle and in a position which gives easy access to the control pedals, and must **not** be positioned above a line drawn through the wheel centres.

Oil tank caps or chain case inspection caps if fitted must be secure to avoid oil being deposited on the course.

Mudguards—No restrictions.

Equipment which must be removed includes lamps, horns, registration plates, licence holders, lighting equipment (including wiring harness, dynamo, unless the machine is fitted with coil ignition), front, rear and prop stands, except where the front stand forms a stay for the mud-guard, it may then be retained but must be wired up securely. Central stands will be permitted provided that they too are securely wired up. All motor-cycles will be examined before the start of the race, to ensure that they are in a safe and sound condition and comply with the requirements of these regulations.

The cubic capacity of the motor-cycles shall be in accordance with Reg. No. 3 and no tolerance in the measurements of the engines shall be allowed. **Supercharged machines will not be eligible.**

9—HELMETS AND PROTECTIVE CLOTHING. All drivers shall wear in all races and official practising thereof an approved A-C.U. pattern properly-fitted crash helmet in a sound condition and conforming to British Standards Institution Specification No. 1869 (1952). All helmets must bear the A-C.U. approved stamp. The Stewards of the meeting or their Deputy and the machine examiner are empowered to take possession of any helmet considered to be of incorrect pattern, or to have become inefficient.

In all heats, finals and during practice, protective clothing of leather (or approved substitute) including gloves, jacket, breeches, knee-length boots without metal studs (or leather boots with a complete extension of leather or approved substitute covering to the knee, which covering shall be readily detachable), shall be worn by each driver. Goggles or spectacles if worn, shall be of some non splinterable material. Drivers are strongly recommended to use lace-up boots for ease of removal in case of accident. An approved substitute for leather, such as Vynide V.41 must be stamped by the A-C.U.

10—NUMBERS. Each machine will carry **three** numbers not less than **11 ins.** by **9 ins.** securely fixed, one to the front of the machine, and one to each side of the rear. Drivers must present their machines with the numbers fixed before they start practising.

Up to 125 c.c.	Black plate, with White numbers.
175—250 c.c.	Green plate, with White numbers.
251—350 c.c.	Blue plate, with White numbers.
351—1000 c.c.	Yellow plate, with Black numbers.