

Up to 125 c.c.    Black plate, with white numbers.  
 126—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.

**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 be taken before and after the event.** No re-fuelling 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 leading driver has 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.
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 foregoing will constitute the only grounds for the return of entry fees.



Aberaman and District  
 Motor Cycle and 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. 241

T.T.C. 686

SATURDAY, APR. 30th, 1960

AT THE

ABERDARE PARK, GLAM.

Practising: Saturday, April 30th, from 9-12 noon

RACING TO START AT 1.30 p.m.

### OFFICIALS:

*Stewards of the Meeting—*

G. R. ALLEN, 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 Marshal—*D. R. M. PRYSE.

*Scrutineers—*A. T. MORGAN, 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 Meeting: Mrs. M. Pryse, "Preswylfa," Campbell Terrace, Mountain Ash, Glamorgan, to reach her not later than April 4th, late entries at double fees will be considered after that date up to April 11th, 1960.

**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. Only the foregoing will constitute grounds for the return of accepted entry fees.

**5—ENTRIES**—Drivers will be notified of the acceptance or refusal of their entries within seven days of their application. 75% of the entries will be accepted when received and the rest held in abeyance until 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 Course through the Secretary, at least **one hour** before the commencement of the Race. All substitute drivers must 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 exhaust gases shall be discharged rearwards by one or more pipes which must not have any lateral openings. Such pipe or pipes shall eventually be directed rearwards parallel in plan to the direction of motion of the vehicle, and with not more than 10 degrees inclination to the horizontal. The outlet of the exhaust pipe or pipes must be horizontal and below a line drawn through the wheel centres. The gases must not be discharged so as to raise 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  $\frac{3}{8}$  inch.

At any time while racing and practising, 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 mudguard, 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.**

All machines must be examined prior to practice.

**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. 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, jackets, 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.