



East Midland Centre Auto-Cycle Union

**SUPPLEMENTARY REGULATIONS FOR
RESTRICTED TO CENTRE**

ROAD RACES

— TO BE HELD ON —

SUNDAY, 30th MARCH, 1958

— AT —

ALTON TOWERS

(7 miles from Ashbourne and 6 miles from Uttoxeter)

PRACTISING :
9-30 a.m. to 11-30 a.m.

FIRST RACE :
12-0 Noon.

E.M.C. Permit No. G.185. T.T.C. No. 845.

: : OFFICIALS : :

Stewards of the Meeting :

J. A. LEYLAND, T. E. STEVENSON and J. R. WALTON.
(appointed by E.M.C., A.C.U.)

Timekeeper in Charge : To be appointed.

Scrutineers : A. BIRCH, S. P. ILLSLEY and E. W. B. ROE.

Joint Clerks of the Course : A. TAYLOR and F. H. WALLIS.

Secretary of the Meeting :

E. G. COPE - 33 HENHURST HILL - BURTON-ON-TRENT - STAFFS.
(Tel. 2438)

1.—ANNOUNCEMENT AND JURISDICTION.

The East Midland Centre Auto-Cycle Union will hold a series of Road Races for Solo Motor-Cycles not exceeding 1000 c.c. at Alton Towers, Alton, Staffs., on Sunday, 30th March, 1958. The Meeting will be held under the General Competition Rules of the Auto-Cycle Union, together with these Supplementary Regulations and any Final Instructions which may be issued.

2.—ELIGIBILITY.

Restricted to drivers of over sixteen years of age who are members of East Midland Centre Clubs. (An entry form received which does not quote an E.M.C. Club will not be accepted).

3.—EVENTS AND AWARDS.

	Max. No. of Entrants.	1st.	2nd.	3rd.	4th.	5th.	6th.	Other Finishers.
EVENT 1.—251c.c. to 350c.c.:								
Heats (Five Laps) ...	44	30/-	20/-	10/-	-	-	-	-
Final (Eight Laps) ...		£8	£6	£4	£3	£2	£1	-
EVENT 2.—351c.c. to 500c.c.:								
Heats (Five Laps) ...	44	30/-	20/-	10/-	-	-	-	-
Final (Eight Laps) ...		£8	£6	£4	£3	£2	£1	-
EVENT 3.—201c.c. to 250c.c.:								
Heats (Five Laps) ...	22	30/-	20/-	10/-	-	-	-	-
Final (Eight Laps) ...		£6	£4	£3	£2	£1	-	-
EVENT 4.—251c.c. to 1000c.c.:								
Heats (Five Laps) ...	55	30/-	20/-	10/-	-	-	-	-
Final (Eight Laps) ...		£8	£6	£4	£3	£2	£1	-
EVENT 5.—Not exceeding 200c.c.:								
Heats (Five Laps) ...	22	30/-	20/-	10/-	-	-	-	-
Final (Eight Laps) ...		£5	£3	£2	£1	-	-	-
EVENT 6.—FASTEST RIDERS OF THE DAY:								
Heats (Five Laps) ...	22	30/-	20/-	10/-	-	-	-	-
Final (Fourteen Laps) ...		£15	£10	£8	£4	£2	£1	£1

Where necessary, the Events will be run in heats, the maximum number of starters being eleven in a scratch race. All events subject to a minimum of Nine Entries being received.

Entries will be restricted (as indicated above) by selection, at the discretion of the organisers. A competitor entering in more than one event may be allocated a Reserve position in one of them.

4.—ENTRIES.

Entries must be made on the enclosed form and sent to the Secretary of the Meeting, E. G. Cope, 33 Henhurst Hill, Burton-on-Trent, Staffs., accompanied by a fee of £1. All Drivers will be covered for Personal Accident and Third Party, premium for which (14/3d.) will be paid by the Promoters. Entry Forms and Fees must reach the Secretary by the 4th March, 1958. The organisers reserve the right to refuse any entry without assigning a reason (in these circumstances entry fees will be returned) and to cancel any or all races for any reason they may consider good and sufficient.

5.—MACHINES.

All machines shall be equipped with two efficient and independent brakes, one operating on each wheel. Exhaust gases shall be directed rearwards so that no surplus oil, etc. enters the exhaust gas stream and in no way inconveniences a following rider. The exhaust pipe must not project beyond the rear wheel. Foot-rests must not be fitted higher than the wheel spindles. Registration number plates, lamps and kick-starter pedal must be removed. Front brake and Clutch handlebar control levers must be ball-ended (minimum diameter $\frac{3}{8}$ inch).

6.—FUEL.

Any type of fuel may be used.

7.—NUMBERS.

Drivers must paint (matt, not glossy finish) their own numbers, one at the front and one to each side of rear wheel. Whitewash or chalk, etc. will not be accepted. Numbers to be not less than eight inches high and four inches wide (except figure 1) to a line width of one inch, in the following colours :-

351 to 1,000 c.c.	—	YELLOW plate, BLACK numbers.
251 to 350 c.c.	—	BLUE plate, WHITE numbers.
175 to 250 c.c.	—	GREEN plate, WHITE numbers.
Up to 125 c.c.	—	BLACK plate, WHITE numbers.

8.—PROTECTIVE CLOTHING.

Competitors shall wear during practising and racing, a properly fitted crash helmet in a good condition, of a type approved and stamped by the A.C.U., Knee-Boots, Gloves, and leather (or "Vynide V.41") clothing consisting of Jacket and Breeches (or suit).

The following is for guidance in respect of crash helmets: The outer shell must have no cracks or soft spots. The webbing and headband must be stitched and not laced to the outer wall. The webbing must be so positioned to give adequate clearance between the crown of the head and the inside crown of the shell (approx. $1\frac{1}{2}$ inches). Leather straps must be sound, with strong buckles and tongues, the fixing holes must not be torn or elongated. In general, all stitching and materials must be in sound condition. If you have any doubts renew your helmet at once.

9.—SCRUTINEERING.

The Scrutineers will verify the Protective Clothing, Crash Helmets and Machines, and all must be presented to the Scrutineers before practising. They will not accept any which, in their opinion, is unsuitable or unsafe. **It is the Driver's responsibility to report to the Scrutineers, and unless the Driver has reported before 11-0 a.m. he may not be permitted to take part in the meeting.**

10.—PADDOCK.

On the inside of the circuit a large Paddock will be available into which Drivers may bring their machines and mechanics. No other persons, except officials, will be allowed in this area. All machines must be kept in their numbered space and drivers should arrive before practising commences at 9-30 a.m. otherwise they may experience difficulty and consequent delay in reaching the Paddock. **It is the driver's responsibility to be ready at the Paddock Gate before the start of any race in which he is due to take part.**

11.—COURSE.

A tarmacadam undulating surface, three quarters of a mile in length. Width varies from 12 feet to 25 feet. Roughly triangular in shape with three right hand corners and two right hand fast bends, one left hand fast bend and two barely perceptible left hand bends. Races run in a clockwise direction.

12.—STARTING.

Massed pushed starts from dead engine (no kick starts allowed). In cases of a driver suffering from a disability, one pusher may be employed starting from the rear of the third line, three seconds after the first fall of the flag. Competitors will be lined up in three rows. Heat winners or fastest drivers will occupy the front line in Finals. No unauthorised assistance may be given to a Driver at the Start or during the race.

13.—FINISHING.

The chequered flag will be displayed as the winner crosses the finishing line and will be kept flying until the last driver completes that lap. The finishing positions will be according to the order in which the drivers crossed the line and the number of laps completed. To qualify as a finisher a driver must complete a race within two minutes after the winner.

14.—RETURN TO PADDOCK.

Drivers retiring or stopping for any reason must draw on to the grass verge immediately, and the machine must remain there until the race has been completed. After finishing a race Drivers must continue in a clockwise direction to the Paddock. In no circumstances will any Driver proceed in the reverse direction of the course for any distance at any time. Penalty—exclusion.

15.—PRACTISING.

The circuit will be available for practice from 9-30 a.m. to 11-30 a.m. All drivers should participate in the two periods allowed in this time and every driver who has not raced previously on this circuit MUST complete at least FOUR laps in order to qualify.

16.—TRACK SIGNALS.

By flags of the following colour or design :-

National Flag	...	...	...	...	...	...	...	...	...	Start.
Red	...	...	...	...	...	...	...	...	...	All Drivers to Stop Immediately.
Black	...	...	...	...	...	...	...	...	...	Individual Driver to Stop.
Yellow—Stationary	...	...	...	...	...	...	...	...	...	Danger, Drive Slowly.
Yellow—Waved	...	...	...	...	...	...	...	...	...	Extreme Caution : Great Danger Ahead.
Green	...	...	...	...	...	...	...	...	...	Course Clear.
Black and White Chequered	...	...	...	...	...	...	...	...	...	Finish.

17.—DISCLAIMER AS TO ORGANISERS LIABILITY.

Entrants for these races are accepted by the organisers on the condition that the organisers will not be responsible for any damage done to any competing motor-cycle or to its accessories or appurtenances either during the race or during practice thereof, either by fire, accident or otherwise ; nor for the theft of the motor-cycle or any of its accessories or appurtenances.

18.—LIABILITY FOR DAMAGE.

Any damage caused by any Driver or his agent, representative or servant at any time, whether before, during, or after the race, shall be liable to be paid by the Entrant. The organisers reserve the right to act as agent for any such entrant to settle and agree the amount of such damage and to pay the amount thereof, and any such entrant shall, on demand, pay to the organisers any such sum which may be disbursed by the organisers in respect of such damage.

19.—FORCE OF THESE REGULATIONS.

Every Entrant and Driver, by entering or being entered or nominated, thereby acknowledges that he is bound by the General Competition Rules of the A.C.U., these Supplementary Regulations, and any instructions to be hereafter issued, to all of which he undertakes to submit and renounces any right to have recourse to any arbitration or tribunal not provided for in the said rules and regulations.

20.—PROTESTS.

Protests must be made in writing addressed to the Stewards through the Secretary of the Meeting, within the period laid down in the G.C.R., and shall be accompanied by a fee of 10/-.