

BRANDS RACING COMMITTEE

(GREENWICH M. & M.C.C., GRAVESEND EAGLES M.C. & M.C.C.
and ROCHESTER M.C.)



SUPPLEMENTARY REGULATIONS

for the

RADIO LUXEMBOURG INTERNATIONAL

"KING OF BRANDS" MOTORCYCLE

ROAD RACES

at BRANDS HATCH CIRCUIT, FAWKHAM, KENT on
WHIT MONDAY, 27th MAY, 1974

(Held under the GENERAL COMPETITION RULES 10th Edition, of the
AUTO-CYCLE UNION and the INTERNATIONAL SPORTING CODE
of the FEDERATION INTERNATIONALE MOTORCYCLISTE)

A-C.U. Permit No. 741

Permanent Course Licence No. 1

I.M.N. No. 2/37

OFFICIALS

STEWARDS OF THE MEETING:

Appointed by the A-C.U.	.....	T. E. HUBBUCK
Appointed by the S.E. Centre A-C.U.	.....	B. S. BONNEY
Appointed by Brands Racing Committee	.....	J. FORDHAM
and one from each F.M.N. represented	.....

A-C.U. TIMEKEEPER	.....	H. SHUTTLEWORTH (National Grade 1)
A-C.U. MEASURER	.....	V. C. ANSTICE
CHIEF SCRUTINEER	.....	W. R. SMITH
CLERK OF THE COURSE	.....	A. LOVETT
SECRETARY OF THE MEETING	.....	DAVE G. McNEALY

"SABINA", 21, GRANGE ROAD, GILLINGHAM, KENT

BRANDS HATCH CIRCUIT

RADIO LUXEMBOURG INTERNATIONAL "KING OF BRANDS" MOTOR CYCLE ROAD RACES

WHIT MONDAY, 27th MAY, 1974

Supplementary Regulations

- 1 **ANNOUNCEMENT.** The Brands Racing Committee, hereinafter called the Organisers, will hold an International Road Race Meeting for Solo motorcycles and Three Wheelers at Brands Hatch Circuit, Fawkham, Kent, on Monday 27th May, 1974.
- 2 **JURISDICTION.** The meeting will be held under the International Sporting Code of the F.I.M., the General Competition Rules of the A-C.U. 10th Edition, these Supplementary Regulations, and Final Instructions to be issued.
- 3 **COURSE.** The course is situated at Brands Hatch, Fawkham, Kent and is 2.65 miles in length. All races will be run in a clockwise direction. The minimum width is 35 feet.
- 4 **THE MEETING.**

The first race will start at 1.00 p.m. with the following events:

6 Races for Motorcycles in Category A (1) :-

- 1 **The Unlimited Race.**
A Race over 10 laps (26 miles) open to the class having engines over 501 c.c. and not exceeding 1000 c.c.
- 2 **The "Radio Luxembourg" Race.**
An Invitation Race over 10 laps (26 miles) from the classes having engines over 251 c.c. and not exceeding 1000 c.c.
- 3 **The Lightweight Race.**
A race over 6 laps (16 miles) open to the classes having engines over 125 c.c. and not exceeding 250 c.c.

4 **Round of 350 Rothmans Championship.**
A race over 10 laps (26 miles) open to the classes having engines over 251 c.c. and not exceeding 350 c.c.

5 **The Shellsport 500.**
A race over 10 laps (26 miles) open to the 500 class having engines over 350 c.c. and not exceeding 500 c.c. (1)

6 **"The Non-International Licence Holders Race".**
A race over 6 laps (16 miles) open to the classes having engines over 126 c.c. and not exceeding 1000 c.c.

7 **Round of Motor Cycle Sidecar Championship.**
A race comprising of 4 lap heats and a 5 lap final, open to Three Wheelers over 350 c.c. & not exceeding 1000 c.c.

The "King of Brands" title will be awarded to the rider having the best two results out of three for Events 1, 4 & 5.

The decision of the organising body will be final.

5 **ENTRIES.** Entries may be sent forthwith to the Secretary of the Meeting to reach him not later than noon on Wednesday 1st May, 1974.

Every entrant, driver and passenger must be internationally licenced, except for Event 6 where National Licences are required.

Maximum number of entries in each race will be:-

Events 1, 2, 3, 4, 5, 6 & 7 ... 40. (See Reg. 6).

Event 8 ... 20. (See Reg. 6).

Every Driver and Passenger shall be a person over 18 years of age and not over 55 years of age, in possession of an International Licence issued by his F.M.N., and endorsed for Road Racing. Reserves may be accepted for any or every class at the Organisers discretion.

WEIGHT of DRIVER or Passenger. A Driver or Passenger who, when fully dressed, is unable to attain the minimum weight of 50 kgs. (110 lbs.) will be required to carry ballast as necessary, which must be sealed to the machine.

6 **ENTRY FEES.** The entry fee is £3.50 (Solo), or £4.50 (Threewheeler).

RETURN OF ENTRY FEES. Entry Fees will only be returned in full under the following conditions. (a) When an entry is refused or (b) If any races are not run, or the Meeting is cancelled or postponed for more than 24-hours.

POSTPONEMENT OR 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 of the Meeting.

7 AWARDS.

Event 1 —	£60	£40	£30	£20	£10	£5		
Event 2 —	£100	£60	£40	£25	£15	£10	£8	£4
Event 3 —	£45	£35	£25	£15	£10	£5		
Event 4 —	£50	£40	£30	£20	£10	£5		
Event 5 —	£50	£40	£30	£20	£10	£5		
Event 6 —	£40	£30	£20	£10	£5	£2	£1	
Event 7 —	£100	£70	£50	£30	£20	£10		
Heats for Event 7 —	£8	£6	£4	£2				

NO RACE IN CATEGORY A OR B WILL BE HELD UNLESS TEN ENTRIES ARE RECEIVED FOR THAT RACE.

8 **ACCEPTANCE OF ENTRIES.** No entry will be accepted unless made on the correct form, endorsed, in the case of foreign Drivers, by their respective F.M.N.'s, and **accompanied by the correct Entry Fee.** In the event of any entry for any race exceeding the number required, the Organisers will decide which Drivers to accept. They reserve the right to refuse any entry without assigning a reason, such refusal and the returned Entry Fee being sent to the interested party as soon as possible, and in any case, within 48 hours of the Closing Date of Entries.

9 **CHANGE of MOTORCYCLE and DRIVER or PASSENGER.** The same machine must be used throughout any one event, i.e. both in the heat and the final. No change of the make or type of motorcycle or the Driver or Passenger entered, shall be made after entries have closed, except with permission of the Clerk of the Course. Such requests must be made in writing and handed to the Clerk of the Course not later than one hour before the start of the race in question. It is not possible for an Entrant to change BOTH the Driver and the make or type of motorcycle. Any Driver or Passenger thus changed must qualify in accordance with Regs. Nos. 5 & 16.

10 **INSURANCE.** All Drivers and Passengers will be covered by the Promoters against Personal Accident and Third Party risks. During the Meeting and Official Practice, Drivers and Passengers must be insured in accordance with the F.I.M. Code (Road Races).

- a) Drivers and Passengers holding F.I.M. Licences issued by an F.M.N. other than the A-C.U. must before the commencement of Practice produce to the Organisers, a Certificate counter-signed and stamped by the F.M.N., which issued his Licence, to state that he is insured in accordance with the F.I.M. Code (Road Races).
- b) Drivers and Passengers holding an F.I.M. Licence issued by the A-C.U. will be insured under the Master Policy of the A-C.U., for the following benefits. The premium for such insurance will be paid by the Organisers.
 - (1) £1000. Death, permanent total disablement, loss of, or loss of use of two limbs or sight of both eyes or loss of, or loss of use of, one limb and sight of one eye.
 - (2) £500. Loss of, or loss of use of, one limb or sight of one eye.
 - (3) £5 per week during temporary total disablement. (Limit 52 weeks). Excluding first 3 days.
 - (4) Medical Expenses. Up to 15% of any claim for temporary total disablement in respect to medical expenses incurred.

11 HELMETS AND PROTECTIVE CLOTHING. The Driver and Passenger shall both when practising and racing, each wear protective clothing of leather or an approved substitute, and a properly fitted protective helmet in good condition and marked by their F.M.N. in the prescribed manner. Failure to observe this rule will entail exclusion. The Clerk of the Course has power to impound a helmet for the duration of the Meeting if it does not comply. A-C.U. Drivers must wear helmets that provide full temporal coverage.

12 SPECIFICATIONS FOR ALL MOTORCYCLES.

Events 1-5. All motorcycles must comply with F.I.M. requirements for Road Racing.

Event 8. Attention of Sidecar drivers.

The attention of drivers is drawn to the F.I.M. ruling which requires the minimum rotation of the handlebars each side of the centre line to be 30 degrees.

Event 7.

Rear view mirrors are optional on both sides of the machine. Each mirror shall have a minimum area of 8 square inches. Provision shall be made to protect the driver and passenger from the transmission which includes chain, shaft, universal couplings.

Protection shall be provided between the carburettor intake and the driver. This applies particularly to kneelers to guard against the risk of fire caused by backfiring.

Fuel caps shall not project beyond the limits of the streamlining.

The use of air brakes or spoilers is forbidden if the movement of the passenger or driver is restricted. The maximum width of streamlining at the rear of the saddle is restricted to 13 inches (330mm.).

- 13 NUMBER PLATES.** Three number plates must be securely fixed to each motorcycle, one to the front parallel to the head of the motorcycle and facing to the front, and one on each side. These plates shall be of solid construction and elliptical in shape, measuring not less than nine inches by seven inches. The maximum convexity must not exceed one inch and the maximum inclination of the front plate must not exceed 25 degrees from vertical. The figures must be of the following dimensions:- height 6 ins., width 3½ ins., width of stroke 1 in. All paints must be MATT, not glossy, so as to prevent reflection, the following colours will be used:-

All front plates to be white, with black numbers.

Side plates to be as follows :-

Solos 101-125 c.c.

and Three Wheelers Black Plates with White Numbers

Solos over 176-250 c.c. Green Plates with White Numbers

Solos over 251-350 c.c. Blue Plates with White Numbers

Solos over 351-500 c.c. Yellow Plates with Black Numbers

Solos over 501-1000 c.c. White Plates with Black Numbers

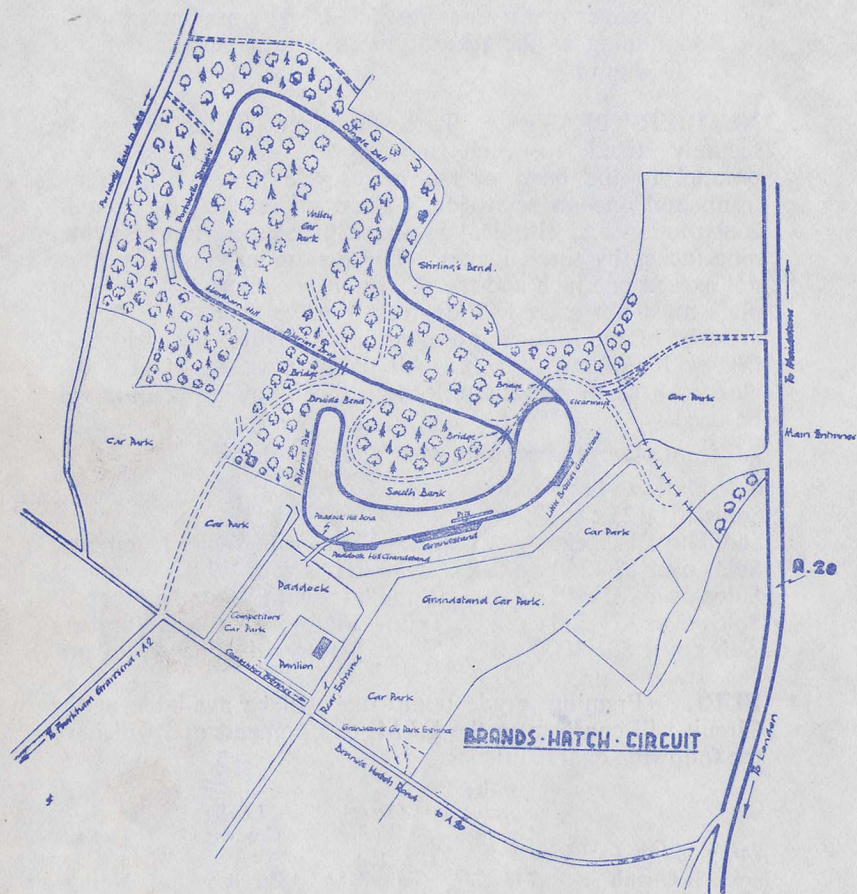
- 14 FUEL.** Premium grade pump fuel will be available at the Circuit will conform to the F.I.M. requirements and will have the following characteristics:-

	Density Specific Gravity	Octane Rating	Lead Content	Benzole Content
B.P. Super Plus & Super Shell with I.C.A.	.745/.755	101 (min. R.M.)	0.4 c.c. Per litre	Nil
B.P. Super & Shell with I.C.A.	.730/.740	98 (min. R.M.)	0.4 c.c. Per litre	Nil

Drivers under contract will make their own arrangements with the Fuel Company concerned.

Drivers desiring to use any other brand of fuel which must comply with the F.I.M. regulations shall state the brand in question at the time of entry and not later than the closing date of entries. They must complete the entry form and

BRANDS HATCH ROAD CIRCUIT



LENGTH 2.65 miles (4.26 Kilometres)

Minimum WIDTH 35 ft. (10.6 Metres)

BRANDS • HATCH • ROAD • CIRCUIT •



supply the Promoters with the name and written specification of the fuel they wish to use. Such drivers must make their own arrangements for the supply of such fuel.

No change in the brand of fuel to be used will be permitted after the closing date of entries except with the written authority of the Clerk of the Course through the Secretary of the Meeting.

Additions to this fuel, with the exception of water or a standard lubricant on general sale are forbidden and will be deemed a breach of the International Sporting Code.

The organisers may take and test samples of the fuel used in any motor cycle taking part in the races.

15 PRELIMINARY EXAMINATION.

Drivers and Passengers must present themselves between 8.30 a.m.-10.15 a.m. on Monday 27th May, 1974 in the Paddock for a preliminary examination. No Driver or Passenger will be permitted to start practising until his motor cycle, his helmet and other personal equipment have been approved by the Scrutineer or his Assistants.

It is the Drivers (and Passengers) responsibility to report to the Scrutineers during the period allotted to his class.

Scrutineering.

250 c.c.	...	...	08.30 a.m. to 08.45 a.m.
350 c.c.	...	...	08.45 a.m. to 09.00 a.m.
500 c.c.	...	...	09.00 a.m. to 09.15 a.m.
1000 c.c.	...	...	09.15 a.m. to 09.45 a.m.
Sidecars	...	...	09.45 a.m. to 10.00 a.m.

NOTE:- No engines to be run before 8.45 a.m.

16 PRACTICE.

The official practice periods will be from 9.00 a.m. to 12.15 p.m. on Monday, 27th May, 1974.

Subject to F.I.M. Rules no Driver or Passenger will be allowed to start in any race unless during the official period, and using a motorcycle of the same make and type and in a class in which he is entered, he has covered at least two (2) laps in practice. Drivers may only practice at times stated.

Practice.

250 c.c.	...	...	09.00 a.m. to 09.30 a.m.
350 c.c.	...	...	09.30 a.m. to 10.00 a.m.
500 c.c.	...	...	10.00 a.m. to 10.30 a.m.
1000 c.c.	...	...	10.30 a.m. to 11.15 a.m.
Sidecars	...	...	11.15 a.m. to 11.45 a.m.
Non-Internationals	...	...	11.45 a.m. to 12.15 p.m.

For all single races grid positions will be as per programme, based on the riders known ability.

17 THE START (Events 6 & 7).

Will be a mass push start with dead engines for all races. Mechanical starting devices may be fitted, but must not be used for the initial start of a race. Racing will start at 1.00 p.m., the order and approximate time of the races will be given in the programme.

When requested to do so by a Paddock Marshal or other Official, Drivers must immediately proceed to the start. Drivers will start from a grid. Should a driver not be present in his correct position when signalled to start, he will be considered not to have come under Starters Orders and will be excluded.

Events 1, 2, 3, 4 & 5 will be a clutch start.

18 FLAG SIGNALS. In accordance with the International Code:

National	.....	Start
Red	.....	Stop, all drivers
Black, with drivers number	.....	That driver to stop
Yellow (motionless)	.....	Danger, drive slowly
Yellow (waved)	.....	Great danger be prepared to stop
Chequered black and white	.....	Finish
Red with 3 vertical yellow stripes	.....	Caution, oil on course

Use of chequered flag. This flag will be displayed as the winner crosses the finishing line and will be kept flying until the last driver finishes that lap, or a period of three minutes, whichever is the shorter, after which no driver will be declared a finisher. Every driver who receives the chequered flag after the winner will be flagged off and will be placed according to the number of laps he has completed, and for those drivers who have completed an equal number of laps, according to the order in which they did so.

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

- 20 FINAL EXAMINATION.** Every motorcycle which has been started in a Race may be examined, and if found to be of a different engine capacity to that declared on the entry form, or without any material part with which it was started, the driver thereof may be excluded from the Meeting or otherwise penalised. No Driver shall be deemed to have finished a Race until his motor-cycle has been submitted for final examination, if so required.
- 21 PROTESTS.** Protests must be made in writing addressed to the Stewards, through the Clerk of the Course on the day of the event, or, through the Secretary of the Meeting within the period laid down in the Competition Rules, and shall be accompanied by a fee of £2 which will be returned if the Stewards consider that there was good and reasonable ground for the protest.
- 22 INTERPRETATION.** The interpretation of any Regulation or instruction will rest entirely with the Stewards of the Meeting, whose decision will be final, subject to the International Sporting Code of the F.I.M. and the G.C.R.s of the A.C.U.
- 23 SPECIAL NOTICE.** The organisers reserve the right to require any Driver taking part in this meeting to dismantle any part of his machine for verification.
- 24** All competitors shall wear a disc around his or her neck, **bearing his or her full name and date of birth**, and should indicate his or her blood group, and any peculiar allergies. These discs may be inspected prior to practice and the race. Failure to wear this disc will **result in exclusion**.
- 25 DISREGARD OF FLAG SIGNALS.** Any driver who, during practice or racing, is judged to have taken unfair advantage whilst a yellow flag is displayed shall be guilty of "unfair and dangerous driving" and will be excluded.

