

## 12.—COURSE

The Course consists of a 35 ft. wide tarmac covered track 1.35 miles in length, which will be covered in a clockwise direction. After the Start there is a long straight followed by a sweeping right-handed curve into the back straight, which is very long; this is followed by a right-handed and left-handed "ESS" curves towards the up-hill part of the course. After this comes an acute right-handed hairpin followed by a down-hill portion which re-enters the starting straight with a wide left-handed sweep. Both straights are flat and level.

## 13.—STARTING

Massed pushed starts from dead engine. No outside assistance may be given to a Driver at the Start or during the race. (G.C.R. 72.) Grid positions will be by ballot, the fastest times in heats taking precedence in finals.

## 14.—FINISHING

After the race has been won every driver crossing the finishing line within two minutes of the winner, will be flagged off, and the positions of these drivers will be determined according to the number of laps completed, and for those drivers completing the same number of laps, by the order in which they do so.

## 15.—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. Penalty—exclusion.

## 16.—PRACTISING

The circuit will be available for practice from 9.30 a.m. to 12.30 p.m. All drivers must participate in the periods allowed in this time and complete at least TWO laps. Every driver who has not raced previously on this circuit MUST complete at least FOUR laps in order to qualify. Practice should be carried out on the largest capacity machine for which the Driver is entered.

## 17.—TRACK SIGNALS

By flags of the following colour or design:—

National Flag	...	...	...	...	Start
Red	...	...	...	...	All Drivers to Stop Immediately
Black with Driver's number	...	...	...	...	That Driver to Stop
Yellow, held stationary	...	...	...	...	Danger, Drive Slowly
Yellow, waved up and down	...	...	...	...	Extreme Caution, Great Danger Ahead
Green	...	...	...	...	Course Clear
Yellow and Red Stripes	...	...	...	...	Oil on Course
Black and White Chequered	...	...	...	...	Finish

## 18.—CHANGE OF DRIVER OR MACHINE

After an entry has been received and accepted, a change of Driver, or make of motor-cycle, but not both, may be permitted only at the discretion of the Clerk of the Course, if submitted before 10 a.m. on June 18th, 1961. Change of class of machine will not be permitted after the closing date.

## 19.—PROTESTS

Protests must be made in accordance with the General Competition Rules of the A.C.U., to the Stewards through the Clerk of the Course, together with the fee of £1, if made during the Meeting. If made later, the protest must be made through the Secretary of the Meeting.

## 20.—DISCLAIMER AS TO ORGANISER'S LIABILITY

Entries 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 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.

## 21.—LIABILITY FOR DAMAGE

Any damage caused by any Driver or his agent, representative or servant at any time during the meeting 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.

## 22.—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.

# Road Races

## The Leicester Query Motor Club

In conjunction with The East Midland Centre, Auto-cycle Union

### SUPPLEMENTARY REGULATIONS

FOR A

## National Race Meeting

to be held on

Sunday, 18th June, 1961

— at —

## Mallory Park Leicestershire

(5 miles North of Hinckley, between the Leicester-Hinckley road, A47, and Nottingham-Hinckley road, A447)

### PRACTISING:

9.30 a.m. to 12.30 p.m.

A.C.U. Permit No. A.C.U. 360

### FIRST RACE:

1.30 p.m.

T.T.C. No. 1018

### OFFICIALS

#### Stewards of the Meeting:

J. E. WHITAKER

(appointed by A.C.U.)

J. R. WALTON

(appointed by E.M.C.A.C.U.)

G. F. JONES and C. COOPER (appointed by Club)

A.C.U. Timekeeper in Charge: A. F. FAULKNER (National)

Clerk of the Course: T. E. STEVENSON

#### Secretary of Meeting:

G. H. REYNOLDS, 1 Woburn Close, E.M., Leicester. Phone: Wigston 5817

## 1.—ANNOUNCEMENT AND JURISDICTION

The East Midland Centre Auto-Cycle Union, in conjunction with the Leicester Query Motor Club, will hold a National Road Race Meeting for Solo Motor-Cycles not exceeding 500 c.c. and Motor-Cycles with Sidecars not exceeding 1,200 c.c. at Mallory Park, Leics., on Sunday, June 18th, 1961. 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

Open to drivers of over sixteen years of age who hold a current National Competition Licence issued by the A.C.U., the Scottish A.C.U., or the M.C.U. of Ireland. An entry form received which does not quote a current Licence number will not be accepted.

## 3.—EVENTS

1. Solo Motor Cycles over 175 c.c. and not over 250 c.c.
2. Solo Motor Cycles over 250 c.c. and not over 350 c.c.
3. Solo Motor Cycles over 350 c.c. and not over 500 c.c.
4. Motor Cycles with Sidecars not exceeding 1,200 c.c.
5. Handicap for Motor Cycles with Sidecars not exceeding 1,200 c.c.

Heats—Solo and Sidecar Events: 5 laps.

Finals—Solo: 25 laps. Sidecar: Scratch, 15 laps; Handicap, 6 laps.

In an event consisting of two Heats, the first 12 in each heat will ride in the final for solo machines and the first 7 in each heat in the final for Sidecars. In a three-Heat solo event the first 8 in each heat will ride in the final.

The maximum number of starters in each Solo race will be 24, and 14 in each Sidecar Race. In addition to those Drivers accepted for each event a small number of Reserves will also be accepted.

If, in the opinion of the Organisers, sufficient entries are not received for any particular Event, that Event may not be held.

## 4.—AWARDS

Heats (All Events):—First £2; Second 30/-; Third £1

Finals in Events 1, 2, 3 & 4:—See Awards in clause 6 of the Supplementary Regulations for Mallory Park Motor Cycle Championships, 1961. Any Driver finishing in the first four places in these races held on 18th June, 1961, but not in the first three places on aggregate points in his class, will be eligible for the following Awards:—

First £15; Second £10; Third £6; Fourth £4

Final in Event 5:—First £15; Second £10; Third £6; Fourth £4

## 5.—ENTRIES

Entries must be made on the enclosed form and sent to the Secretary of the Meeting, G. H. Reynolds, 1 Woburn Close, E.M., Leicester, accompanied by a fee of £1 10s., cheques to be made payable to the Leicester Query Motor Club. All Drivers will be covered against Personal Accident and Third Party Risks, premium for which will be paid by the Promoters. Entry Forms and Fees must reach the Secretary by May 25th, 1961. The organisers reserve the right to refuse any entry without assigning a reason and to cancel any or all races for any reason they may consider good and sufficient. Entry Fees will only be returnable if an entry is refused or the meeting cancelled. All drivers will be notified within 7 days of receipt of entry of their acceptance, refusal, or in abeyance. After receiving notification that he has been nominated as a reserve driver or, that the entry is held in abeyance, he may withdraw his entry provided the Secretary of the Meeting is informed within 7 days. The entry fee (less insurance premiums if Driver has practised) will be returned to a Reserve Driver for whom no vacancy occurs.

## 6.—MACHINES

All machines shall be equipped with two efficient and independent brakes, either giving complete control operated from the racing position.

EXHAUST PIPE OR PIPES. 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° inclination to the horizontal. 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.

Protection for passenger from the rear and sidecar wheels and drive must be provided either by mudguarding or some other means.

EQUIPMENT. Lamps, horn, lighting equipment, including wiring harness and dynamo, unless the machine is fitted with coil ignition, must be removed. Front and rear prop stands must be removed except when the front stand forms a stay for the mudguard, when it may be retained but must be wired up securely. Central stands will be permitted providing they are wired up

securely. The top half of the primary chain must have a guard. Front brake and clutch handlebar control levers must be ball-ended. Minimum diameter  $\frac{3}{8}$  inch, and either an integral part of the lever or a permanent fixture.

HANDLEBARS must be at least 20 inches in width and shall clear any streamlining or similar fittings by at least two inches in all positions. The minimum angle of rotation of the handlebars each side of the centre line shall be 20°.

POSITIONS OF DRIVER AND PASSENGER. During a race drivers should adopt a position with their feet on the footrests. If a driver adopts any other position and this is deemed to be dangerous, he must be excluded by the Clerk of the Course. The footrests on a motor-cycle must not be fixed above a line joining the centres of the two road wheels.

During a race the passenger, if any, must be effectively and continuously carried on the vehicle, in the place provided for him. He may, however, leave his seat when starting, provided he is on the vehicle, or on the bends of the course and when the motor-cycle is stationary. The penalty for a breach of this rule is exclusion.

## 7.—FUEL

The fuel must be a petrol that is supplied to the public by wayside pumps and must comply with the following requirements.

(a) Contain no alcohol.

(b) Contain, if any, not more than 0.6 c.c. per litre of tetraethyl of lead. Refuelling will not be permitted during a race.

## 8.—NUMBERS

Drivers must paint (matt, not glossy finish) their numbers on elliptical plates measuring 11 ins. x 9 ins., fixing one at the front and one on each side of rear of machine. Numbers to be not less than seven inches high and four inches wide (except figure 1) to a line width of one inch, in the following colours:—

SOLOS 351 to 500 c.c.	---	YELLOW plate, BLACK numbers.
251 to 350 c.c.	---	BLUE plate, WHITE numbers.
176 to 250 c.c.	---	GREEN plate, WHITE numbers.
SIDECARS — — —	---	BLACK plate, WHITE numbers.

## 9.—CLOTHING

Leather jacket, leather breeches, gloves and knee length boots (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 and passenger during practising and racing. Approved substitute material such as Vynide V41 must bear the A.C.U. official marking. Passengers' footwear may be of their own choice.

Crash Helmets. All drivers and passengers shall wear in all races and official practising an approved A.C.U. pattern crash helmet, which must conform to the British Standards Institute Specifications No. 1869/52 bearing the A.C.U. stamp and in a sound condition and properly fitted. Helmets considered unsafe will be impounded and lodged with the East Midland Centre Secretary. Goggles and/or spectacles worn by both driver and passenger must be of some non-splinterable material.

## 10.—SCRUTINY

It is the Driver's (and Passenger's) responsibility to report to the Scrutineers from 8.30 a.m. onwards, who will verify Protective Clothing, Crash Helmets and Machines, all of which must be presented and passed before the Driver (and/or Passenger) will be allowed to practice.

The Scrutineers will not accept any clothing or machines which, in their opinion, is unsuitable or unsafe.

## 11.—PADDOCK

ALL DRIVERS ARRIVING AT THE CIRCUIT THE NIGHT PREVIOUS TO THE MEETING, MAY CAMP AT THE REAR OF THE CLUB HOUSE. REFRESHMENTS MAY BE OBTAINED AT THE CLUB HOUSE. NO DRIVER OR PERSONS WILL BE ADMITTED TO THE PADDOCK BEFORE THE PADDOCK GATE IS OPENED AT 7.30 A.M. ON THE DAY OF THE MEETING.

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. 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.

After the signal is given to proceed to the starting line the Paddock Gate will be open for TWO MINUTES, after which any Driver who has not left the Paddock will be deemed a non-starter.

**EAST MIDLAND CENTRE, LEICESTER QUERY M.C. AND  
NOTTINGHAM TORNADO M.C.**

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**SUPPLEMENTARY REGULATIONS**

**for**

**MALLORY PARK**

**MOTOR CYCLE CHAMPIONSHIPS 1961**

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**SOLO AND SIDECAR MACHINES**

1. The Competition will be known as the Mallory Park Motor Cycle Championships and will be open to drivers of motor cycles (two and three wheelers). The awards will be to the most successful drivers in each of the following specified classes:—

- Class 1. Solo Machines over 175 and not over 250 c.c.
- Class 2. Solo Machines over 250 and not over 350 c.c.
- Class 3. Solo Machines over 350 and not over 500 c.c.
- Class 4. Motor Cycles and Sidecars up to 1,200 c.c.

2. Races qualifying for these championships are the Scratch Finals at meetings held on:—

**Sunday, April 9th  
Sunday, May 14th**

**Sunday, June 18th**

and all drivers and machines must comply with the Supplementary Regulations for each of the above meetings.

3. A race will not be counted as a championship race unless there are at least six starters, and a championship will not be awarded in any class unless all three qualifying races in that class are held during the year.

4. Points will be awarded for each qualifying race on April 9th and May 14th as follows:—

1st in each class	...	...	...	8 points
2nd	"	...	...	6 "
3rd	"	...	...	4 "
4th	"	...	...	3 "
5th	"	...	...	2 "
6th	"	...	...	1 "

N.B.—Fastest lap in each class—2 points in addition to the foregoing.  
In cases of a tie, the points will be divided.

Points will be awarded on June 18th as follows:—

1st in each class	...	...	...	16 points
2nd	"	...	...	12 "
3rd	"	...	...	8 "
4th	"	...	...	6 "
5th	"	...	...	4 "
6th	"	...	...	2 "

Fastest Lap in each class—2 points.

In cases of a tie the points will be divided.

The total points from all three meetings will count for the championships.

In the event of a tie, the following factors will be taken into consideration for determining the result, in the order quoted:—

The total number of first places;

The total number of second places, and so on, up to sixth place, gained by a Driver;

The total aggregate time taken in any given number of the same races, in all of which the Drivers concerned have finished.

The Promoters.

5. Awards for the Finals in the qualifying races on April 9th and May 14th are as follows:—

### FINALS

#### All Classes

1st—£15      2nd—£10      3rd—£6      4th—£4

The awards for the Finals on June 18th, 1961, will be announced in the Supplementary Regulations for that meeting.

6. The championships will be decided at the meeting on June 18th and the winners in each class on aggregate points will receive the following:—

Class 1—1st Prize: £60 and a Challenge Trophy and Replica.

2nd Prize: £40.

3rd Prize: £20.

Class 2—1st Prize: £60 and Challenge Trophy and Replica.

2nd Prize: £40.

3rd Prize: £20.

Class 3—1st Prize: £80 and Challenge Trophy and Replica.

2nd Prize: £50.

3rd Prize: £30.

Class 4—1st Prize: £80 and Challenge Trophy and Replica.

2nd Prize: £50.

3rd Prize: £30 — £5 winning passenger.