

21. **GENERAL.** A copy of these Regulations will be sent to every applicant for an Entry Form. An Entry will only be considered after the Driver has signed a statement that he has read and understood them.
22. **PROTESTS** must be made in accordance with the provisions of the General Competition Rules.
23. **POSTPONEMENT.** 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.



**Southampton & District**

**M. C. C.**

(Affiliated to the Southern Centre A.C.U.)

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**SUPPLEMENTARY REGULATIONS**

National

**ROAD RACES**

to be held on

**AUGUST MONDAY,**

**AUGUST 7th, 1961**

at Thruxton Aerodrome

near Andover, Hants

Under Permit No. 361

Temporary Track Certificate No. 1090

Granted by the A.C.U.

Held under the General Competition Rules of the A.C.U.  
and these Supplementary Regulations

**Starting at 1 p.m.**

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**OFFICIALS OF THE MEETING**

*Stewards of the Meeting:*

J. E. SUTTON, Appointed by the A.C.U.

F. J. RENDELL, W. TOPP, Appointed by S. & D. M.C.C.

*Clerk of the Course and Secretary of the Meeting:*

N. E. GOSS, 60 Bursledon Road, Bitterne, Southampton

'Phone 49356

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G. F. WILSON & CO. LTD., EASTGATE PRINTING WORKS, SOUTHAMPTON

# Southampton & District M.C.C.

(Affiliated to Southern Centre A.C.U.)

## SUPPLEMENTARY REGULATIONS for

### NATIONAL ROAD RACES.

#### THRUXTON AERODROME, ANDOVER, HANTS

BANK HOLIDAY MONDAY, AUGUST 7th, 1961

Permit No. A.C.U. 361.

Temporary Track Certificate No. 1090.

1. **ANNOUNCEMENT.** The Southampton and District M.C.C., hereinafter called the "Club" will hold a National Road Race Meeting for Solo Motor Cycles on Monday, August 7th, 1961, at Thruxton Aerodrome, near Andover, Hants.

It is open to any Driver in possession of a current 1961 National Competition Licence issued by either the A.C.U., or the Scottish A.C.U., or the M.C.U. of Ireland.

2. **JURISDICTION.** This Meeting is organised under Permit No. 361 of the A.C.U., Temporary Track Certificate No. 1090, granted by the A.C.U., and held under the General Competition Rules of the A.C.U., and the following Supplementary Regulations.
3. **ENTRIES** may be made forthwith to the Secretary of the Meeting: N. E. Goss, 60 Bursledon Road, Bitterne, Southampton, to reach him not later than SATURDAY, JULY 15TH, 1961. The organisers reserve the right to refuse any entry without assigning a reason. Drivers will be notified within seven days of the receipt of the completed Entry Form, whether their entry has been accepted, held in abeyance, refused or offered a reserve position. Drivers whose entries are being held in abeyance, refused or offered a reserve position, may enter another event providing they notify the promoters of the withdrawal of their original entry.
4. **ENTRANCE FEES.** The Entrance Fee will be 20/- for each Event. All Drivers will be insured by the Club against Personal accident and Third Party risks.
5. The Organisers reserve the right to cancel any Event for which the minimum number of entries are not received. In which case Entry Fees will be returned, as also will they be to any Entry which is refused or any Reserve Driver who is not called upon to compete.

## 6. PROGRAMME OF EVENTS AND AWARDS.

**Race 1**—Up to 125 c.c. Solo Ultra Lightweight Race (Over 4 laps)—

1st £8; 2nd, £5; 3rd, £4; 4th, £3; 5th, £2; 6th, £1.

**Race 2**—Over 250 c.c. but not over 350 c.c. Solo Non-Experts Race (Over 6 Laps)—

1st, £10; 2nd, £6; 3rd, £4; 4th £3; 5th, £2; 6th, £1.

Heats will be run over 4 Laps.

**Race 3**—Over 350 c.c. but not over 1000 c.c. Solo Non-Experts Race (Over 6 Laps)—

1st £10; 2nd, £6; 3rd, £4; 4th, £3; 5th, £2; 6th, £1.

Heats will be run over 4 Laps.

In Races 2 and 3, a Non-Expert is any Driver who has never been placed 1st, 2nd or 3rd in any Road Race or who has never raced in the Isle of Man except in the Clubman's T.T. Races or Races organised by the Southern (I.O.M.) M.C.C.

**Race 4**—Over 150 c.c. but not over 250 c.c. Solo Lightweight Race (Over .8 Laps)—

1st, £12; 2nd, £8; 3rd, £5; 4th, £3; 5th, £2; 6th, £1.

Heats will be run over 4 Laps.)

**Race 5**—Over 250 c.c. but not over 350 c.c. Solo Junior Race (Over 10 Laps)—

1st, £20; 2nd, £15; 3rd, £10; 4th, £7; 5th, £6; 6th, £5; 7th, £4; 8th, £3; 9th, £2; 10th, £1.

Heats (Over 4 Laps)—

1st, £5; 2nd, £3; 3rd, £2; 4th, £1.

**Race 6**—Over 250 but not over 500 c.c. Solo Senior Race (Over 10 Laps)—

1st, £25; 2nd, £15; 3rd, £10; 4th, £7; 5th, £6; 6th, £5; 7th, £4; 8th, £3; 9th, £2; 10th, £1.

Heats (Over 4 Laps)—

1st, £5; 2nd, £3; 3rd, £2; 4th, £1.

7. **CHANGE OF MACHINE OR NOMINATION OF A SUBSTITUTE DRIVER.** A change of driver or make of machine may be permitted at the discretion of the Clerk of the Course if application is received before 9 a.m. in Monday, August 7th, 1961. A change of both Driver and make of Motorcycle shall not be permitted. All Substitute Drivers must qualify in practice according to Regulation 21 and must be eligible as required in Regulation 1. A Reserve Driver may only replace a nominated Driver or Substitute Driver nominated in accordance with Regulation 7.

## 8. MINIMUM AND MAXIMUM NUMBER OF ENTRIES AND RESERVES.

The minimum and maximum number of entries and reserves to be accepted will be in accordance with the following schedule :—

Race	Minimum Entry	Maximum Entry
1	10	33
2	10	99
3	10	99
4	10	66
5	10	66
6	10	66

## 9. SPECIAL AWARDS.

To the Driver making the Fastest Lap of the Day, the Thruxton Trophy, to be held until the next Meeting, and £10.

The "Jack Cuff" Cup and Replica to be held until the next Meeting, and £5 for the Best Performance by a Southampton and District M.C.C. Member competing as such. Performance to be judged on a points basis: 1st, 5 points; 2nd, 4 points; 3rd 3 points; 4th, 2 points; 5th, 1 point in all Heats and Finals.

10. **TIME OF START.** All Drivers must be present with their machines and have signed on in the Paddock by 8.30 a.m. on Race Day, Monday, August 7th, 1961. Drivers not observing this rule may be excluded from the meeting.

11. **MACHINES.** The same machine must be used throughout any one event, e.g., both in Heat and Final. All machines shall be equipped with two efficient brakes, either giving complete control operated from the racing position.

### Exhaust 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.

### Clutch and Brake Levers.

Clutch and Brake Levers must be ball-ended, the minimum diameter being  $\frac{3}{4}$ " and either an integral part of the lever or a permanent fixture.

**Equipment** which must be removed include registration plates and licence holders, lamps, horns, lighting equipment including wiring harness, dynamo, unless the machine is fitted with coil ignition, front, rear and prop stands, 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. All Motor Cycles will be examined before the start of practice, to ensure that they are in a safe and sound condition, and comply with the requirements of those Regulations. The Cubic Capacity of Engines shall be in accordance with Reg. 8, and no tolerance in the measurements of engines will be allowed.

### Position of Driver :

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 motorcycle must not be fixed above a line joining the centres of the two road wheels.

12. **HELMETS AND PROTECTIVE CLOTHING.** All Drivers must wear in all races and official practising thereof an approved pattern crash helmet bearing the A.C.U. stamp and conforming to the specification of the British Standards Institute (Ref. 1869/52) in a sound condition and worn properly fitted well down on the head. The Machine Examiner is empowered to take possession of any helmet considered to be of incorrect pattern, or to have become inefficient.

While Racing and Practising, leather or approved substitute jackets, breeches, 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) and gloves or gauntlets must be worn by every Driver. An approved substitute such as "Vynide V.41" must be stamped by the A.C.U. Goggles or spectacles, if worn, shall be of some non-splinterable material.

13. **NUMBER PLATES.** Three number plates must be securely fixed to each Motorcycle, one on the front parallel with the head and facing square to the front, and one on each side.



These plates shall be of solid construction and elliptical in shape, measuring not less than 11 inches by 9 inches, and must not be bent or obscured. The figures must be of the following minimum dimensions: height 4 inches, width 3½ inches, width of stroke 1 inch, space between figures 1 inch. The following colours will be used and all paints must be matt, not glossy, so as to prevent reflection.

			BASIC COLOUR	NUMBER
Ultra Lightweight Race	...	...	Black	White
Lightweight Race	...	...	Green	White
Junior Races	...	...	Blue	White
Senior Races	...	...	Yellow	Black

Numbers may be painted on an integral part of the motor cycle, provided that the surface used complies exactly with the above specifications.

14. **FUEL.** Drivers may use only petrol or petrol/benzole mixture in any proportions. No alcohol fuel whatsoever will be permitted.

A fuel examiner has been appointed who will be empowered to extract a sample of fuel from any driver's machine after 9 a.m. on Race Day, Monday, 3rd April, 1961.

15. **THE COURSE** is situated at Thruxton Aerodrome, Thruxton, Hants., 4 miles beyond Andover on the A303 road to Amesbury. It will include sections of the main runways, and the perimeter track which is 50 feet wide. It measures 2¼ miles in length, and it is of good tarred and macadam surface throughout. It includes left-hand and right-hand bends, a very fast S-shaped curve together with a very fast straight 800 yards long.

16. **METHOD OF START.** In all Heats and Finals Drivers will push start their machines with dead engines from 2 lines of 16. The method of selecting position on line will be determined by ballot.

**METHOD OF RUNNING.** The maximum number of starters in all Heats and Finals will be 33. There will be a maximum of 2 Heats for Events 4, 5 and 6, and 3 Heats for Events 2 and 3, and the first ten finishers in each Heat will ride in the Final. A driver may only compete in the Heat allocated to him in the programme.

**FINISH.** Immediately after a Race has been won the remaining competitors shall continue to race but each driver still racing will be flagged off as and when he crosses the finishing line. Every driver who crosses the finishing line after the winner shall 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. Provided that no further lap will be counted in any race more than five minutes after the winner finishes.

No award except the award for the fastest lap shall be made to any driver who is not placed or who has not completed two, three, four or six laps in races of four, six, eight and ten laps respectively.

17. **FLAG SIGNALS.** The flag signals to be used are as follows:

Union Jack	Start
Red	Stop, All Drivers
Black with Driver's No.	That Driver to Stop
Yellow	Danger, Drive Slowly
Black and White Chequered	Finish

18. **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 its 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 ground of safety.

19. **ALL PRACTICE** will be under rigid control of the organisers. The times of practice will be from 9.00 a.m. until 12 Noon on Race Day, Monday, August 7th, 1961. All Drivers to complete a minimum of 2 laps to qualify.

**SPECIAL NOTICE.** Under no consideration whatever will any practice be allowed outside the appointed times. Any Driver found practising on the Course outside the permitted hours will be excluded. This rule will be rigidly enforced.

20. **FINAL INSTRUCTIONS.** These will be issued to all Drivers previous to the commencement of the Practice period, and will have the same force as these Regulations.