

THIS SPORT ATTRACTS COLOSSAL CROWDS

THE STADIUM ★ SOUTHAMPTON MOTORODEO STEEPLECHASING

★ **FIRST TIME EVER PRESENTED** ★
BY EXPERT STATUS RIDERS
THE SPORT OF A THOUSAND THRILLS!

Good Evening Ladies and Gentlemen,

Tonight is the first time this sport has been presented in Great Britain. It is offered to you with the knowledge that on the Continent it is played to colossal audiences, as the picture on the back cover shows. Actually, at this Meeting there were 200,000 spectators.

I have only seen it here in daylight, at our practice meeting last Thursday, as did about 400 people, who, I am told, thought it quite something sensational.

Tonight, therefore, will give both you and me an opportunity to see whether it has come to stay. If you like this new sport kindly tell your pals at the Works and do the sport a good turn.

There are certain to be a few teething troubles, but rest assured, I will spare no pains to make these meetings as enjoyable as possible. Any constructive suggestions will be appreciated, having already discovered I have quite a lot to learn.

Amongst the contestants this evening we have some of the cream of England's scramble riders, including Dave Bickers, last years 250 c.c. Champion, and local International Stars Don Rickman, Brian Sharp, Triss Sharp; also popular favourites of Southern Scramble Circuits—Ivor England, Roger Snoad, Mike Jackson and Star Status Expert Joe Johnson, who takes over from Dave Bickers as motor manufacturers (Messrs. Greeves) representative in this years series of European Championship Meetings. Also competing is Arthur Harris, 1961 official representative of the A.C.U. and 1961 Champion of Oxford and Cambridge, and Speedway Rider Alf Hagon, winner on Sunday last of the valuable Television Trophy at Lyddon.

Riders desirous of competing in events here should write to the Stadium Office, with particulars of Licence Number, and state whether expert or junior status.

MANY THANKS FOR COMING.

CHARLIE.

Next Meeting—(provisional)
Friday, April 13th at 7.30

★ **Official Programme 6d.**

SUPPLEMENTARY REGULATIONS

1. **This Competition** is Promoted by Southern Sporting Promotions Limited, Southampton, under the General Competition Rules of the A.C.U. and these Supplementary Regulations.

2. **It is a Special Restricted Competition**, by invitation only, and Entry Forms should be returned to reach the Secretary of the Meeting by 26th March, 1962.

3. **The Course** is approximately 500 yards in length consisting of a series of tight turns and artificial hazards and will be covered four times per race or heat thereof.

4. **Entry Fees.** There will be no fees.

5. **Insurance.** The Promoters will be responsible for the payment of premiums to cover Drivers and Passengers against third party and personal accident claims.

6. **Number of Drivers.** Maximum number of drivers in each race or heat thereof shall be six solos or three sidecars.

7. **Specification of Motor Cycles. Engine capacity shall be limited to 250 c.c.**

(a) **Brakes.** Solos must be equipped with one efficient brake operating on each wheel. Sidecar M/C.s with at least two brakes operating on two of the road wheels, each operated independently.

(b) **Clutch and Brake Levers** must be ball-ended, the diameter of the ball to be not less than $\frac{3}{4}$ " and either an integral part of the lever or a permanent fixture.

(c) **Throttles.** Controls must be self-closing on release.

(d) **Footrests.** The ends must be rounded with a radius of not less than 8 mm ($\frac{3}{8}$ ").

(e) **Protection of Passengers** must be provided on side M/C.s from: the rear wheel, the sidecar wheel and the primary and final drive of the motor cycle.

(f) **Exhaust Pipes.** The end or ends thereof must not extend beyond the rearmost part of the motor cycle or bodywork. Gases and surplus oil must be so discharged as to cause no inconvenience to following drivers, or foul the tyres or brakes of the M/C.

(g) **Specification of Sidecar M/s.** The three road wheels may be disposed to give two or three tracks, but must be of a minimum diameter of 16" measured over the outside of the tyre. The wheel track or lateral distance between tracks must be at least 32". The position of the engine is optional, but it may drive more than one road wheel. A passenger must be carried in addition to the driver.

(h) **Tyres.** There is no restriction as to the type which may be used, but spikes, chains or other non-skid attachments are prohibited.

8. **Fuel.** Any type of fuel may be used.

9. **Number Plates.** Three number plates (oval 9" x 11") must be securely fixed to the motor cycle, one facing forward and vertical and one either side clear of obstruction by the driver's body. Number plates must be painted with a dull matt paint and the figures must be 7" in height with the stroke 1". No driver will be permitted to ride unless these requirements are complied with.

10. **Helmets and Protective Clothing.** Both during practising and racing, each driver and passenger must wear a helmet bearing the stamp or brand of the A.C.U. and conforming to B.S.I. Specification Ref. 1869, in sound condition and properly fitted, together with protective clothing which should be of leather or thick material, consisting of jacket, breeches, knee-length boots and gloves or gauntlets. Goggles, if worn, must be of some non-splinterable material. Passengers may, however, wear footwear of their own choice.

11. **Practice.** Each driver will be permitted to complete at least two laps of the course.

12. **Starting.** Will be by electrically operated starting gate. Drivers' positions on the starting-line will be decided by ballot. Any driver not ready to start within two minutes of receiving the Warning will be excluded.

13. **Leaving the Course.** If a driver crosses the defined limits of the course except in the interests of safety, he will be excluded (other than the escape routes).

14. **Foul or Dangerous Driving.** Any driver guilty of foul, unfair or dangerous driving, will be immediately excluded.

15. **Re-run Races.** When a race has been prematurely stopped, it may be re-run and a driver who has been fouled, or has "laid down" his motor cycle or left the course in the interests of safety, may be permitted to participate in the re-run.

16. **Outside Assistance.** If during a race a driver receives assistance other than the removal of his motor cycle or himself in the interests of safety, he shall be excluded.

17. **Flag Signals.**

Red Flag—Stop immediately.

Yellow Flag—Danger ahead, drive with caution.

Black with Number—That driver to stop and withdraw.

Yellow with Black Diagonal Cross Flag—Last lap.

Black and White Chequered Flag—Finish.

BARRY BRIGGS DECIDES ON A "COTTON"

The first manufacturers in the field to make a contribution to our new sport are Messrs. COTTONS of Gloucester. Arrangements by them with Barry Briggs to ride their machine may encourage Speedway riders to try their hand. The Stars who ride these machines say they handle splendidly for this type of racing.

Programme of the 1st Meeting 1962

Motorodea Steeplechasing

By permission of the Auto Cycle Union. A.C.U. Permit No. Q922

OFFICIALS:

A.C.U. Steward: G. ALLEN
Announcer: J. KNOTT.

Direction: C. KNOTT

Timekeeper: A. E. TERRY
Hon. Medical Officer: MR. C. BIAGI, F.R.C.S.

Clerks of the Course: T. MISSELBROOK and B. CROUCHER

St. John Ambulance in attendance—Voluntary Service

STADIUM CHAMPIONSHIP

ROUND ONE

Heat 1

- | | |
|-------------------------|------------------------|
| 1. D. RICKMAN (Cotton) | 4. W. CAWTE (Greeves) |
| 2. J. SCOTT (Greeves) | 5. M. WINDO (B.S.A.) |
| 3. D. BICKERS (Greeves) | 6. D. PALMER (Greeves) |

Result: 1st 3 2nd 1 3rd 4 4th 5 5th 42 6th 39 Time 2-49²/₅

Transfer First and Third to HEAT SEVEN; Second and Fourth to HEAT EIGHT
Fifth and Sixth to HEAT ELEVEN

Heat 2

- | | |
|-------------------------|-------------------------|
| 7. B. SHARP (Greeves) | 10. R. EVANS (B.S.A.) |
| 8. M. JACKSON (Greeves) | 11. D. TILLER (Greeves) |
| 9. B. CREW (Greeves) | 12. P. MINNS (Greeves) |

Result: 1st 7 2nd 8 3rd 9 4th 12 5th 12 6th 12 Time 2-55¹/₅

Transfer First and Third to HEAT EIGHT; Second and Fourth to HEAT SEVEN;
Fifth and Sixth to HEAT ELEVEN

Heat 3

- | | |
|--------------------------|-------------------------|
| 14. I. ENGLAND (Greeves) | 17. E. BURROWS (Barvil) |
| 15. A. HAGON (Greeves) | 18. D. BROWN (Cotton) |
| 16. B. BRIGGS (Cotton) | 19. B. JACKSON (Cotton) |

Result: 1st 19 2nd 16 3rd 18 4th 14 5th 17 6th 15 Time 2-58³/₅

Transfer First and Third to HEAT SEVEN; Second and Fourth to HEAT EIGHT
Fifth and Sixth to HEAT ELEVEN

Heat 4

- | | |
|--------------------------|-------------------------|
| 20. J. TIMS (Cotton) | 23. K. THORPE (Greeves) |
| 21. T. SHARP (Greeves) | 24. P. VINE (Greeves) |
| 22. G. WIGGINS (Greeves) | 25. M. MINNS (Greeves) |

Result: 1st 21 2nd 22 3rd 24 4th 25 5th 23 6th 23 Time 2-59¹/₅

Transfer First and Third to HEAT NINE; Second and Fourth to HEAT TEN;
Fifth and Sixth to HEAT TWELVE

Heat 5

- | | |
|------------------------|-----------------------------|
| 26. R. SNOAD (Greeves) | 29. D. MILLER (Cotton) |
| 27. B. LEASK (Greeves) | 30. A. MICKLAN (Dot) |
| 28. J. DRAPER (Cotton) | 31. P. VANDENBERG (Greeves) |

Result: 1st 26 2nd 27 3rd 26 4th 31 5th 30 6th 30 Time 2-55¹/₅

Transfer First and Third to HEAT TEN; Second and Fourth to HEAT NINE;
Fifth and Sixth to HEAT TWELVE

Heat 6

- | | |
|---------------------------|---------------------------|
| 32. K. MESSENGER (Cotton) | 35. D. HELLIER (Greeves) |
| 33. J. JOHNSON (Greeves) | 36. R. WARNER (Greeves) |
| 34. A. HARRIS (Greeves) | 37. N. CURTIS (Matchless) |

Result: 1st 32 2nd 33 3rd 37 4th 35 5th 36 6th 34 Time 2-54¹/₅

Transfer First and Third to HEAT NINE; Second and Fourth to HEAT TEN;
Fifth and Sixth to HEAT TWELVE

ROUND TWO

Heat 7

- | | |
|----------------|----------|
| 1. D. BRICKERS | 4. Minns |
| 2. SAWTE | 5. |
| 3. JACKSON | 6. |

Result: 1st 3 2nd 6 3rd 19 4th 16 5th 4 6th 12 Time 2-48¹/₅

Transfer First and Third to HEAT THIRTEEN; Second and Fourth to HEAT FIFTEEN;
Fifth and Sixth to HEAT SIXTEEN

Heat 8

- | | |
|---------------|----|
| 1. D. RICKMAN | 4. |
| 2. | 5. |
| 3. SEAR | 6. |

Result: 1st 1 2nd 7 3rd 14 4th 16 5th 9 6th 5 Time 2-49

Transfer First and Third to HEAT THIRTEEN; Second and Fourth to HEAT FIFTEEN;
Fifth to HEAT FIFTEEN

Heat 9

- | | |
|----------------|-------|
| 1. | 4. |
| 2. | 5. |
| 3. 32 21 27 37 | 6. 24 |

Result: 1st 32 2nd 21 3rd 27 4th 37 5th 24 6th 25 Time 2-51²/₅

Transfer First and Third to HEAT FOURTEEN; Second and Fourth to HEAT FIFTEEN;
Fifth and Sixth to HEAT SIXTEEN

Heat 10

- | | |
|----|----|
| 1. | 4. |
| 2. | 5. |
| 3. | 6. |

Result: 1st 28 2nd 26 3rd 33 4th 22 5th 35 6th 25 Time 2-49¹/₅

Transfer First and Third to HEAT FOURTEEN; Second and Fourth to HEAT THIRTEEN;
Fifth to HEAT FIFTEEN

Heat 11

Consolation Stakes

- | | |
|------------|---------------|
| 1. 42 N.S. | 4. 11 |
| 2. 39 | 5. 17 |
| 3. 31 | 6. 15 A HAGON |

Result: 1st 15 2nd 11 3rd 39 4th 15 Time 3-14¹/₅

Transfer First to HEAT SIXTEEN; Second, Third & Fourth to HEAT NINETEEN

Heat 12

- | | |
|-------|-------|
| 1. 20 | 4. 30 |
| 2. 34 | 5. 36 |
| 3. 23 | 6. 29 |

Result: 1st 20 2nd 34 3rd 30 4th 23 Time 2-58

Transfer First to HEAT SIXTEEN; Second, Third & Fourth to HEAT NINETEEN

ROUND THREE

Heat 13

Stadium Championship

- | | |
|-------|-------|
| 1. 1 | 4. 14 |
| 2. 3 | 5. 19 |
| 3. 26 | 6. 22 |

Result: 1st 1 2nd 3 3rd 19 Time 2-54

Transfer First, Second and Third to SEMI-FINAL (Heat 17)

Heat 14

1. 7
2. 32
3. 33
Result: 1st 7 2nd 33 3rd 32 Time 2-51
Transfer First, Second and Third to SEMI-FINAL (Heat 17)

Heat 15

1. 6
2. 18
3. 9
Result: 1st 21 2nd 8 3rd 37 Time 2-53 4/3
Transfer First, Second and Third to SEMI-FINAL (Heat 18)

Heat 16

1. 4
2. 12
3. 24
Result: 1st 24 2nd 34 3rd 4 Time 2-56 3/5
Transfer First, Second and Third to SEMI-FINAL (Heat 18)

SEMI-FINAL

Heat 17

1. 1
2. 3
3. 19
Result: 1st 1 2nd 3 3rd 33 Time 2-42
Transfer First, Second and Third to FINAL (Heat 20)

SEMI-FINAL

Heat 18

1. 21
2. 8
3. 37
Result: 1st 21 2nd 8 3rd 24 Time 2-53
Transfer First, Second and Third to FINAL (Heat 20)

FINAL

Heat 19

Consolation Stakes

1. 11
2. 39
3. 34
Result: 1st 34 2nd 30 3rd 23 Time 2-55 1/5

FINAL

Heat 20

Stadium Championship

1. 1
2. 3
3. 33
Result: 1st 3 2nd 21 3rd 24 Time 2-45

★ SPEEDWAY ★

Grand Re-opening

TUESDAY NEXT

Challenge Handicap

Match

Saints v. Swindon

★ 14 HEATS ★

Second Half Knock-out

Usual Prices 3/- 4/- & 5/-

★ SPEEDWAY AT ITS BEST!

Following Tuesday - Wimbledon

Moto-rodeo is coming

14.3.62

BRITAIN'S newest form of motorcycle sport—Moto-Rodeo—is likely to get under way within the next couple of weeks at the Southampton Speedway Stadium.

Mr. Charles Knott, managing director of Southampton Sporting Promotions Ltd, said this week that his course is now almost ready for a private practice meeting. This will be held in about a fortnight's time, and will be followed by regular public events.

The sport is very similar to scrambling, but has something of the atmosphere of speedway as only eight riders take part in each race. Races will be of four laps duration and riders will have to negotiate two 20-foot-high hump-backed bridges, eight flyovers and numerous other hazards per lap.

SETBACK

22.3.62

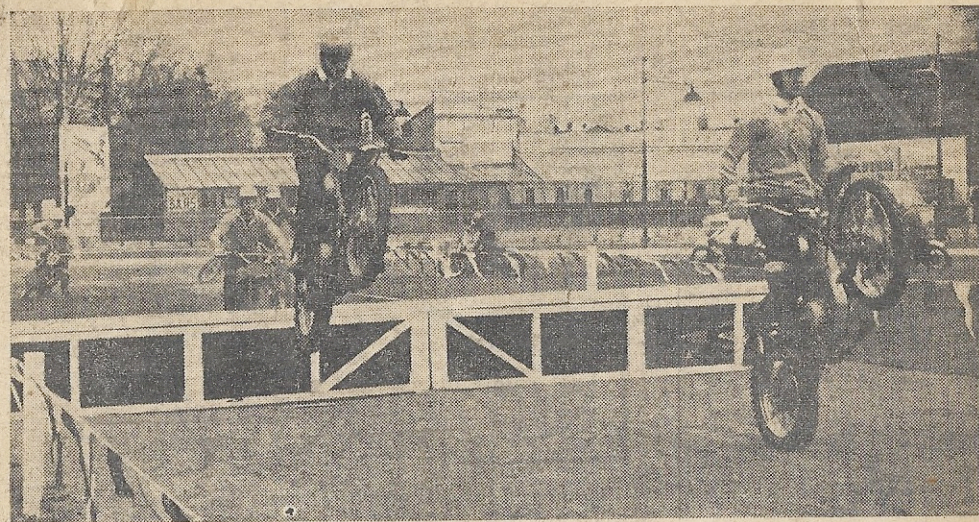
MOTO-RODEO plans received a setback last Thursday. For, after watching a demonstration of the new sport in Southampton's Speedway Stadium, A-CU observers refused to approve promoter Charlie Knott's plans for weekly meetings under floodlights.

Instead, they granted permission for only "one meeting as a demonstration under racing conditions," this Friday at 7.30 p.m. They also insisted on several additional safety precautions being incorporated in the 500-yard artificial "scrambles" circuit used for moto-rodeo.

Among the 35 250 cc stars who took part in Thursday's trials were Dave Bickers, the Sharp brothers, Joe Johnson, Vic Eastwood, Ivor England, Don Rickman, Mike Jackson and ex-Speedway champion Barry Briggs. Several of them criticised the 45° ascents on the two 20-foot-high hills after striking trouble there and on the slightly eased descents.

They also thought a ramp at the end of the speedway turn potentially dangerous since many took off from it diagonally. Any greasiness on its wooden surface could be disastrous.

After the trials—during which Bickers lapped in 40 sec—the A-CU observers shared the riders' misgivings. They insisted that, before Friday, the structure of the



Moto-rodeo ★ from page one

hills should be strengthened and their gradients eased. Flag marshals must also be stationed on platforms beside the hills to give warning of crashes on the descents, and a safety barrier has to be erected between the inner loop and the main speedway-type corner.

The observers consisted of Cliff King, George Allan, Fred Vigers, Tommy Ryan, Jack Sutton and Harold Taylor. They said that only the A-CU Competitions Committee—which next meets on April 12—can give moto-rodeo the go-ahead.

Including Bickers, most of the riders at last week's trials will take part in this Friday's meeting. But, in all, 64 competitors are needed to fill the 20 heats and two finals of the 250s-only programme. Before then, one of the hills may be replaced by a "bomb hole".

Dave Bickers (left) and Bryan Sharp lead the eight-man field over one of the nine wooden ramps in a mock heat.



(Right) Contrast in difficulties on the twin-humped top of one of the 20-foot-high "hills." Barry Briggs (left) has his rear wheel in the air and Dave Bickers tries to get his front wheel down before he dives over the top.

30.3.62