



BMCRC-MRO 2026 CHAMPIONSHIPS

Supplementary Regulations



NOTES FOR COMPETITOR ELIGIBILITY TO 2026 CHAMPIONSHIPS

Whilst most of our championships have few or no restrictions (the MRO classes), there are a few limitations on our true "Club" championships. These are aimed at Newcomers and Clubmen Licence holders and at preventing British Championship contenders from distorting "Club Championship" results. This is done in the interests of maintaining a fair and equitable level of competition across the board. On occasion British & National Championship riders and those with National or International level licences are welcomed to our Classes to assist them in preparation for other events. Regular Club competitors are always given priority over grid slots if their entries are received in good time. These higher level, occasional riders are excluded from taking points, medals or sponsor prizes in these circumstances, this includes BSB riders whose details are published on the BSB website through their registration with a BSB Series at the start of the season.

Many ex and current BMCRC riders are now trying their hand at BSB level competition. The spirit of these rules will still be maintained for riders who are well established at BSB, they will not be permitted to take points or other prizes.

However, riders who are testing themselves in their **first year of competition at BSB and similar competitions** and those who may only do selected rounds there, are welcome to still compete in full at BMCRC Championships and may take points & prizes.*

The eligibility of any rider competing at BSB or similar level to take points & prizes at BMCRC will be assessed on a case by case basis where needed, riders are welcome to enquire in advance to clarify their status.

*See exceptions below

MRO CLASSES WITH NO RIDER ELIGIBILITY RESTRICTIONS ARE:

MRO POWERBIKES (main championship) & **MRO 600** (main championship) & **MRO MINITWINS** (main championship)

MRO POWERBIKE AND MRO 600 both feature a Clubman Cup competition open to Clubman licence holders only.

Riders coming from National Series (registered at BSB) must enter the MRO Powerbikes/MRO 600 series, irrespective of licence grade.

MRO CLUBMAN 1000 & CLUBMAN 600:

Clubman 1000 & 600 riders will not be eligible to score points in the main MRO Championships. They will compete for just the Clubman 1000 or 600 Championship.

The top 3 from the previous year's Clubman Series must move onto MRO main class for subsequent seasons if they wish to remain in the class.

This will be a requirement for the 2025 winners moving to the 2026 Season.

TEAM GREEN JUNIOR CUP

Riders must be aged between 13 years and 18 years on 1st January 2026 and can be any licence grade.

SENIOR 300 SERIES

Riders must be aged over 19 years on 1st January 2026 and can be any licence grade.

ROOKIE 600 & Rookies in other classes:

These championships are primarily for newcomers to Road Racing in their first season of competition. Space permitting, riders who have had difficulties in their first season, may be permitted to compete until such time that they have adequate competence to compete in the main championships.

As a guide we would expect riders who have done 3 or more full meetings at Bemsee (or elsewhere) to move up to Clubman level 600 or 1000 or their respective "main class" in other classes. However, the Club reserves the right to allow riders who have competed at a number of events in the previous season or in a different class to enter the Rookie races on a case by case basis. This is sometimes determined by intermittent performance, bike problems, injury, etc

NOTE: The Rookie 1000 Series is discontinued for 2026 and going forward.

***THE BMCRC F1 & F2 SIDECAR CHAMPIONSHIPS:** These are run within the same races. The Series are open to entrants of all licence grades. Riders who finished top 6 in last season's British Championship (BSB) or FSRA British F2 Series or DRIVERS registered in the World Championships are excluded from **scoring points** in the BMCRC Championships at any round unless you attend 50% of the Bemsee Sidecar rounds (and advise that as your Team's intention at the start of the season).

Medals will be awarded to the first three over the line in each class – irrespective of their status in British or World Championships. The official Sidecar Rep (Charlie Moss) will discuss this aspect with any non-regular Teams at the start of each round. These Teams have the option to waive their right to Medals for the benefit of other Club level Teams. The waiving of this right is optional not mandatory.

***SOLOS: Eligibility to score Championship points.**

In addition to the specific restrictions mentioned above regarding higher level and occasional riders... all other riders are welcome to score points and take prizes at each round even if they are only occasional entrants.... Points scoring in Bemsee Club Championships will be the default position unless a rider approaches the Race Office to discuss and asks to be excluded from points. This discussion may also be instigated by the relevant class representative. **This must take place at the event in order that we can appropriately brief TSL Timing regarding exclusions.** It is not administratively possible to back date requests that are received after the meeting. Any rider that scores points at a given round, and does not request to be excluded from point scoring will then also score points if they enter future rounds.

ALL OTHER BMCRC CHAMPIONSHIPS:

Are open to riders not competing at any level of competition above National Restricted status. (This rule does not apply to Scottish riders contesting the SACU championship). Rookie Championships in BMCRC Minitwins and Thunderbike 500 are restricted to first year riders only with the same flexibility outlined above.

All technical regulations by Class are published and updated on the official website www.bemsee.net (Info Centre > Downloads > 2026 Class Regulations)

For general eligibility by bike type & capacity vs. age see the 2026 ACU Handbook or the Licence information at www.acu.org.uk



BMCRC-MRO 2026 CHAMPIONSHIPS

Supplementary Regulations



1. TITLE & JURISDICTION.

The BMCRC-MRO 2026 Championships are promoted and administered by the BMCRC in accordance with the National Sporting Code and Standing Regulations of the Auto Cycle Union and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made. The Championship status is European Open.

2. CHAMPIONSHIP OFFICIALS.

Clerks of the Course	Tony MacBride/Andy Brown/Giles Olley/Den Grant/ Ted McDonald/Caroline Dapre
Chief Marshal	Karen Higgens
Chief Technical Official	Mark Dent
Secretary of the Meeting	Claire Hodgins/Mike Dommett
Timekeepers	TSL Timing
Incident Officers and/or Stewards	Tony MacBride/Andy Brown/Giles Olley/Den Grant/ Ted McDonald/Caroline Dapre
Safeguarding Officers	Claire Hodgins/Mike Dommett/Peter Bartlett/Tracey Ringrow

3. CLASSES.

For all class rules & regulations see www.bemsee.net

Team Green Junior Cup	The 2026 Junior Cup Rules will apply as above
Senior 300 Series	The 2026 Open 500 rules will apply
BMCRC Open 500	Open rules will apply.
MRO Powerbike*	Open rules will apply.
MRO Clubman 1000*	The 2026 MRO Retro rules will apply*
MRO Retro 1000	The 2026 MRO 600 rules will apply*
MRO 600	The 2026 MRO 600 rules will apply*
MRO Clubman 600	The 2026 MRO 600 rules will apply*
BMCRC Rookie 600	*Slick tyres are permitted in this class. Minitwin standard class regulations will apply. BMCRC 2026 Thunderbike specifications apply.
MRO Minitwins (inc Rookies & Juniors)	
BMCRC Thunderbike Sport, Extreme & Ultra & 500	
Yamaha Past Masters	250 LC, 250 TZR or 350 LC/YPVS Yamaha machines. 2026 YPM rules will apply.
250 MZ*	BMZRC rules apply.
BMCRC F1 Sidecars*	Open sidecar rules apply as ACU 2026 Handbook Modern engines with fuel injection max 1000cc Pre-Injection engines max 1300cc
BMCRC F2 Sidecars*	As British Championship rules for short chassis 600cc machines

* Slick tyres are allowed on all 'open' class machines.

4. COMPETITORS ELIGIBILITY.

Riders & Passengers: - Open to Riders and Passengers who hold a current ACU, SACU or FIM Europe Federation Competition Licence (any competitor who for whatever reason, fails to produce a current competition licence, will only be allowed to take part in the competition at the discretion of the Stewards of the meeting).

Riders are responsible for declaring their eligibility to ride a specific type and size of machine at a given age on each event entry form as being in compliance with current ACU Licence Grade & age regulations in force at the time of each event.

For detailed eligibility by class please see the section "Notes for Competitor Eligibility to 2026 Championships". For general eligibility by bike type & capacity vs age see the 2026 ACU Handbook or the Licence information at www.acu.org.uk

NOTE: Parents of all junior riders still in full time education and wishing to take part in Test Days taking place on a school day must obtain and produce a Temporary Discharge Form from their school before being eligible to take part. We recommend a copy of the Discharge Form is sent to the BMCRC office in advance of the event. A parent must accompany the rider for the whole duration of the event.

The organisers undertake to insure each rider and passenger, indemnifying him/her against any third party claim, arising out of the races or official practice excluding claims by other riders, entrants, sponsors or mechanics. Competitors with licences issued by an FMN other than ACU / SACU, must produce 'start permission' and proof of insurance from their own FMN (this includes MCUI licence holders).

5. ENTRIES.

The official entry form must be fully completed online only (paper entries are not now accepted) and submitted to the Secretary of the Meeting via the Entry Portal at www.bemsee.net

Secretary of the Meeting: Claire Hodgins, BMCRC Race Secretary

Email: bemseeoffice@gmail.com

Tel: 07756 101500 and 01708 720305

The entry fee for each round shall be as detailed on the individual online entry forms.

In the event of a competitor wishing to cancel an entry no charges will be taken if the request is received by email to bemseeoffice@gmail.com or by phone prior to payments being taken for that meeting (see dates below).

6. REFUND POLICY

Prior to the meeting:

Payment is taken for each event 7 days out on the prior Friday during the morning.

You have 2 days for "change of mind" until 9am the following Monday.

Withdrawals from the event after this time will receive a 50% refund.

At the Event:

The Club's refund policy if you are unable to continue a meeting.....

If you experience mechanical failure, crash damage or injury on the Friday Testday a refund of 50% of all fees paid (covering Weekend Racedays) will be offered. You must keep the Race Office informed of your situation on the Friday this may be in person or by email to the Race Secretary.

The refund will be executed against the Debit/Credit card used online after the meeting.

From 9am Raceday Saturday – no refunds are offered if you are unable to continue for whatever reason.

The Club reserves the right to review refunds on a case-by-case basis.

NOTE: These Terms apply to riders who are offered the exception to Pay-on-the-Day at the meeting. Should a rider withdraw in line with the timings detailed above the due entry fees are still to be paid. Entries for future rounds will not be accepted until such debts are repaid.

7. CHAMPIONSHIP ROUNDS.

Meeting Date	Circuit	Open Date*	Close Date**	Permit No.	PCL.	NMN No.
14-15 March	Brands Indy	10 February	09 March	ACU 206604	006	NMN10/2180
03-04 April	Oulton Park	17 March	30 March	ACU 206605	004	NMN10/2181
09-10 May	Donington Park GP	14 April	04 May	ACU 206606	09GP	NMN10/2182
30-31 May	Cadwell Park	12 May	25 May	ACU 206607	012	NMN10/2183
27-28 June	Snetterton 300	02 June	22 June	ACU 206608	011A	NMN10/2184
25-26 July	Donington Nat	30 June	20 July	ACU 206609	009N	NMN10/2185
15-16 August	Cadwell Park	28 July	10 August	ACU 206610	012	NMN10/2186
05-06 September	Snetterton 300	18 August	01 Sept	ACU 206611	011A	NMN10/2187
03-04 October	Brands Indy	08 Sept	28 Sept	ACU 206613	006	NMN10/2188

* Open Date for riders who have competed at earlier meetings – all other riders will have an open date 2 days later than this for online entries.

** Closing date – the date which is 2 days after meeting payments are taken, cancellations after this date will receive 50% of fees paid. Late entries are still possible after this date.

8. PROGRAMME.

All races will be run over a minimum of 5 laps, lengths will vary by circuit. Full details for each meeting will be published in Final Instructions issued by post and published on bemsee.net prior to the meeting date.

9. POINTS SCORING.

Points will be awarded for each race on the following scale:

1st- 25, 2nd- 20, 3rd- 16, 4th- 13, 5th- 11, 6th- 10, 7th- 9, 8th- 8, 9th- 7, 10th- 6, 11th-5, 12th-4, 13th-3, 14th-2, 15th-1.

If at the end of the season there is a tie on points, the winner will be decided by the greater number of wins, if still unresolved 2nd, 3rd and so on will be taken into account.

If the situation is still unresolved, the earliest win of the season in that championship will be the deciding factor. If during the season any class becomes un-competitive through lack of entries, the organisers reserve the right to remove that class from future meetings and the championship. In the event of a round being cancelled for whatever reason, the organisers reserve the right to amend any prize funds accordingly.

The interpretation of the rules for this Championship rest on the decision of the Board of Directors of BMCRC Ltd.

10. AWARDS.

Medals will be awarded to the first three finishers in each race. Classes or sub-classes of 6 riders or less will receive a first place award only.

Prize money is not included in any championship, the organisers reserve the right to add prize money to any meeting/championship if a sponsor chooses to incorporate such within any sponsorship.

11. TECHNICAL INSPECTION.

Unless otherwise stated, inspections will take place from 07.30 on the morning of the event and from 3.30pm on preceding Friday testdays (Thursday for Oulton). Machines will be checked for eligibility and the competitors clothing and helmets will be examined, competitors must be present. In the case of competitors aged under 18 their parent or guardian must be present throughout the technical inspection process. It is the competitors' responsibility to ensure his/her machine complies with the regulations and is safe for competition. However, a Technical Official may refuse to verify a machine on grounds of eligibility, lack of cleanliness or safety.

11A INSPECTION & SIGN-ON PROCESS

Check the Final Instructions for the event for updates:

Inspection: When directed by the Technical Official, hold your bike steady for inspection of the machine to take place – or place on a paddock stand. You will also need to attend one of the Clothing Inspectors for your kit to be checked. Present with all kit on, including helmet. Clothing Inspectors will conduct a visual check of your kit. On completion of inspections you will be handed a Technical Inspection Card signed by the Inspectors and stickers will be applied to your helmet and bike. You will also need to sign the reverse of the card, before bringing that to Race Office for sign-on.

Sign-On: The Race Office will be open will be open for rider sign-on as usual – you should attend with your completed Technical Card and your Licence proof (QR Code is fine – The Club does run a check on Licences for all entrants in the lead-up to each meeting). The Bemsee Race Office team will be present, to visually check licences and deal with any issues and queries. You will show the front & back of your Technical Card and then hand the card to our staff. The Race Office Team will note your attendance and mark you off on our sheets – there is no longer a requirement for you to sign the sheets. You will be handed a Practice Permit, take this with you on your first session – it confirms to the Collecting Area staff that you have completed the sign-on process.

You will have accepted the ACU revised declaration regarding the Risks of Motorsport both online when you confirmed your booking and by signing the same declaration that is on the reverse of your Technical Inspection Card.

If the Race Office is closed - Assistance if required is available via the Club's main number 01708 720305 which will be answered live at the circuit. If unavailable, voice messages can be left and these are received by email by our staff and we will call back as soon as possible.

Access to Race Control will be restricted to essential staff only.

Helmets. It is a requirement of our ACU Permits that your helmet carries an ACU Gold Sticker. Some imports and online purchases may not feature these – make sure you check. Updated rules from the ACU for 2026 onward will mean that you must attend the meeting with a stickered helmet. Our officials no longer have permission to apply stickers for you. This also applies to FIM registered helmets.

Transponders. An AMB TranX260 or TR2 or X2 rechargeable or direct wired transponder is required to be fitted to the machine in charged and operating condition at the technical inspection. These are also available for hire from the Race Office available for collection on Saturday mornings.

Rain Light. All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared “wet” by Race Control.

Lights must comply with the following:

- a) Lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) Mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.

c) Power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).

d) The switch must be accessible.

e) Rain light power supply may be separated from the motorcycle main wiring and battery.

Any machine involved in an accident must be re-inspected before resuming racing.

No rider will be deemed to have finished a race until the machine has been submitted and passes the final examination at parc ferme, if so required as detailed on the meeting timetable or at random class compliance inspections.

In signing the entry form, competitors are deemed to declare and confirm that all customs and excise duties have been paid on the fuel being used.

Oil Containment. As described above, all riders have a responsibility to ensure their machines are fit for purpose. This extends to consideration towards the other Members of the Club to ensure the oil containment measures on machines are checked and maintained. **Items** such as: sump plugs, oil top-up points and oil filters should be checked, tightened and lockwired. Oil coolers checked for leakage and external pressurised oil lines protected with braided steel outers with permanent end fittings installed by a reputable supplier, e.g. swaged couplings fitted by Pirtek or Goodridge. Documentation certifying the construction of these lines should be retained.

Secondary Engine Covers

If your bike has secondary covers available to it on the market – **you need to fit them**, this is a mandatory requirement to pass technical inspection.

We accept there are some bikes and models for which they are not available.

Substantial tracktime can be lost to oil spillages, often traced to poor maintenance. Riders causing such delays if found to be caused by poor maintenance risk suspension from the meeting and/or a significant fine to be determined by the Clerks of the Course.

Back Protectors

As part of your clothing inspection you are now required to be wearing a back protector, checks will be made in the Collecting Area that these are in place prior to you accessing the track.

There is no stipulation on material or size or length. The Protector doesn't have to have a CE mark on it. If you buy a product sold as a back protector that will be acceptable.

Those of you who have invested in air suits, we are delighted that you take your safety so seriously and those riders will be exempt from the back protector requirement. There's nothing to stop you wearing one in addition and we would encourage you to do so.

Leathers that come with heavy foam or plastic inserts for the lower back – these do not provide sufficient protection and are therefore not exempt.

Front Brake Guards

It is now a requirement in the ACU Handbook for solo machines (classic classes are exempt) to fit a lever guard to protect the front brake lever from being unintentionally activated through contact with another bike. The secure fitting of this item will form part of the bikes' Technical Inspection.

Helmet Cameras

PLEASE READ APPENDIX B

12. REPLACEMENT MACHINES.

The purpose of this rule is to define the conditions surrounding using a replacement bike during the event – most commonly caused by a rider's primary machine having a terminal failure or the rider can't complete repairs after an accident. This is not the same as riders having two bikes for wet & dry conditions – in this case the bikes are expected to be identical models from the same manufacturer. Both must be submitted to technical inspection at the start of the meeting.

Riders may change machines during an event as long as the machine is of the same manufacturer/model and has complied with conditions in section #11. A change of make and type of machine is only permissible if the rider has received dispensation from the Clerk of the Course, such dispensation will only be given with reasonable cause and where no advantage is sought. In each case a change of machine should initially be requested via Race Office and should then go through technical inspection with the rider.

After the replacing of a machine in these circumstances, the rider will assume their qualifying position for their next race after a 6-place position deduction has been applied for that race only.

13. CIRCUIT ENTRY.

To enter any circuit all personnel will need a circuit admission pass issued by the organisers – these will be in the form of an eTicket, unless advised in Final Instructions. This may be printed out at home or presented to Circuit Gate Staff on mobile devices.

Allocation:

Solos: 3 passes per competitor.

Sidecars: 6 passes per team.

When available, pit lane garages will be allocated by the BMCRC. Booking arrangements are published on bemsee.net and in meeting Final Instructions. The process for hiring garages is detailed in the Meeting File at bemsee.net in advance of each meeting.

14. MEDICAL.

The Organisers reserve the right for the Chief Medical Officer to carry out a medical examination on any competitor in order to ascertain his/her fitness to compete. The Chief Medical Officer's decision is final.

15. BRIEFINGS.

Riders may be required to attend verbal briefings as notified in the Final Instructions or by request at the meeting over the tannoy. Failure to attend may result in disqualification.

16. PRACTICE / QUALIFYING / GRID POSITIONS (All Classes)

Each rider must complete the practice/qualifying session for their Class.

Should you fail to make the qualifying session – you must advise the Race Office as dispensation will be needed from the Clerk of the Course to allow you to race. That decision will be based on your experience and whether you attended the Friday Testday. Sidecar Passengers may not be changed on the first day of racing unless they have completed qualifying laps* – they must complete a practice session on Sunday am in order for permission to race to be granted.

*Sidecar teams may change a passenger during qualifying (with a swap in pit-lane) in order for two passengers to earn the credentials to race on the first day. The Race Office should be advised if Teams intend to do this.

The practice / qualifying schedule will be published in the Meeting File at bemsee.net in advance of the meeting and in the printed programme for the event.

Grid Positions will be allocated by the organisers for the first (usually Saturday) race for each class based on the best time achieved in the class's qualifying session.

Grid Positions for Subsequent Races

Subsequent races will grid according to the fastest lap achieved by each rider in the previous race, even if the rider falls or suffers a mechanical failure that causes a dnf, the best laptime scored will be used. If a rider fails to register a laptime*, their grid position for the following race will be based on their grid position for the race in which they DNF - with a 6-place grid position penalty then applied.

**NOTE: The first lap is discounted as a time for this purpose as riders are measured from the control line for a full lap – riders grid positions mean that the distance travelled on the first lap will be different for all riders, hence the first lap can't be used. The second lap is the first scoring lap for*

the purpose of setting the next race grid. If you fall or breakdown during the second lap, no eligible time for setting the next grid will have been set – You will start the next race with the 6-place grid penalty applied.

Riders who are late to the collecting area may have to start from the back of the grid to avoid undue delays in the running of the programme.

Grid Positions after a Technical DQ

In the event of a disqualification for a technical infraction after post-race checks the same 6-place grid penalty will apply for the rider's subsequent race. The rider will need to have their bike corrected and re-tested by the Technical Officials to be able to take their place on the subsequent grid.

In the event of a disqualification for matters relating to on-track infractions (severity to be decided by the Clerks of the Course) then position on subsequent race grids will also be a matter for the Clerks to decide. The Clerks reserve the right to apply a more severe penalty and place the rider at the rear of the subsequent grid or exclude the rider from further races.

17. ROOKIE ORANGE JACKETS.

It is a requirement of the ACU's Standing Regulations that Rookies must wear an Orange Jacket when on-track at all times (inc Testdays). The Club requires that Rookies comply with this throughout the entirety of their Rookie year even if they have gained sufficient signatures to upgrade to Clubman and irrespective of the class they are competing in.

The reasons for this are twofold: Where your Rookie Class runs within the main class grid (e.g. Rookie TB 500 in with the main TB 500 grid) the wearing of an Orange Jacket enables the class of each rider to be clear to others during a race and the Jacket provides an indication to more experienced riders that the wearer is a novice or in their first year of racing.

Replacements are available at every meeting in the Race Office. Failure to wear an Orange Jacket as set out above will result in a penalty to be determined by the Clerk of the Course. This could be a time penalty that could affect your race result.

18. GRID FORMATION.

The grid formation will be 3 - 3 - 3 for all solo classes and as per the ACU course licence for sidecars with each row nine metres apart.

19. ATTENDING THE COLLECTING AREA FOR RACES ONTIME

PLEASE READ APPENDIX A

20. STARTS.

The starting grid should be published as soon as possible, but in any event no less than 1 hour before the race start and no more than 30 minutes after the completion of practice.

Starts are made with engines running for all modern machines.

21. START PROCEDURE

- a) When instructed by the pit lane / assembly area marshal, riders must proceed to the grid and take up their official grid position.
- b) There may be display panels at the side of the track indicating rows to assist riders in locating their correct grid position.
- c) No mechanics or tyre warmers are allowed on the grid. Riders who encounter technical problems must go to the pit lane to make repairs/adjustments or retire to a place of safety immediately. There will be the minimum of delay.
- d) The official at the front of the grid will signal all the riders to proceed on a warm up lap(s) (of the circuit being used for the race) by waving a green flag. When the last rider has cleared the pit lane exit, any riders waiting there will be allowed to join the warm up

lap(s) under the instruction of the pit lane marshal. Any rider joining the warm up lap from pit lane must start from the rear of the grid.

- e) Ten seconds later the pit lane exit will be closed and any further qualified riders may be allowed to start the race from pit lane under the instructions of the officials.
- f) Any rider considered to be deliberately delaying the completion of the warm up lap(s) will be directed to the rear of the grid.
- g) Any rider who encounters a problem with his machine must either return to the pit lane to make repairs, or retire at a safe location and follow the instructions of the marshals. Such riders may be allowed to start the race from pit lane under the instructions of the officials.
- h) Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm to alert the start line officials. It is not permitted to attempt to delay the start deliberately by any other means.
- i) Completion of the warm up lap(s) is not compulsory. Riders not completing the warm up lap(s) may only be allowed to start from pit lane or the rear of the grid as authorised by the Clerk of the Course.
- j) At the completion of the final warm up lap a red flag will be displayed motionless on the start line in the centre of the track, or in a location noted in the Final Instructions for the event. Riders must approach the grid at a suitably safe speed considering the presence of the start line officials. The starting lights will not be illuminated at this time.
- k) When the grid is assembled correctly an official at the rear of the grid will display a green flag and the official at the front of the grid will raise the red flag. The starter will then instruct the official with the red flag to move to the side of the grid, having indicated to the riders that they are to watch the lights / starters national flag.
- l) The red light(s) will then be illuminated for up to 5 seconds. The red light(s) will then be extinguished simultaneously to start the race.
- m) After the last rider has passed the pit lane exit, the official there may show the green flag/light to start any duly qualified riders still in pit lane.
- n) Should there be a problem on the grid that might prejudice the safety of the start then the official in charge of the start may display a yellow flag or yellow flashing light and the board 'Start Delayed'. When the problem is removed and the circuit is clear, the procedure will recommence with another warm up lap and the race distance will be reduced by one lap.

Any rider deemed responsible for the delay may be directed to the back of the grid or to the pit lane on the instructions of the Clerk of the Course.

- o) If, after the lights are extinguished, a rider stalls his machine then the start line marshals may assist the rider by pushing him along the track to attempt to start the engine. If after a reasonable time (this is dependant upon circuit length) the engine will not start, the rider must assist the marshals in taking the machine to a place of safety. Only if the machine is pushed to pit lane may the mechanics assist the rider in restarting the engine. When the race leader has crossed the finish line at the end of lap two, any such riders will not be permitted to join the race.

22. NEW FLAG SIGNALS.

The following flag signals were be deployed from the start of the 2025 season, reiterated here:

Double Yellow Flag/Light waved (two flags shown together); there is a hazard wholly or partly blocking the track. Riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.

Rain Flag/Lights - White flag/light with a diagonal red cross.

Stationary; drops of rain in this section of the track, not affecting the track surface.

Waved; more intense rain that is affecting the track surface.

23. TYRE WARMERS.

Tyre warmers are not allowed inside the assembly area or on the grid.

24. FINISH OF A RACE.

The chequered flag will be displayed as the winner crosses the finish line and will be kept flying until the last rider finishes that lap. Thereafter riders crossing the finish line must leave the circuit at the point described in the Final Instructions, or as directed by the course marshals. Those riders who complete a similar number of laps having their position determined by the order in which they finished. Only riders crossing the finishing line within the time limit and/or distance laid down in the 2026 ACU Handbook will be declared finishers.

Should the end of the race signal inadvertently or otherwise be displayed before the leading rider completes the scheduled number of laps – or before the scheduled race time has been completed, the race will be deemed to have finished. If the chequered flag is given to the leader then a result will be drawn up accordingly, but if the chequered flag is given to a competitor other than the leader then the result will be taken when the leader last crossed the finish line. Should the end of the race signal be delayed for any reason, the race will nevertheless be deemed to have finished at the correct moment and competitors classified accordingly.

25. PIT LANE.

Travelling in the reverse direction with the engine running is prohibited.

Pit Lane "Walkabouts" may be organised and a time for these will be issued. Competitors who have garages must present themselves and their machines during this period and the garage doors must be open. The pit lane is to be kept unobstructed at all times. Riders must take all due care.

26. CHAMPIONSHIP STICKERS.

The organisers may wish competitors to carry sponsors decals/logos, if so required this will be mandatory.

27. RESULTS.

All practice timesheets, grids and result sheets are deemed provisional until all machines are released by the Technical Officials after post practice / race controls and / or after completion of any judicial or technical procedures.

Results are published online at TSL Timing and are posted in the window/outside of the Race Office. Printed sheets are no longer available from the Race Office.

28. WET & DRY RACES

All practice sessions and races will categorised as "DRY" unless a "WET RACE" board is displayed in the collecting area and in pit lane. Under "DRY" conditions the event will be terminated or interrupted by the Clerk of the Course if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres. Under "WET RACE" conditions the event is unlikely to be stopped simply because the climatic conditions change. It is the riders' responsibility to make a selection from the type of tyre available to them under the class regulations and to adjust their riding to accommodate the weather conditions, even if they change. Riders who wish to change tyres must enter the pits to do so. When a wet race has been declared, the rear facing red warning light must be switched on and remain on for the duration of the race.

If climatic conditions change significantly once riders are called to the Collecting Area the Clerk may still intervene to suspend racing. For a race to remain "viable" at least 6 riders must choose to assemble on the grid (after the Warm-Up lap).

29. FUEL

Competitors must affirm that all duty on fuel to be used at the events has been paid in accordance with the National Sporting Code.

30. FORCE MAJEURE

Notwithstanding the provisions of the ACU Standing Regulations for Road Racing and the National Sporting Code, in the event that the British Motorcycle Racing Club is unable to complete all or part of a meeting due to reasons of force majeure including, but not limited to, climactic conditions or other loss of circuit safety (e.g. catastrophic oil spillage) or the closure of the circuit by external authorities then racing members agree in principle and accept that the Club may not be able to refund entry fees as a whole or in part, and the Club shall have no obligation or responsibility to make such a refund. The foregoing is appropriate and reasonable to ensure that the Club is not compromised by an untenable financial burden. Nevertheless, the Club will make every effort to include the cancelled events at subsequent meetings during the season.

31. GENERAL CONDUCT

Riders are reminded that they are responsible for their own conduct and that of their friends, family & supporters. In the same way that you would observe instructions & requests from Marshals & Officials, we expect the same of your entourage. Examples of abuse have occurred where Officials have requested people to move from restricted areas. A reminder then that abusive or aggressive conduct towards our volunteers will not be tolerated and risks the exclusion of the rider with whom any offending person is associated.

32. COURSES.

Brands Hatch Circuit, Fawkham, Longfield, Kent. DA3 8NG.

Circuit length – 1.28 miles.

Max number of starters 38 solo / 28 sidecar.

Oulton Park, Cheshire. CW6 9BW

Circuit length – 2.69 miles

Max number of starters 40 solo / 30 sidecar.

Snetterton Circuit, Snetterton, Norwich, Norfolk. NR16 2JU.

Circuit length 300 - 2.97 miles.

Max number of starters 40 solo / 30 sidecar

Cadwell Park, Nr Louth, Lincs. LN11 9SE

Circuit length – 2.17 miles

Max number of starters 38 solo / 28 sidecar.

Donington Park National Circuit, Castle Donington, Derby, DE74 2RP

Circuit length – 1.979 miles

Max number of starters 40 solo / 30 sidecar.

Donington Park GP Circuit

Circuit length – 2.487 miles (GP Circuit inc the Melbourne Loop)

Max number of starters 40 solo / 30 sidecar.

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APPENDIX A

Attending the Collecting Area on time for Races

The Tannoy, the WhatsApp Group for Announcements and Mixlr will be used for the first call 6 to 8 minutes before the anticipated end of the race on circuit. (QR Code for the WhatsApp Group.....)

The second call will be approximately 4 to 5 minutes before the end of the race on circuit.

The final call will be around 1 to 2 minutes before the end of the race - this may coincide with the last lap flag.

Close attention will be paid to make a judgement as to whether any of these calls should be delayed in view of recoveries required on circuit. Recoveries can often be made whilst grids are coming from the Collecting Area and forming up, so it maybe that no delays will be involved.

A call will always be made to stop riders from attending the Collecting Area if an incident occurs on circuit that causes a red flag and requires medical or circuit vehicle interventions after any of the initial calls have been made.

There will be occasions where circuit incidents take place after the final call has been made. By which time most/all riders are in the Collecting Area – riders should remain there.

If the anticipated delay is upto 5 minutes then riders are assured that Race Control will run 2 x Warm-Up Laps on the short circuits, this will be advised by Collecting Area and Startline Crews to all riders. At long circuits like Snett 300 and Donington, 2 warm-ups are not really required.

The objective here is to try and avoid riders in the already called-up grid returning under their own steam back to the paddock...this can cause us significant delay and inconsistency when trying to return everyone back to the collecting area to get going again, if the delay is relatively short.

If riders choose to ignore this request to remain in place, then Race Control may choose to run the race with the riders that remained in the Collecting Area OR call the next race in the programme. In the event of what looks like a serious accident or oil spillage and ongoing delay - the Clerk would then choose to send the called-up grid back to the paddock and we start the process again.

Reserves & Latecomers

There will be a separate holding pen at Collecting Out for reserves to go to once they are recorded arriving at Collecting In.

When the Circuit is Clear....

When the circuit is clear the Clerk will call the grid from the Collecting Area to the circuit.

After a period of one minute the Clerk will declare collecting area closed. This is the period that it takes to form up most grids at most circuits. (Cadwell takes longer)

This will have the effect of closing the access to the circuit **at the Collecting Out end of the Area.**

At the point that the Collecting Area is declared closed - the Collecting Out staff controlling access to circuit have the discretion to release any reserves.

Any latecomers that arrive at Collecting In after it has been declared closed will be allowed through Collecting In but held at Collecting Out behind any reserves.

Reserves that made the Collecting Area on time have the right to go to the grid in front of latecomers who arrive after the 1-minute period. The latecomer may also be released if there's still space on the grid and the time allows. If however, the warm-up lap has started then latecomers will be held at Collecting Out until they can be released to join **the back of the grid** on the start.

Latecomers do have the right to join a race, if grid capacity allows, once the race has started by proceeding down the pit lane, provided they are able to join the circuit before the completion of the first lap. Officials will advise and direct riders in these circumstances.



Red Flag - Race Restart

In the event of a Red Flag and the race returning to the grid for a re-start. Latecomers may present themselves at Collecting In to be included in the restart grid, if space now allows, they may join the race and can take their place on the grid. Reserves that were released for the first race start can stay out there; Latecomers can only join the grid in the re-run scenario if grid space allows **including reserves already out there.**

The Latecomer will take their original grid position as the re-run is a new race, the first attempt being void.

APPENDIX B

Prohibited Helmet Cameras at Bemsee

In the opinion of our CMO – the only thing that should be inside your helmet is your head.

Wearing something like this is prohibited -in order to prevent the risk of more serious head injury in the event of a big bang on the head whilst racing.



If you want to spend the money....these are safe and acceptable



OR FIT A CAMERA TO YOUR BIKE IF YOU WANT FOOTAGE OF YOUR TIME ON-TRACK