



“Go Racing With Bemsee”

**BMCRC New Racer
Information Pack 2026**

Table of Contents

THE BRITISH MOTORCYCLE RACING CLUB - "BEMSEE"	3
THE CLUB STRUCTURE	4
BMCRC DIRECTORS LIST	5
RIDERS REPS	5
BEMSEE ON FACEBOOK	6
WHAT DO I NEED TO DO TO GO RACING?	7
BMCRC - 2026 CLASSES	9
MRO CLASSES	10
BMCRC CLUB CLASSES	11
2026 DATES	
12	
RIDER SUPPORT	
13	
ACU COACH/INSTRUCTORS:	13
YOUNG RIDER SUPPORT:	13
BUDDY SCHEME	14
RACE ADMIN SUPPORT	14
RIDER REPS	14
TOP TIPS	15
ENGINE & FRAME NUMBERS - ADVICE BEFORE YOU BUY A RACE BIKE.	15
COST CONSIDERATIONS	16
PRE RACE PREP	17
AT THE CIRCUIT	18
SNIPPETS OF WISDOM	19
TRANSPONDERS	19
VIEWS FROM THE TECH BAY (TECHNICAL INSPECTION)	20
SHADES OF ORANGE AND RACING GREEN (BEMSEE MARSHALS)	22
WHO ARE WE?	22
WHAT DO WE DO?	22
WHY DO YOU NEED US?	23
RACE SUPPORT:	25
SPORTS NUTRITION & WELLNESS: TINA HILL (WWW.HEALTHYSPORT4US.COM)	26
TYRE & RACE PRODUCTS: ROD HARWIN	27
SUSPENSION: - TBR PERFORMANCE - TW SUSPENSION	28
LEATHER REPAIRS: HILL4LEATHER (WWW.HILL4LEATHER.COM)	29
Bemsee Official Photographers	
30	
MZ EXPERIENCE	
31	
YPM CLUB BIKE HIRE	
32	
BEMSEE SPONSORS:	33



The British Motorcycle Racing Club - "Bemsee"

The British Motor Cycle Racing Club, known as BMCRC or "Bemsee", is the World's oldest motorcycle racing club. Founded in 1909, it was originally based at the classic Brooklands circuit near Weybridge in Surrey.

The club is proud of its reputation of one of the largest and safest clubs to race with as well as having a varied selection of race classes to suit all types of motorcycle and racer ability. Race support services at each meeting provide everything a rider and machine might need. From bike spares, tyres, suspension specialists, to rider health advice, nutrition and massage everything is catered for.

Bemsee is always looking at investing in the sport and its members and proud to have the largest number of dedicated ACU qualified coach/instructors within its membership compared to any other club. These highly experienced and friendly group of men and women, are available to all members of Bemsee to instruct, advise and develop skills on and off track to make your racing faster, smoother and safer in all aspects of your race craft.

Investment in racers safety, health, riding development and the fun of racing is at the heart of the clubs success.

This pack gives you a high level overview of the club and how you can start racing. For more detail on any of the subjects please utilise the contacts listed who are only too pleased to help.

To be part of the best, oldest and most welcoming motorcycle club in the world, now over 117 years old.....come racing with Bemsee.

Web: www.bemsee.net

The Club Structure

The Club is a mutual, this means it's owned by its Members - so if you are a Racing Member, then that's you!

The Club has up to 50 "Ordinary" Members who are able to attend the Clubs AGM (usually March of each year) and can vote on issues raised at that meeting. These people are invited to become Ordinary Members. Occasionally they may also meet at other times of the year if a particular issue requires attention. They are also responsible for overseeing the decisions made by the Board of Directors and are able to comment directly on the governance of the Club at any time. In fact, any Member can seek out a member of the Board if you have a particular issue that you feel needs addressing - the Directors list on the next page. The Club's management and governance is improved through all this feedback as well as Class-specific comments fed back via the Class Reps. Remember, the Club states that it is "run by Members for Members, by Racers for Racers". This fundamental approach is what makes it a Member's Club where comments are listened to, rather than just purely a commercial organisation.

The Club does have to run on sound commercial lines though, it's effectively a +£1m turnover business in a highly competitive market. It's also a very easy business in which to make losses.

Beyond the "Ordinary" Members is a Board of Directors, currently numbering 10, plus a non-voting President. The Board oversees the business plans and strategy for the Club put forward by the Chief Executive, they discuss and amend these plans during the closed-season prior to us executing the plan for the next Championship year. Ordinary Members are also invited to join the Board from time to time, they represent all aspects of the Club's operations on a raceday, Clerks, Marshals, Technical, Riders and they also bring a wealth of experience in business management from their own professional careers.

The Club chooses to employ just two full-time members of staff. These people also run the Race Office at each meeting. The CEO, Mike Dommert and our Race Secretary, Claire Hodgins. Both have worked together as a team on behalf of the Club's Members for many seasons now. All the other people involved in the Club - The Board - The "Ordinary" Members - The Marshals & Officials are all volunteers and take no remuneration from the Club. They are all involved for the love of the Sport, often for the love of this Club.

Any surplus made from racing operations is re-invested back into the running of the Club. That could be equipment like recovery vans, radios or office equipment and in recent times, the development of the website that you will book your race events through. In February 2015 a transactional part of the site launched to enable our riders to enter testdays and race meetings on-line.

So there's always a way to be involved in this Club. You'll be following in the footsteps of many other great people and a history that stretches back further than any motorcycle racing club in the World.

BMCRC Directors & Officials List



Jeremy Hill
Chairman
& Rider
Development



Ted McDonald
President
(Invitee to the Board)



Claire Hodgins
Race Secretary
(Invitee to the Board)
(Race Office at Meetings)



Mike Dommett
Chief Executive
(Invitee to the Board)
(Race Office at Meetings)



Andy Brown
Clerk of the Course



Peter Bartlett
Medical Liaison Officer



Mark Dent
Chief Technical Official



Lottie Gray
Chief of Startline



Jeff Matthews
Vice-Chairman



Tony MacBride
Clerk of the Course



Caroline Dapre
Clerk of the Course



Den Grant
Clerk of the Course

Riders Reps

Class	Riders rep	Phone	E-Mail
All Rookies	Jeremy Hill	07770 943149	Jeremy@jhill-racing.com
BMZRC 250	Alexander Mann	07838 488438	alexandermann@hotmail.co.uk
YPM Yamaha Past Masters	Paul Whitby	07720 544930	Paulwhitby1966@gmail.com
ACU Team Green Junior Cup/Senior Ninja Series	Konrad Breeze	07970 786198	konradbreese@tiscali.co.uk
MRO 600	Jake Anderton	07958 168328	Jakeanderton90@gmail.com
Thunderbike Sport	Adam Jamison	07733 368380	adamjamison@hotmail.com
Thunderbike Extreme & Ultra	Matt Hinnells	07751 869765	matthinnells06@tiscali.co.uk
MRO MiniTwins	Kev Lilley	07711 612461	kevlilley19@gmail.com
MRO Powerbike	Luke Wallington	07562 883402	bigwal1991@hotmail.co.uk
F1 & F2 Sidecars	Charlie Moss	07809 671891	info@charliemossracing.co.uk
Thunderbike 500	Max Maud	07543 680570	seanofnp@gmail.com
BMCRC SuperTwins	Alex Mann	07792 144361	mannracing97@outlook.com

Rider Support	Jeremy Hill	07770 943149	Jeremy@jhill-racing.com
Technical enquiries	Mark Dent	07831 711079	mark@performancefab.co.uk



Find us on
Facebook

Like

We have a wonderful community on Facebook.

Now you are part of the club you should join up to the essential groups such as our main club group and your very own Rookie year group:

Bemsee Club Riders: www.facebook.com/groups/bemsee/

This is for every member of the club and a great place to find out and discuss everything "Bemsee". Many announcements are made here for race weekends so join up!

Bemsee Rookies 2026: <https://www.facebook.com/groups/BemseeRookies2026/>

This is just for you if it's your first year racing and you wear the orange rookie bib! You are all in it together for the first time so this is where friendships grow, laughs are had and all the questions you have can be answered. As well as all the new racers in the group there is a wealth of knowledge from all areas of the Bemsee team in here and we are here to help you, laugh with you and share the experiences you will have as each round comes and goes.

As well as the core groups above there are also a number of specialist groups you might want to join or take part in relating to your class of bike or just for interest. You are welcome in them all.

- ACU Team Green Junior Cup: <https://www.facebook.com/groups/NationalJuniorCup/>
- Kawasaki300Senior Series: <https://www.facebook.com/groups/bemseesenior300series/>
- YamahaPastMasters:
<https://www.facebook.com/groups/YamahaPastMastersRacingClub/>
- MZ Racing: <https://www.facebook.com/groups/bmzrc/>
- MRO 600 & Clubman: <https://www.facebook.com/groups/MRO600Clubman/>
- Minitwins: <https://www.facebook.com/groups/BemseeMinitwins>
- Thunderbikes – Extreme & Ultra: <https://www.facebook.com/groups/ThunderbikeUK/>
- Thunderbike Sport: <https://www.facebook.com/groups/thunderbikesport>
- Powerbikes: <https://www.facebook.com/groups/MROPowerbikeandClubmanCup/>
- Thunderbike 500: <https://www.facebook.com/groups/543326461434955>
- Bemsee Marshals: <https://www.facebook.com/groups/BemseeMarshals/>

What do I need to do to go racing?

There are some essential things that need to be completed before you can go racing other than having a race bike and transport to get you to the circuit – you will need to do a course and get your Race Licence. Below is some brief information to get you on the right path to your first grid slot....

Here's what's involved...

All the links and documentation you need is at bemsee.net in the "Starting Racing" Section

- 1) To obtain a race licence, you will need to sit a virtual classroom session known as **the ACU-CTC course**. The ACU is our sport's governing body and CTC stands for Competitor Training Course. In the session, you will be tutored on various aspects of racing, such as flags, safety, etc. At the end you will need to answer a multiple choice paper, which, as long as you have been paying attention to the tutor, you should pass easily.
- 2) To race with BMCRC (or any Club these days), you will also need to complete an on-track course, **the BRA (Basic Rider Assessment)** which will cover a wide range of practical exercises that will introduce you to aspects of on-track race craft. This will assess your competency to ride and give you the chance to experience a race-start with all that goes with it – attending the assembly area – coming onto the grid – the warm-up lap – the lights, the start. This course is now a requirement for new Race Licence applicants.

To get your application underway you need to complete:

Your Application for the Bemsee ACU CTC/BRA Course

Available Now at bemsee.net (in the "Starting Racing" tab)

An ACU Licence Application form 2026 (See the CLICK in the "Starting Racing" section)

Your form should also have the eye test report completed (Also in the Starting Racing section) and a Passport style Photo also a copy of the front & back of your Road DVLA Licence (if you are Licensed to ride on the public roads). At the end of the BRA Course, we will confirm to the ACU that you have successfully completed both parts of the course.

If any of the above seems daunting or you need a bit more explanation, please feel free to call us anyway on 01708 720305.

Set up your own Rider Profile on [Bemsee.net](http://bemsee.net) (You can do this now)

Click on "Register" on the Homepage at the top and follow the process to set up your own personal rider profile. The system will enable you to enter all your address and next-of-kin details and your bike & class info. This will all be used when you later enter race meetings online. You will use your usual email address and pick your own password to login next time....

Continued

.....

Then join Bemsee as a Member for 2026

Once your Profile is setup online, scroll to the bottom of the page to select "2026 Membership" – (or find the link in the Starting Racing section) you can then add Membership to your basket and go through the secure checkout process. Our bank, will capture and hold your credit or debit card for future use. The system will email back to you a confirmation that you have joined the Club.

A Final Note: *The standard Novice Licence grade means you can only race a bike up to 600cc four-stroke or 650cc twin.*



BMCRC - 2026 Classes



ACU Thunderbike 500

Supported by: Austin Jacobs & SF Parts

A huge first season at Bemsee for this class in 2025 – full grids

We run 3 x sub-classes here: Sub 90kg, sub 105kg & over 105kg. This class will have an exclusive grid. There will also be a Rookie Championship bridging across all three sub-classes.

The overall ACU Championship for this class will be based on the first 3 over the line - irrespective of sub-class

Will run 9-rounds

Regulations are published on bemsee.net



Seton Tuning MRO Powerbikes & MRO Clubman 1000

Open to all 1000cc bikes, Stock or Tuned competing for a single title.

Features a “**1000cc Clubman Cup**” open to Clubmen licence holders only, stock or tuned.

Meeting Format: One qualifying session to set the grid for race 1. The Class has three races over the weekend, two on Saturday, one long one on Sunday. Subsequent races grids set according to fastest lap scored in previous race. Will run at all rounds in 2026.



MRO Retro 1000s

For older 1000s:

Yamaha R1 – Up to 2014

Honda Fireblade – Up to 2016

Kawasaki ZX-10 – Up to 2010

Suzuki GSXR-1000 – Up to 2016

These are all ‘Pre Electronic’ so no riders aids like traction, Launch and anti-Wheelie control. Separate Championship

Rules now published....

bemsee.net > Info Center > Downloads > 2026 Class Regs



Helmet City MRO 600 & MRO Clubman 600

A class that mixes Stock 600's and Supersport 600 tuned machines competing for a single title.

Features a “**600 Clubman Championship**” open to Clubmen licence holders only, stock or tuned.

Clubman will not also score in the main Championship.



Meeting Format: One qualifying session to set the grid for race 1. The Class has voted to have three races over the weekend. Here the first race (on Saturday at most events) Will be a longer length race compared with other classes the second day of racing being the standard 2-race format. Subsequent races grids set according to fastest lap scored in previous race.

The 765 machines are eligible for MRO and Clubman 600
Rules on bemsee.net



MRO Minitwins (inc: BMCRC Rookie Championships)

The biggest dedicated Minitwin grid in the UK! Predominantly the Suzuki SV650. 16yr olds will need an ACU Novice or Clubman Licence, 15yrs on a National Licence. Rookies will run within the Minitwins overall grid - if entry numbers are sufficient. This class must use Road Legal tyres except when a wet race has been declared.

Will run all rounds in 2026.



ACU Team Green Junior Cup/Senior Ninja Series

Series for 13-18 yr olds on the Kawasaki Ninja 300 or 400 twin, 4-stroke. Special Ninja 400 package available via Kawasaki, sealed engines, over 8 rounds. Novice, Clubman or National licence holders' eligible. Dunlop controlled tyre. Ninja 250's from 2012/3 also eligible, some available second hand.... Interested riders/parents teams should email the Bemsee office (mikedommett@hotmail.com) to register interest in order to receive a 2026 Series information pack.

Senior Ninja Series

So many riders (and Dads) said they'd love to race the kid's 300 or 400 bike – now's your chance
Identical package to the Juniors, buy a bike and race! Will run alongside the Junior grid.
Contact mikedommett@hotmail.com to get things moving.



NEW FOR 2026... BMCRC Open 500

The Open 500 will be split into two sub-classes – one for 2-Stroke and one for 4-Stroke. The only real rule? Engine capacity is capped at 500cc (standard manufacturer oversizes are fine). That's it. Simple, open, and flexible – the way club racing should be.

4-Stroke Class: F400s are still very much welcome, along with bikes like the Honda CB500, Kawasaki Ninjas, and the new BSB Junior Sportbike models (which fit the capacity limits).

2-Stroke Class: Expect to see some classics here – TZ250s, TZ350s, RSs, KRs – proper old-school racing kit back out on track where it belongs.

BMCRC Club Classes (To run over 8 rounds):



Yamaha Past Masters

Budget racing on the great Yamaha LC, TZR and YPVS bikes of the 80's and early 90's. The YPM class has developed into a special group in the Bemsee paddock. This class uses treaded tyres. Trophies for Clubman and Rookie sections on all races.

BMCRC Thunderbikes – Sport – Extreme - Ultra

The only Power to Weight Ratio series in the UK...

A power to weight ratio restriction applies here covering Singles, twins, triples & fours which are all eligible for this class. You may use any tyre, treaded or slick. Technical Regs for 2026 are on bemsee.net. This class now includes separate Extreme & Ultra sections too both with a slightly higher P-W ratios. There's a list of eligible bikes by sub-class on the website too – just ask reps if your idea is not shown.

Ultra and Extreme run together on the same grid for 2026 – depending on entry levels.

AND...BMCRC SuperTwins

Runs in with Thunderbike Sport as a separate class, started in 2023 and continues with support from TW Suspension

Any four-stroke twin cylinder motorcycle available for purchase to the general public for road use with a water-cooled engine of up to 700cc may be used (see details for rules in Downloads section)

BMCRC Rookie 600's

This class is where many start their careers. All riders will be first year novice licence holders. The bikes run to Supersport/Superstock rules, this means you can run a tuned or stock bike. It's trackcraft you'll be learning as in the hands of a talented rider any bike can go quick. You'll be using either slick or treaded tyres. The R600 and Open 500s – running together on the same grid but with a split start - 600s going off the line separately - running at all rounds

BMZRC 250 MZ

The ultimate budget class with a great family friendly paddock. This class may use any tyre treaded or slick and is run in accordance with the BMZRC technical specifications. Much more info on the MZ Racing Club's own site at www.bmzrc.org.uk

Runs with TGJC & Senior Ninjas:

BMCRC F1 & F2 Sidecars

If 3-wheels take your fancy and there're two of you we'll put you in touch with reps from this class who can help you get started. A unique breed of racers this and the Bemsee paddock is more the richer for them. Significant sponsorship from RKB Motorsport covers discounted entry fees, depending on what you are running – F1 or F2. Great value when you look at the proposed circuit lines up for 3-wheeled Club action:

Will run all rounds except Oulton April & Donington May

BMCRC – MRO 2026

Dates



BMCRC Race School:

Brands Hatch Indy Sunday 22nd February

On-track BRA – CTC Course done Online

BMCRC Marshal Training Day: 21st February

- Brands Hatch Indy 14/15 March
- Oulton Park 3/4 April
- Donington Park GP 9/10 May
- Cadwell Park 30/31 May
- Snetterton 300 27/28 June
- Donington Park 25/26 July
- Cadwell Park 15/16 August
- Snetterton 300 5/6 September
- Brands Hatch Indy 3/4 October

All meetings will have a BMCRC Friday Test day

Donington meetings are 98db drive by

Dates Confirmed (January 2026)



Rider support

One thing you will not suffer from whilst racing with Bemsee is lack of support. Should you find yourself needing help during, or in between a race weekend, there are a mass of experienced Bemsee people always willing to help you find a solution to the problem or answer to a question.

We will do our best to spot you if you are struggling or need some help.... but we also need you to help yourself and find us when you need us. Don't be scared we are all part of one big family at Bemsee and we all bend over backwards to help each other.

ACU Coach/Instructors:

Bemsee is proud to have the largest number of qualified ACU Road Race Instructors within its membership. We have more than any other club in the country and we continually invest and innovate in the area of rider development. Our Instructors are available to all members for advice, mentoring, instruction and rider development throughout the year.

Remember everyone has different ability in strengths and areas for development. Racing is about progression in skills and your first years racing will be a big learning curve. The Instructors can help you in many ways by working with you. You have the opportunity to use their experience on and off track so remember to book your instructor. It's easy:

To book instruction, do it well in advance of the test day, by simply by selecting "Request an Instructor" Online, when you book your Testday. Instructor allocations are published on the Clubs Facebook groups in advance of the test day.

Team Green Junior Cup and Young Rider Support:

Bemsee is passionate about bike racing and in particular the young talent that joins the club in the Team Green Junior Cup.

With very excitable youth and supportive, but naturally concerned parents, we are committed to giving the best advice to both riders and parents through the experience we have in the club. Our commitment to put our top class riders through the ACU coaching course to give them additional education in dealing with riders under the age of 18 is proof of the focus we have in this area.

These instructors, headed by the Bemsee director of Rider Development Jeremy Hill, will work closely with the young riders and parents to identify, and work on, the special requirements that come from working with young racers on the big tracks. Building trust to open communication is key and these instructors work extremely hard to ensure the younger riders enjoy their racing and rider development.

If you want to know more please contact Jeremy or the Race Office. We are here to help and answer any questions.

Buddy Scheme

It can be a very daunting prospect turning up at your first race meeting with nerves, excitement and a certain amount of confusion. Where do you go, what do you do, what time do you need to be at Technical Inspection, in the collecting area for your race, get your leathers on, go for the emergency pre-race toilet run.....etc etc.

The Buddy Scheme is focused directly at pairing up all new racers with an experienced racer in the paddock to help them through the first few meetings. It will be a friendly face to meet and greet you and make sure you get where you need to go, on time and with all of the right equipment. **If you would like a buddy be sure to contact Jeremy or Bemsee Race Office to register as soon as possible as this is a popular benefit from the club and needs planning!**

You'll be allocated, and have contact with your race buddy, before you get to your first meeting.

Race Admin Support

Claire Hodgins & Mike Dommett are Bemsee's Race Office staff and deal with all the race admin prior to the meeting and in the paddock office over the race weekend. As racers you have the responsibility to ensure your entries completed and in on time. But some things can be unavoidable so if you need their help just call 01708 720305 (10-3 Weekdays)

In 2015 The Club launched a **new online entry system at bemsee.net**. To get ready for the season, go there and complete your own rider profile as described earlier, just click the "Register" button top right and follow the process through. You'll then be ready to use the system to enter meetings and testdays in 2026.

Rider Reps

To assist you in your racing you have specific "Riders Reps" who are associated with each race class, as well as a Rookie Rep specifically to help you through your first years racing. All of the Reps are experienced racers and very approachable. They are there as a communication and reference point to feed information up and down the organisational chain within the club so ideas, issues or news can be clearly communicated and dealt with. The Riders Reps are also specialists in the area they represent and can advise on detailed aspects of that class.

For your first years racing your **Rookie Rep is Jeremy Hill** and his profile is attached. Contact him and have a chat about racing in general. He's happy to share his experiences to get you out on the grid!

Top Tips

There is a huge amount to learn in racing, not only how to ride the bike, how to make it handle better and where the nearest toilet is, there is also the myriad of things to do before, during and after a meeting. It all starts to happen naturally after a few meetings but you can't be blamed for forgetting something you didn't know!

To help you out with some of the essentials here is a quick selection of top tips from the Rider's Reps for when you start racing. Remember this is a snippet of the experience that will be passed on. The rest awaits you as you meet them in the paddock:

Engine & Frame Numbers - advice before you buy a race bike.

Anti-theft initiatives and on-going police investigations oblige all motor cycle race organisers to be particularly vigilant to prevent stolen machines being used on racetracks. In the past, the high number of motorcycle thefts was often blamed on the demand for machines to race. The vigilance of technical inspections has largely prevented the use of stolen machinery in this way, and it is incumbent upon all ACU clubs to rigidly maintain this position.

Consequently, any engine or frame that has numbers that are not exactly as the manufacturer delivered them, will not be eligible for racing under ACU permits. Unfortunately, this also excludes any legitimate engines or frames that are "stolen/recovered" or insurance "write-offs" where the engine or frame number has been modified by the police or insurer's agent. The reason behind this is that it cannot be confirmed that any alteration or modification to the numbers really are legitimate. Even if a letter is available from a confirming authorised agent, there is still no proof that the official letter actually refers to the same engine or frame presented with it.

The rule is therefore rigid and non-negotiable. If the numbers have been changed in any way at all, the machine cannot race. This includes *any* removal, obscuring, modification or replacement of manufacturer's original numbers. However, where damaged engine cases or frames are replaced with brand new manufacturer's products, these are sometimes supplied without any numbers. In that case, that is the way they must remain if they are to remain eligible to race. Any after-manufacture application of numbers will invalidate it.

The Club worked with the ACU to produce "Buying Second-Hand – a Racers Guide" You can find a copy online at bemsee.net in "info Center" >> "Downloads" >> "Season Info 2026"

Mark Dent
Senior Technical Official

Cost Considerations

Racing isn't the cheapest of sports but it doesn't need to be the most expensive thing you have laid your hard earnt money out on either. With careful planning and advice on what is and ISN'T important to blow your budget on, you can get the best smiles per mile per pound out of your race season.

For example, if this is your first years racing you will not need to spend extortionate amounts of money on trick race dashboards and telemetry. However good engine maintenance is essential but engine tuning and costs should be discussed with our race support specialists for advice as you *may* not have the ability, at this early stage, to make use of big power anyway! Remember the old saying "Power is nothing without control" and this is true.

Your first year should be focused on developing your riding skills and setting up the bike you already have. When you have gained a year's racing experience you will be amazed how much faster you will be going with the same machine you started the year with, just through ability development and bike setup. This doesn't cost anything.

However to give you an idea of some costs you will need to think of:

- **CTC/BRA Course:** It's the essential start to any racing rookie to attend the most established school around incorporating the CTC exam. Our race school is there to give you the confidence and support to make your entry into racing stress free (to a degree!!)
- **Entry fees:** These differ from track to track and can range from approximately £330 upwards per weekend. There is an option of joining another class, other than your main race entry, for the weekend (4 extra races) for an additional fee of just £95 at most rounds. Good value for extra racing.
- **Practice days:** these are vital in your first year to get your race bike and circuit knowledge set up. The club runs practice days on the Friday in front of race meetings, available exclusively for club members only, whether you are racing at the weekend meeting or not. You can apply for FREE Instruction on our testdays – just tick the request on the online entry form when you enter the meeting.
- **Fuel & Oil:** Not just your race fuel but the fuel for your transportation to and from the circuit. Oil changes are essential with a good race engine to keep that engine in good condition and if you are racing a two stroke there is obviously 2-stroke oil as well.
- **Food:** This can be done cheaply and can be pre-prepared for the weekend away. Don't buy at the circuit to save some of those racing pennies!
- **Transponder:** You will need an AMB TranX260 or X2 to race and you can either purchase one (approx £300 or second hand ones are available from retiring racers!) or hire one from Bemsee at £35 per meeting. If you have your own Transponder then make sure its number is entered into your racer profile at bemsee.net – otherwise when you book a race meeting the system will think you need to hire one.
- **Tyres:** The biggest cost to any racer but essential. Don't ride them until they are destroyed. You will be going slower, risk a crash (How much is it to repair the bike rather than buy a tyre?) and be behind your best mate in front who invested in that new rear tyre!

- **Accommodation:** Ok this is really for those who cannot sleep in the back of a van or afford a caravan. It's a luxury as a good inflatable bed and warm sleeping bag in the back of a transit has been good enough for the likes of Toseland, Shakey and pretty much all racers at the start!

You also miss out on Paddock evening activities, which is something no racer should miss out on!

The class you race in will have a direct impact on your costs. 1000cc and 600's probably have the biggest tyre costs where as two strokes probably have the highest piston replacement costs... unless you tap into the great advice of the guys that have the knowledge of jetting! Remember these are *some* of the things to consider, but smiles per race miles are priceless!

Pre Race Prep

- Get your entry online sorted as soon as it becomes available – you will be emailed in advance of the release date for each meeting.
- Start charging the transponder three days in advance.
- Make a checklist of all the stuff that needs to go in the van/car and check it off, try to put everything in the same place each time so that if you do miss anything it becomes apparent. You will add things throughout your racing!
- Thread-lock and lockwire everything that is susceptible to lots of vibration, race bikes are under extreme stresses, and bits come undone quickly.
- Whatever spare part you don't take or forget you will need - so take as much as you possibly can. Carry at least the crash repair stuff, levers, footpegs, clipons as a minimum.
- If possible carry a spare helmet, gloves and leathers. A small off can stop a weekend with no spare lid!
- Take a helper, preferably one who knows how to use a spanner.
- Practice your Wheel changes together and know who is doing which wheel. You may need to change them quickly. Have the right spanners to hand in a separate pile.
- Eat and drink the right things for YOUR Fuel. See the Club nutritionist for free advice.
- Get a big sports holdall and keep all of your riding gear in it including, socks, lucky pants and back protector. Put your transponder into one of the pockets with its charger and put it back when you have charged it. Get a clipboard and put all the relevant documentation to enable you to race on top of your gear in the bag. Load it first into your vehicle with your crash helmet/s
- Don't forget your race licence! Always keep this AND your dog tags in the inside pocket of your leathers then you know where they are and they are there for signing on and that saves a mad run back to the van on the other side of the paddock.
- Get to the circuit nice and early if turning up on a race day to save the stress of rushing around. Time/money permitting it's a good idea to do the practice day on the Friday especially when racing at a circuit which you have never been to before. There's no substitute for track time when starting out.
- Get your bike Tech Inspected during practice on Friday to save the crowds and queuing on Saturday morning. (Usually open from around 3pm Fridays)

- Take a decent torch. It gets dark in most paddocks and there isn't always power available.
- Buy the best generator you can afford, preferably four stroke with 240v blue connections.
- Ask Jeremy if you have any questions about preparation. It's better to ask than not!
- You will inevitably forget something....but don't worry you have 500 friends in the Bemsee paddock that will lend you whatever you have forgotten!

"By failing to prepare we prepare to fail"

At The Circuit

- Set yourself achievable goals for the season and each race. Examples might be: I'm not going to be last, score points and get my Clubman's licence. For each race try to picture where in the field you would like to be and pick a competitor to run with or beat. Speak to your Rookie Rep who can help you understand why these are important and assist you with getting these achievable goals set up.
- Eat and drink properly all weekend. It's essential to good performance and energy. We have very experienced and helpful support on race nutrition so make sure you understand its importance. *See the attached race support section for details, Tina Hill - Herbalife (<https://www.lt-info.com/>)*

Get your tyre warmers on at least 30mins before you are going out on track! Have good tyres fitted in advance.

(See the attached race support section for details, Rod Harwin and Alan Russell)

- Check the fluids on the bike, tyre pressures (hot), foot pegs secure etc - before the bike turns a wheel.
- Complete your Tech Inspection card and wedge it on the screen. Sign the back!!
- Sort out your tools so that the most used are readily at hand. Wheel change tools are essential.
- Ask an instructor or experienced rider if you need help. Don't ask just anyone and stick to a few trusted sources of information so you get consistency.
- Make friends fast, (not a problem in Bemsee!) learn who is an expert at what, and listen to the right advice, it's free but probably cost someone at some point to learn it.
- Have your suspension checked and/or serviced. A bike that goes round corners well will beat a bike with more power that doesn't!

(See the attached race support section for details)

- When you come in from a race make sure the first thing you do is put the bike on the stands, brush the debris off the tyres and put your tyre warmers on. Then re-fuel the bike and do a quick check to make sure everything is ok with the bike and nothing has worked loose. It is then ready for the next race and you can go and get changed. DON'T leave this until you are about to go out again as things get missed.
- Get to know the Rider Reps. Make a point of building up a rapport as this will help them. They have many racers to get to know so help them to help you and introduce yourself.
- Get a comfortable night's sleep. The best things are simple. Buy a camp bed which, together with the duvet off the spare bed, makes sleeping in a van a more enjoyable experience.

Snippets of Wisdom

- Over the season look at the things that break in a crash on your type of machine, normally the bits that stick out, and get spares. Set them up so that replacement is straightforward. Fairings and seat units can usually be repaired with cable ties and gaffa tape.
- Have a look at the front-runners in your class, try to look at their bike setup and riding styles to see what makes them faster then see your instructor.
- Build up a list of tradesmen, suppliers or race support in the paddock that can turn things around quickly for you as you may need to.
- Don't let your hair get wet on a rainy day. It steams your crash helmet up from the inside!

Transponders

You do need to use a Transponder on your bike, it's how the timing systems we use clock that you've crossed the finish line.

The Club can hire you a Transponder at each meeting, this you book online when you book a meeting. If you don't have a Transponder number in your online profile we/the system will assume you need to hire and it will add £30 to your entry fees.

Most commonly riders who have their own use a TranX 260 AMB unit; each has a unique code number that will be entered into our timekeeper's computer systems that is logged against you and your bike.

The latest X2 units are now Leased by our timekeepers, TSL Timing at [www.tsl-timing.com](http://www tsl-timing.com) as you can't buy them outright anymore. The kit will include the Transponder, mains and in-car charging leads and a docking unit for charging.

If you find a second hand TranX260, that's also fine.

Prior to a meeting the Transponder will take 24hrs to fully charge and will then hold a charge that will last the whole weekend and beyond. Once charged the light on the front of the unit will flash green, one flash for each day of operation left in the battery, or the light will show red to say it needs recharging.

We also offer transponders for hire to cover the weekend for £35. These are available, charged for the weekend in the Race Office from Saturday morning. You need to have a working Transponder on your bike to pass through Technical Inspection.

We always have spares if your own unit turns out not to be working – or gets lost or forgotten!

From 2019 onwards: Back Protectors

We always try to have an eye on the safety of our riders both on and off the track. To that end the Club is adding back protectors as a requirement at your clothing check.

We won't be stipulating the specific product that you have to buy but as long as you use a back protector from a recognized manufacturer you'll be in the right area. The foam insert in the back of your leathers is not an adequate back protector you do need a separate unit.....

Our view is a back protector should also be used in conjunction with air suits as there is potential for rear impact prior to any inflation. Riders who have specific reasons why they cannot wear a back protector will be reviewed by the CMO on a case by case basis. We would suggest people in this situation email the office directly so that we can discuss and deal with this privately in advance of the season starting.

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.

Views from the Tech Bay (Technical Inspection)



Many new racers view the technical inspectors with some trepidation. They are all licensed by the ACU, but that is coupled to their having been properly trained to do the job. As in all walks of life, you will come across, some that are more knowledgeable than others, but at Bemsee we are extremely fortunate to have specialists to address a variety of complex subjects to assist colleagues whose own speciality may lay in a different area. However, the Technical Officials are all Club Members just the same as you, and they are all unpaid volunteers making their contribution to the same sport that we all love.

Your first personal contact with a Bemsee Club official on race day is most likely to be a Technical Official (Tech for short) when you bring your bike and equipment for inspection. The Tech is not there to find an excuse to stop you racing. He/she is there on behalf of all our club members to make sure your bike and equipment is eligible to be used for racing at that meeting. If there is something that does not comply with the ACU regulations, it will be pointed out to you. The Tech is not allowed to instruct or advise you how to remedy the situation, but he/she might explain how they would remedy such an item if it were on their own bike. A subtle difference? Perhaps, but necessary as they cannot take on your responsibilities.....

The safety and suitability of your bike and your equipment is the sole responsibility of you, the rider. The Techs will conduct an inspection to ensure that your bike and equipment complies to

ACU Standing Regulations, as defined in the ACU Handbook that you received with your racing licence. These regulations do include safety items that potentially could risk causing avoidable injury to you or your fellow competitors, or attending marshals at the site of an accident. If the Tech is content that your bike and equipment is eligible, your card will be signed so that you can proceed to "sign on" for the meeting. You must not use a bike or equipment that has not passed this Technical Inspection.

It is you, the rider's responsibility to ensure that your bike complies with regulations for the class you have entered to race in. The Tech Team will conduct checks that your bike is eligible for that specific class, after your race concludes. As the oldest and biggest of the racing clubs, we have amassed a great deal of specialised knowledge and equipment to assist us in that. Bemsee's aim is that racing is in fair competition, so that nobody should gain unfair advantage by competing with machinery outside the class rules. If we do find anything that is not allowed within the class rules, it is reported to the Clerk of the Course, to exclude you from the race results. It is accepted that non-compliance to the class rules might be entirely innocent, but it would be unfair to your fellow competitors to allow you to win points if your bike is not eligible. Again, we are not allowed to instruct or advise you what to do if you fail class inspection, but if you ask us what can be done to remedy a failure, we will do our best to offer possibilities, and be available to re-inspect any remedy before your next race. That includes a free re-run on the Bemsee Dyno if that proof is needed.



The Bemsee dyno facility is also available to Bemsee members for fault finding and problem solving. Power runs with graphed results are available for £25, and full diagnostics and remapping available from £60. These modest fees go into Club funds to help pay for the running costs of the dyno facility. There is never any charge for dyno runs requested by the Tech Officials.

Do not be put off by our Bemsee uniform, which is only to help you identify us. We are there to help and assist you, our fellow members, so if you have any technical or other problems with your bike, you can always come and talk to us. We don't bite (except where bacon sandwiches are concerned).

Mark Dent
Senior Technical Official.

Shades of Orange and Racing Green (Bemsee Marshals)

Who are we?

Marshals are those strange people, who dress up in orange and lurk on corners of the race track waiting for you to throw yourself and your motorcycle at them. Being the simple souls that they are, they will then return your bike to you so that if you enjoyed the experience first time round you can repeat it later on in the day! It's strongly advised that, given the choice, you do not crash on any corner where you see them sat on the bank, wearing a straw hat and playing a banjo, and if you don't know who Burt Reynolds is, ask your Dad (or Jeremy) to explain the film "Deliverance"!

We're a mixed bunch – some have hair and some don't, some are ex-racers, some are ex-housewives and some are ex-travert!. Some are cleaners and some are company directors. But whatever we are, we're all in it together... as a team!!

We're Bemsee Marshals ☺

Contrary to what some believe, Marshals are unpaid volunteers, attending the meeting at their own cost because that's what they do for a hobby (most camp at the circuit over the race weekend, so come and say hello!). It's a great way of getting involved with our sport and it's as close as you can get to the action, (sometimes too close!) without actually taking part.



Most Bemsee Marshals attend a training day at the start of each season to ensure that they have the skills to help the meeting run as efficiently and safely as possible.

What do we do?

The Marshal's primary role is to ensure that the circuit is safe, and remains safe, for you to race on. They are not there with the express intention of ruining your day, so if you do drop in to see them please listen to them.

During practice, or racing, Marshals will communicate to you via flag and light signals, so please try and remember the position of flag posts during your practice sessions, when each post will be showing a GREEN flag to let you know where they are.

You will all, of course, know that the YELLOW flag is the one that indicates to you that you are approaching a problem. Please take this flag seriously, it will often mean that Marshals are working trackside with one of your fellow racers, who has already launched themselves at the scenery.

The point of the yellow flag is to prevent you doing the same and hitting these vulnerable participants. It also means that it may be in your best interests to be extra vigilant to a potential issue on track. In real life, an INSTANT race stop can still mean it's not instant enough to prevent you from racing through a problematic area of the circuit. This is why the ACU handbook states 'slow down and be prepared to stop'.

You should be taking it down a notch so you're more able to act and less likely to crash. Overtaking under a yellow is forbidden, and if you do, you stand the chance of getting a time penalty, unless it was your only option to avoid an accident. This will be judged by the corner marshals and reported accordingly, but they don't see everything, especially when they're

busy clearing an incident. There may be the odd honest mistake, so if you feel you have been penalised unfairly, please don't tear their heads off.

Prevention is a primary role of the Marshals and if you see them displaying a Black and Orange flag with your number, please pull off at the first safe opportunity (usually the next corner). Do NOT tour back to the pits or pretend you haven't seen it! You could be chucking an oil slick out behind you or your engine may be about to go bang!!! Do NOT put yourself and your fellow racers in unnecessary danger by touring or ignoring flags PLEASE.

Those not acting as flag marshals are there to move you and your bike to a place of safety when things don't go according to plan. If you crash and aren't injured, a helping hand to move your bike is always appreciated. If you break down, please don't sit at the side of the track trying to fix it, and don't throw it down and stomp off. If you can, get it off the track and get yourself over the barrier. If you're lucky, you will have stopped somewhere with a good selection of sweets on their corner and there is no charge for giving you and your bike a ride back in the recovery van at the end of the race!

If you crash and hurt yourself, tell the marshals when they get to you. They will not try to move you unless you are happy to move. If you can't move, then medical assistance will be with you very quickly. Marshals are trained not to attempt to remove crash helmets, although they will help you if you want to remove it yourself. For any accident that looks as though you received a hard impact, they will always suggest you go for a check up in the medical centre. Even if you feel fine, please listen to them, the doctors would rather check you out and find nothing, than have to dash over to treat you later in your garage.

Why do you need us?

So there you have it, that's basically who marshals are, and what they do on a race day. If you've read this far you'll already know why you need us, but we need you too. None of us would be there without the other, so together, hopefully, everyone has a good day doing what they love, even if it's standing out in the pouring rain for hours on end!

We always do our best, but are only human and occasionally we do get things wrong, so please bear with us and don't take it personally. If there is anything else you would like to know about those strange orange clad people don't ever be afraid to ask any of them. They are friendly, for the most part, especially just after breakfast when they've just been fed!

And finally, when you've been stood out in the rain for 5 or 6 hours, it's always nice to get a wave from the riders on the cool down lap. We are all part of the Bemsee family.

Thanks for taking the time to read this....we are the ones wearing orange.....

Karen Higgens - BMCRC Chief Marshal

Race Support:



Officials Profile: Jeremy Hill



- **BMCRC Chairman**
- **BMCRC Director of Rider development**
- **Rookie Rider's Rep**
- **Chief ACU Instructor**

I have been riding bikes since 1984 on the road and have raced competitively since 1991 to the present day. Throughout my racing career I have competed in the UK Endurance Championships as well as Clubman and National Championships.

Classes I have raced in, for both Endurance and short circuit, range from two-stroke YPVS350's (When they were the bike to have and not past masters!), MZ's, TZR250's, 400s, Supersport 600, Powerbikes and even F1 sidecars. I have enjoyed many wins within Endurance and short circuit racing including back-to-back Open 1300, Powerbike and 400 titles, also F400 Sub-64 and in 2023 the Thunderbike Sport Championship.

I have been a member of Bemsee as a racer for many years and am proud to be the current BMCRC Chairman. As well as Chairman my key role in the club is the Rider Development Director with a team of Bemsee ACU Club Coaches to instruct our members. As Rookie Rep I'm here for all the enquiries you may have as well.

I ride regularly on the road in all weather on a Yamaha Fazer 1000 and an Aprilia Tuono 1100 Factory and enjoy the passion of two wheels. I play bad golf (Save a mole a job), Badminton, Cycling and pretty much any sport. I am always happy, and believe positive attitude is everything. I'll talk bikes to anyone so come and have a chat at anytime. I'm always in the paddock or on the end of the phone or email for you.

Racing and motorcycles have been a great part of my life and I am looking forward to continuing the ground-breaking innovation we are very proud of at Bemsee. I work with a great team of similar volunteers in the club with a passion for the riders' fun, interests, development and mentoring. Regardless of a riders ability I am dedicated to assist them achieve their racing dreams as I have. You can ride better than even you can imagine.

I see racing as a passion within Bemsee and not just a sport. Come join the fun.

TUNE YOUR BODY AS WELL AS YOUR BIKE:

SPORTS NUTRITION & WELLNESS FOR RACERS & FAMILIES

Whether you are a serious competitor or just riding for fun, the lack of good nutrition and hydration can result in poor concentration and fatigue.

Benefits include:

- Increased Stamina/Energy
- Improved Mental Focus
- Improved Agility and Joint Suppleness
- Faster Repair and recovery
- Reduction in injury and illness

Why us:

- Specialised in motorcycle racing for over 20 years
- BMCRC nutritionist since 2001
- Supported multiple champions and riders of all levels
- Presence at Race Meetings and Facebook Groups
- Free Body analysis/Wellness Evaluation
- Top quality personally tailored programmes
- Online ordering system: www.LT-INFO.com
- Excellent follow-up and customer service
- Massage and Paddock Pamper bookings available at all rounds.



**Call Tina on:
07931 363275**

DISCOUNT AVAILABLE FOR BEMSEE RIDERS AND THEIR FAMILIES



**30% Gym
70% Diet**
Ab's are made
in the kitchen
not in the Gym

Tyre & Race Products: Rod Harwin

At every Bemsee race meeting you will find the race support presence of Rod Harwin (Rod Harwin Racing).

A wealth of experience of tyre supply and fitting as well as a huge range of race products from lubricants and knee sliders to bodywork, rearsets and paddock stands.

Been supporting Bemsee races for many years and work extremely hard to make sure you get the right parts and service should you need a quick turnaround to get out for your next race.

Get to know him as they are an invaluable friendship and service in the paddock during race weekends.

Rod Harwin:

Tel: 07767 304654

Facebook: <https://www.facebook.com/RodHarwin>

Web: <http://www.rodharwin.com>



Suspension: Matt Wren – TBR Performance



A bike that doesn't corner properly, won't win races. After ensuring your suspension is in good mechanical order, the most important aspect of suspension setup, is correctly balanced springing of the machine. The most common complaints we see from riders, are often as a result of improper springing - A bike that is too soft or too stiff at either end, will result in the rear sitting low, preventing the bike turning properly; or sitting too high, making the bike too unstable and difficult to control.

Even if you cannot get a trackside setup done before race season starts, get in contact with either ourselves, or some other local suspension shop, and ensure your suspension is serviced, and sprung correctly.

Matt Wren
TBR Performance
Unit 10 Kennet Enterprise Centre
Hungerford
Berks
RG17 0EY

01488681666
07789901626
www.Facebook.com/Innocentengineering
www.TBRperformance.co.uk



Suspension: Teut Weihn - TW Suspension

TW has been in the Bemsee paddock for 2023 and has supported riders who've had significant success:

• Nicky Wilson	Reactive Parts MRO Powerbikes Champion 2023
• Barry Mantell	BMCRC Thunderbike Extreme Champion 2023
• Morgan Creasy	BMCRC Thunderbike Ultra Champion 2023
• Henry Ross	DART Motorsport MRO Clubman 600 Champion 2023
• Michael Allen	BMCRC SuperTwins Champion 2023
• Tony Russo	2nd Thunderbike Sport
• Stacey Killworth	2nd BMRC Thunderbike Ultra
• Tony Parker	2nd BMCRC SuperTwins
• Alex Mann-	3rd Thunderbike Sport
• Chris Kent	3rd BMZRC 250 MZ
• Simon Harvey	3rd BMCRC Thunderbike Sport Rookies

TW support is as follows.....

Professional Suspension Set Up & up Support at each round

Forks and Shock Services & Repairs

Steering Damper Services and Repairs

We always keep a large stock of shock and fork springs on the truck along with a wide variety of spares to enable us to service and repair:

Showa, KYB, K-Tech, Bitubo, Nitron, Andreani, YSS, Ohlins and Maxton Suspension Units.

Suspension: Steve Jordan

www.stevejordanmotorcycles.co.uk



Steve Jordan Motorcycles is a Premier K-Tech Service Centre and official Nitron Service Centre offering full technical support at our workshop based in Surrey. Steve is also fully trained on most makes of suspension including Ohlins.

Steve can work with you for everything from setup guidance, wheel alignment and chassis setup to modification of standard suspension components, service work and full upgrades.

Standard suspension is built for compromise to accommodate "Mr Average" and uneven road surfaces. Upgrading your motorcycles suspension to suit your individual requirements will give you the competitive edge required to race to your full potential. Racing will test you and your bike to the limit so a good setup is one of the most essential parts of bike preparation for racing. It's also a lot safer and cheaper to be racing a bike that will go round corners and allow you to use all the power available to you. Often overlooked by many is the recommendation for suspension to be serviced at least once a season. Service packages are available, please contact us for more information.

A poor handling bike won't win you races no matter how powerful the engine is.

As part of our service we are there to assist you in getting the most from your bike to suit your individual requirements. If you are unsure about your current setup or are having problems then please call us at the shop on 01372 453322

"We have now won 10 Bemsee Minitwins Championships and 5 Bemsee Thunderbike Championships proving that a well set up and prepared bike is the way forward. We also offer general service and engine refresh packages for all four stroke motorcycles from 1991 Steel Frame CBR600's right through to Superbike engines having had some of the quickest 1000cc bikes on the grid.

"Our in house full load cell Dynapro Dyno can be used to check BHP figures for those running in the BHP restricted classes. We also have facilities to fully custom remap or reflash most stock ECU's. We can also supply, fit and map Dynojet fuelling units."

Speak to Steve or Sarah to find out more.

Steve Jordan Motorcycles
Beckleys Garage
Leatherhead Rd
Great Bookham
Surrey
KT23 4RQ

Tel: 01372 453322
Email: info@stevejordanmotorcycles.co.uk
Web: www.stevejordanmotorcycles.co.uk

BEMSEE OFFICIAL PHOTOGRAPHERS

BEMSEE have a dedicated team of photographers who attend each event. If you have any photographic requirements, we would much appreciate it if you could support our official photographers who attend these events. Listed below are the details of the team.



Bourne Photo is owned by Rachel Bourne. Rachel has been a full-time professional sports photographer for over 22 years and her photographs have been published in various international press publications. Rachel will be trackside for racing (both single image and weekend package deals) but also she offers bespoke PR photography to suit you and your sponsors needs / requirements. Her website and contact details can be found via the link below:

https://bournephoto.photoshelter.com/gallery-collection/Motorsport/C0000iq0v7Y_bCxw

CHEQUERED FLAG IMAGES



Chequered Flag Images is run by Matt Sisson. Matt has been a motorsport photographer for the last 10 years where he combined his love of the sport and photography. He has been with BEMSEE for the 3 years season and loved every minute of it capturing the highs and the lows of our amazing sport. As part of working for BEMSEE his services are race day photography from single images to a full race weekend package. His website and contact details can be found via the link below:

www.chequeredflagimages.co.uk

BMZRC

The 'MZ Experience' scheme

*Use of a 250cc MZ race bike, 3 days on track at a Bemsee race meeting
Instruction and full paddock support included*

Volunteers in the club will help you all the way;
from talking you through the paperwork
to meeting you at the circuit.

Once you arrive you'll be treated just like every
other racer but with experienced riders showing
you the ropes both on and off the track.

This is not a Race School or Gift Experience.
This is competitive racing.

The MZ Class is one of the cheapest forms of
road racing out there. In fact, we pride
ourselves on being a no frills but highly
competitive race class.



RACING LINE PHOTOGRAPHY

Visit www.bmzrc.org.uk for full details, cost and availability.

There's no easier way to start racing

Contact Graeme on 07384241314 or graemedlewis@gmail.com

TRY RACING FOR REAL WITH THE YPM RENT-A-RACER!

Always wanted to have a go at racing but want to try before you buy?
Then try your hand first with the Yamaha Past Masters Racing Club's TZR250
Rent-a-Racer and be a factory rider for a weekend.

FOR £550* YOU GET:

- A fully supported weekend, complete with mechanic
- All consumables covered
- Three days on track including practice, qualifying, & four races

INTERESTED?

Visit www.ypmrc.co.uk
or email info@ypmrc.co.uk

Cost may vary from circuit to circuit.
Doesn't include race licence or BMCRC membership.

Photo:
JTW Motorsport
Photography



2026 Sponsor Support & Prizes

We are delighted that all the following sponsors have got involved for 2026 to support our classes at Bemsee as follows:



MRO Powerbikes & MRO Clubman 1000

Seton Tuning will offer Spot prizes for each class at each round:

2 x £35 cash and 1 x £75 Seton Tuning voucher



MRO Supersport 600 & MRO Clubman Supersport 600

Helmet City will offer 1 x £50 cash prize at each round for the "Handicap Winner" in each class.

1 x £50 cash prize for "Rider of the Day" at each round.

Year-end prizes for both classes for the Championship podium finishers:

1st - £300 2nd - £200 3rd - £100

Winner of the Ben Lightowler Trophy – Most improved 600 Rider will become a Helmet City supported rider in 2027



MRO Minitwins & Rookie Minitwins

Properly Protected will offer 6 x £25 Spot Prizes at each round - four MRO, two Rookies

Steve Jordan Motorcycles will supply a Silkolene Oil and Filter spot prize for every round and a £50.00 voucher for each round.

Emerald Elevators are offering a £50 cash spot prize for every round alternating between MRO and Rookies
Additional individual oil and filter sponsors this season from Public Enemy Customs, Fins Motorcycles of Redhill, Abbey Motorsport & Others!



GREEN PLANT an £80 goody bag at each round



BMCRC SuperTwins

TW Suspension will offer 3 x £30 Spot Prizes per round

Year-end prizes for the Championship podium finishers:

1st - £300 2nd - £200 3rd - £100



BMCRC Thunderbike Sport:

The Clothing Kings will offer 3 x £50 Spot Prizes at each round.

Year-end prizes for the Championship podium finishers:

1st - £300 2nd - £200 3rd - £100



BMCRC Thunderbike Extreme:

TW Suspension will offer 3 x £30 Spot Prizes per round.



BMCRC Thunderbike Ultra:

TBR Performance

Year-end prizes for the Championship podium finishers:

1st - £500 2nd - £300 3rd - £200

GREEN PLANT an £80 goody bag at each round



NEW FOR 2026: BMCRC Open 500:

2-T Engineering

will offer the 2-Stroke in the grid 3 x £30 cash Spot Prizes each round



ACU Thunderbike 500

SF Parts and Austin Jacobs will offer:

At each round (9 rounds Total)

Each Sub class and Rookies:

Newcomers/Rookie – All rider weights eligible...1 x £40 Spot Prize

Class 1 – Lightweight Sub 90kg.....2 x £40 Spot Prizes

Class 2 – Middleweight Sub 105kg.....2 x £40 Spot Prizes

Class 3 – Heavyweight 105kg plus.....2 x £40 Spot Prizes

The Spot Prizes can go to anyone who catches the commentators eyes - it's not just given to the 1-2-3. That ensures we spread this around the grid over the season.

AND ALL SEASON! >> Dunlop Tyre prize EVERY ROUND

Year-End Championship Prizes as follows:

Overall ACU Championship.....1st - £250 2nd - £150 3rd - £100

Newcomers/Rookie – All rider weights eligible.....1st - £250 2nd - £150 3rd - £100

Class 1 – Lightweight Sub 90kg.....1st - £250 2nd - £150 3rd - £100

Class 2 – Middleweight Sub 105kg.....1st - £250 2nd - £150 3rd - £100

Class 3 – Heavyweight 105kg plus.....1st - £250 2nd - £150 3rd - £100

The ACU Championship riders (could also be a Rookie!) will win a couple of these Year-End prizes, one for the ACU Series and one for their class - this makes the ACU Championship a little more valuable.



Tyre Prize – a Pair at Every Round!



BMCRC Rookie 600

L&W Contractors will offer 3 x£40 cash Spot Prizes to the R600 class at each round.

Year-end prizes for the R600 Championship podium finishers:

1st - £500 2nd - £350 3rd - £250



The ACU will offer 4 x £25 Spot Prizes each round
Awards for: Junior & Senior Rider of the Day
AND ALL SEASON! >> Dunlop Tyre prize EVERY ROUND

The ACU will support Year-end prizes for the TGJC
Championship podium finishers:

1st - £750 2nd - £500 3rd - £300



Tyre Prize – a Pair at Every Round!



The BMZRC will offer
£75 Rider of the Meeting
and £50 Spot Prize.



**Every Round: Set of Vesrah brake Pads
For "Rookie of the Day"**

£100 voucher for "Rider of the Day"

Classes still looking for support:

F1 & F2 Sidecars - MRO Retro 1000 - Senior Ninja Series - Yamaha Past Masters

Please contact mikedommett@hotmail.com to discuss (07970 963572)

