

RKB MOTORSPORT INTERNATIONAL SIDECAR REVIVAL MEETING CADWELL PARK 22-23 June 2019 Supplementary Regulations



RKB-F1
MOTORSPORT

1. TITLE & JURISDICTION.

The Cadwell International Sidecar Revival Meeting is promoted by RKB Motorsport 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 Meeting status is European Open.

2. CHAMPIONSHIP OFFICIALS.

Clerks of the Course	Tony MacBride / Andy Brown / Fraser Greenroyd / Giles Olley
Chief Stewards	Ted McDonald / Andy Brown / Mike Dommett / Eddie Bellars
Chief Marshal	Karen Higgins
Chief Technical Official	Mark Dent
Secretary of the Meeting	Tracey Ringrow
Timekeepers	TSL Timing
Incident Officer	Ted McDonald/Eddie Bellars
Child Protection Officer	Tracey Ringrow

3. CLASSES.

For all class rules & regulations see www.bemsee.net or the Series website for that Championship

- A: British Sidecar Championship The 2019 British Sidecar Technical Regulations will apply.
- B: European Camathias Cup Sidecars Camathias Cup/ACU Standing Regulations for sidecars will apply rules will apply.
- C: GP Originals - Solos 2019 GP Originals rules will apply.
- D: BMCRC classes:
Team Green Junior Cup/Senior 300 2019 Regulations for each Class as published on
Yamaha Past Masters bemsee.net
RKB/BMCRC F1 & F2 Club Sidecars
- E: GP Legends Sidecars (PR6 Parade Only)
SEE APPENDIX A FOR PARADE CONDITIONS
Machines to be 1980-1995 sidecars with GP Heritage,
Long or Short chassis, 2-stroke machines.
(Machines of interest outside of these restrictions may be
eligible at the discretion of the promoter)
- F: Solos of Historic Interest Machines earlier than 1995 with some historic interest

All technical regulations by Class are published and updated on the official website www.bemsee.net (Info Centre > Downloads > 2019 Class Regulations) or on the relevant Series/Championship websites

For general eligibility by bike type & capacity vs. age see the 2019 ACU Handbook or the Licence information at www.acu.org.uk



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 what ever 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 2019 Championships". For general eligibility by bike type & capacity vs age see the 2019 ACU Handbook or the Licence information at www.acu.org.uk

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 (on paper or on-line) and submitted to the Secretary of the Meeting:

Tracey Ringrow
BMCRC
Unit D2, Seedbed Centre
Davidson Way
Romford
Essex RM7 0AZ

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

Cheques, if applying by post, must be made payable to BMCRC, Entries should arrive by first post on the OPENING date for the meeting.

Any entry received after the closing date may be subject to a late entry fee of £10. In the event of a competitor wishing to cancel an entry a FULL REFUND will be made if the request is received in writing or by email to bemseeoffice@gmail.com or by phone prior to the stated close date for that meeting (see dates below). After this time and up to 7 days prior to the start of the event, a refund, less admin charges (min £25) will be given, providing notification is received in writing with all passes/technical inspection card etc returned.

6. DATE OF MEETING.

Meeting Date	Circuit	Open Date	Close Date	Permit No.	PCL.	EMN No.
22-23 June	Cadwell Park	4 Feb	14 June	ACU 55284	012	EMN10/TBC

7. PROGRAMME.

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

8. 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.

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

9. AWARDS.

Trophies will be awarded to the first three finishers in each race Prize money is not included in any races, the organisers reserve the right to add prize money to the meeting if a sponsor chooses to incorporate such within any of the races.

10. 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. 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.

Transponders. An AMB TranX260 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 on the first day of racing.

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 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. Standard pump fuel may be used by all classes at this meeting – there is no controlled fuel arrangement at this round.

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 riders at the meeting 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 and may be required to be produced.

Substantial tracktime can be lost to oil spillages, often traced to poor maintenance. Riders/Teams 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.

11. REPLACEMENT MACHINES OR PASSENGER.

Riders may change machines during an event as long as the machine is of the same type and has complied with #10. A change of make and type of machine is only permissible if the rider has qualified on that machine at that meeting or receives written dispensation from the Clerk of the Course, such dispensation will only be given with reasonable cause and where no advantage is sought.

Change of passenger is allowed under the regulations covering the class concerned – Shown at Section 3 above.

12. CIRCUIT ENTRY.

To enter any circuit all personnel will need a circuit admission pass issued by the organisers.

Allocation:

Solos: 3 passes per competitor.

Sidecars: 5 passes per team.

Parade: 2 passes per rider

13. 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.

14. BRIEFINGS.

Riders may be required to attend verbal briefings as notified in the Final Instructions. Failure to attend may result in disqualification.

15. PRACTICE / QUALIFYING. (All Classes)

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

The practice / qualifying schedule will be printed in the final instructions.

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

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 lapttime scored will be used. If a rider fails to register a lapttime, their grid position for the following race will be at the back of the grid.

Riders who are late to the collecting area may have to start from the back of the grid.

17. 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.

18. 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.

19. 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.

20. TYRE WARMERS.

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

21. 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 2019 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.

22. PIT LANE.

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

23. CHAMPIONSHIP STICKERS.

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

24. 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.

25. WET & DRY RACES

All practice sessions and races will be 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 or leave the circuit 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.

26. FUEL

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

27. 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, climatic 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.

28. COURSE.

Cadwell Park, Nr Louth, Lincs. LN11 9SE

Circuit length – 2.17 miles

Max number of race starters 38 solo / 28 sidecar.

APPENDIX A

RKB MOTORSPORT INTERNATIONAL SIDECAR REVIVAL MEETING CADWELL PARK 22-23 June 2019 PR6 Parade Supplementary Regulations for Sidecar GP Legends & Historic Solos

Section 1 : Definition of Parade Events

A parade event allows riders, drivers and passengers to ride their classic machines around a racing circuit in controlled conditions. Parades will also allow 'past master' type riders, drivers and passengers to be seen by spectators riding around the circuits to celebrate past racing deeds, in controlled conditions.

Section 2 : Parade Event Conduct

A classic parade will not have any competitive element in it under any circumstances. The riding standard of parade riders, drivers and passengers, including speed, will be closely monitored and any rider deemed to be riding in an inappropriate manner disqualified.

Section 3 : Riders, drivers and passengers Briefing

The Clerk of the Course will conduct a briefing which all riders, drivers and passengers participating in the parade must attend. Failure to attend the briefing will result in disqualification, unless the Clerk of the Course has previously issued a waiver in writing to any participant. The briefing will include Flag signals, Speed, Safety, the Timetable and all other general arrangements for the parade(s).

Section 4: Machine Technical Requirements

All parade machines must be prepared in accordance with the appropriate ACU Standing Regulations and National Sporting Code requirements for Road Racing and these Supplementary Regulations. The noise limit for machines at Road Race meetings is 105db on a static test.

Section 5 : Parade Eligibility

Riders, drivers and passengers : Open to riders, drivers and passengers between 16 years and 70 years of age and hold a current ACU Road Race Licence, a current ACU Parade Licence or a Class A DVLA motorcycle licence, and are current or weekend members of the BMCRC Limited. Riders over the age of 70 will be able to participate on production of an ACU Parade or Race Licence. Riders, drivers and passengers current ACU Licences or DVLA M/C Licences must be shown when signing-on. Riders, drivers and passengers under 18 years of age must be in possession of an ACU Competition or Parade Licence and also complete a "Parental Agreement" form in addition to the entry form to permit them to participate. Their Parent or Legal Guardian must attend signing on with them and must be available for the duration of the meeting. Parental Agreement forms are available from the BMCRC and the ACU and the Race Office on the day. Minimum age is 16.

Section 6 : Entries

a. Entry secretary of the meeting.

All entries must be made on the official Entry Form and sent to the Secretary of the meeting:
Tracey Ringrow: BMCRC, Unit D2 Seedbed Centre, Davidson Way, Romford, Essex RM7 0AZ

Entries open on publication of these supplementary regulations, are accepted in order of receipt, and close 2 weeks from the event or at the entry secretary's discretion, late entries may be accepted upto the meeting date, subject to grid space available.

b. Parade Entry Fees

Parade entry is required on the meeting entry form, published on www.bemsee.net

For GP Legends sidecars, there will be no Entry Fee charged. A contribution towards expenses of upto £500 for each team will be issued after the event against receipts that should be supplied to the Race Office at the meeting by each team.

For Historic Solo machines charges will be £50.00 for one day or £70.00 for both days – the fees include weekend Membership on BMCRC

c. Compulsory Insurance and Administration Fees

The organisers undertake to insure each rider, indemnifying themselves against any third party claims made arising out of the parades excluding claims by other riders, drivers and passengers, drivers, entrants, sponsors or mechanics. The Insurance is for personal accident only and does not cover machine, clothing, equipment etc.

d. Conditions of Entry and Insurance Premiums

Entries may be cancelled, provided notification is received 7 days before the event in writing or by email to bemseeoffice@gmail.com

Section 7 : Limitation - Numbers of Parade Machines Allowed

The maximum number of Paraders permitted on circuit is as follows:

Cadwell Park Circuit, Nr Louth, Lincs. LN11 9SE

Max number of sidecar outfits: 42.

Max number of Solo machines: 57

Access to circuit: From Collecting Area adjacent to the Mountain

Flag off from circuit: At Mountain Bottom

Section 8 : Change of Machine

The make and/or capacity of the motorcycle machine may be changed up until the 0800hrs on each day of the meeting after which alterations will be at the discretion of the Secretary of the meeting.

Section 9 : Programme of Meeting

a. Parades to be held

Historic Solos: One parade per day (see timetables)

GP Legends Sidecars: Two parades per day (see timetables)

Each are scheduled to last for approx 20 minutes each.

b. Circuit & Dates

Meeting Date	Circuit	Open Date	Close Date	Permit No.	PCL.	FIME No.
22 - 23 June	Cadwell Park	4 February	14 June	ACU 55284	012	EMN10/TBC

c. Programme of Events

The BMCRC reserves the right to alter, modify, or cancel, any part of the programme as it may deem appropriate.

Section 10 : Technical Inspection

a. Machines must be presented to the Technical Official at the times stated. Motorcycles should be in a practice/race/parade ready condition. Machines must display the numbers allocated for the meeting (in the correct style and size). The relevant technical control card must accompany the machine.

Participants must present themselves to the Technical Official wearing their protective clothing (one-piece leathers), boots and identification disc. They must also bring helmet(s), visors and

gloves for checking by the Technical Official. Riders, drivers and passengers competing under an ACU licence must use a helmet bearing the current ACU Gold Stamp.

A machine eligibility inspection will be made during Technical Control. Please bring the relevant Technical Control card, plus machine eligibility certificate for inspection.

b. Technical Control Opening Times: These will be allocated and detailed in the Final Instructions. Priority at Technical Inspection will be given to those machines presented at their allocated times.

c. Re-inspection following an accident: It is the rider's responsibility to ensure that following an accident:

- i. His/her machine, helmet and clothing are re-presented to, and approved by, Technical Control before further use at the meeting.
- ii. He/she is passed fit by the Medical Officer before taking any further part in the meeting.

Section 11 : Method of Start for Parade Events

The parade events will start with paraders allowed onto the circuit in small groups. Assembly prior to the event will be at the Cadwell Park Collecting Area adjacent to the Mountain.

Section 12 : Tyres

Tyres shall be in accordance with ACU Standing Regulations for Road Racing Club Events.

Section 13 : Number Plates

All parade machines must have a number clearly on the front and both sides of the machine.

Section 14. Admission

Each sidecar entrant will receive 5 passes.

Each solo entrant will receive 2 passes.