

The British Motorcycle Racing Club



BMCRC-MRO 2026 CHAMPIONSHIPS

CADWELL PARK CIRCUIT

FINAL INSTRUCTIONS

30-31st MAY 2026

Version 1 - updated 11-05

Clerks of the Course: Caroline Patterson & Den Grant
Incident Officer: Ted McDonald
Secretary of the Meeting: Claire Saunders
Mob: 077756 101500

ACU Permit Number: ACU 206607
Testday Permit Number: ACU 206651
EMN 10/2183
Course Licence Number: 012

ACCESS TO THE PADDOCKS FROM:

20.30 hrs Thursday 28th May

There is an evening car track event at the circuit

NOTE: Please do not arrive hours before this time

Riders & Teams will be queued in a holding area on the field to the LH side of the access road under the management of MSV staff – teams can set up in this area if they wish. The RH side of the access road is restricted until 8.30pm. There is a track event at the circuit that will not vacate until this time. Please do not attempt to enter this part of the paddock before directed to do so. Please have your access tickets available for scanning when you get to the gate.

**TICKETS ARE REQUIRED TO GAIN ACCESS FROM THURSDAY – AND
IN ORDER TO COME AND GO DURING THE MEETING**

**NO PADDOCK SCOOTERS, ELECTRIC BIKES OR PUSHBIKES
ALLOWED WHEN CIRCUIT IS LIVE AT CADWELL**

Whilst testing, qualifying and racing is live on circuit – we ask that all riders, helpers and family members, particularly children, put these away until the close of track activity.

As too many people have ignored this request, we will now apply penalties to riders if they, members of their team, supporters or family members use these machines whilst the circuit is live. The penalties may range from starting at the back of the grid for your next race, a fine or exclusion for persistent offending.

Please respect this request – this is all about the safety of all in the Paddock.

Outside of the times when the circuit is live then pushbikes may be taken onto the circuit – riders must wear cycle helmets

Attendee Restrictions

Solo Teams will be issued 3x tickets as always, Sidecar Teams 6.

Riders may stay over in the Paddock on Thursday, Friday & Saturday.

There is an overnight camping facility in Paddock B for the Public if a weekend ticket has been purchased.

Vehicle passes will not be issued or required for this meeting. Public, Friends & Family must park outside of the paddock in the public parking areas. Disabled access is an exception.

Riders may stay over in the Paddock on Thursday, Friday & Saturday. **Sunday stay-over is permitted** but Teams should move out of the paddock hard standing areas – but must be off site by mid-morning on Monday.

Public Access – Spectators are allowed to attend this event, tickets must be purchased online in advance.

Online Booking at bemsee.net

All bookings are online as usual – bookings are live now. This is mandatory and we may not be able to take bookings in person on the day.

Payment for the meeting and testday will be taken one week from the event on Friday 22nd May. Please ensure you have sufficient funds on your card to enable payment to be taken. Declined cards will mean that you'll need to give us different card details. Cash payments on the day are discouraged, we need to remove cash handling and the risk associated with that from what we do in Race Office.

All entrants will be emailed e-tickets, these must be presented on the gate to gain entry to the circuit. This covers all days.

Processes & Documentation

After you've entered online – you will be emailed eTickets on Wednesday 20th May. These you can print at home or save on a mobile for presentation at the Cadwell main gate. A reminder, you need to present your ticket to the gate if you leave the circuit and intend to return. This is to protect everyone's security.

Your tickets will be emailed to you as a series of downloadable links. You can also login to your online Profile on bemsee.net – click on "My Profile" and go to "My Tickets" to find those same links.

Payment for the meeting will be taken on Friday 22nd May.

At Bemsee meetings you are required to go through Technical Inspection before attending the Race Office for sign-on. (see more details below)

Transponder Hire

If you are hiring a Transponder, they will be available for collection from the Race Office **from Saturday morning 30th**. You will need to advise Technical Officials that you are hiring when you attend Inspection. These will have been charged in advance.

Some transponders have been losing charge later in recent meetings – hence Saturday collection.

Be Prepared to Test (Friday 29th May)

As is usual for any Friday Testday, we expect you to ensure your bike and kit is fit for purpose. Your bike will need a compliant number on it, we are running the whole event under an ACU Permit, so that is a requirement. There is no separate technical inspection for participation on the Friday Testday. You must first come to Race Office to sign-on if you are entered for the Friday Test. Noise testing is required prior to going on circuit (see below)

Technical Inspection

All Sidecars

Our Technical Inspectors will visit each Team on Friday 29th, 3pm onwards, there is no need for Teams to attend the Bay. We would ask Team members to leave the outfit with fairing removed and stand clear of the machine, the Inspectors will then conduct the machine inspection. Rider & Passenger should put all race gear on, including helmets, gloves, boots & leathers for an inspection of clothing to take place. Fairing and helmets will receive inspection stickers when passed and your Technical Inspection Card will be signed by the Inspectors then handed to you. Rider & Passenger each need to sign the reverse of the card and bring this to the Race Office for sign-on.

All Solo Classes

The Technical Bay will open from 3pm on Friday 29th May and will run to around 6.00pm. The Bay will re-open on Saturday at 07.30

Present with all kit on, including helmet. Clothing Inspectors will conduct a check of your kit. On completion of inspections, you will be handed a Technical Inspection Card signed by the Inspectors and stickers for your helmet and bike will be applied. 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 is adjacent to the Technical Bay on the level just up from the Collecting Area. Race Office will be open will be open for rider sign-on from 7.30 on Friday 29th for the Testday and from 3pm same day for those who have completed Tek Inspection to sign on for the weekend – you should attend with your completed Technical Card **and your 2026 Licence**. 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 place it in a box in the Race Office as directed. 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 actual sign-on sheet. 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, 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 in the centre of the circuit will be restricted to essential staff only or by arrangement with the Race Office.

Noise Levels

Noise levels are closely monitored at all Bemsee meetings, please ensure that your machine complies with the current ACU noise limit of 105dba. You will be required to present your machine for Testing on Friday morning from 8am before going on circuit for testing. Noise testing is conducted by Circuit Staff on Friday adjacent to the Technical Bay – by the Shower Block.

Random noise tests are conducted by Bemsee Technical Officials during Racedays and drive-by monitoring takes place all the time.

Engine Start Times

Note: On Thursday 28th May engines may not be started in the paddock under any circumstances.

On Friday 29th - not before 8.30am!

You may push bikes to and from Noise Testing which begins at 8am adjacent to the Tek Bay near the shower block

The Tannoy also can't operate until then - although Paddock Tannoy via Mixlr will be in operation.

On Race Days, no engines before 8.30am, start on circuit is 9.00 am.

Access to Circuit

Listen to Tannoy announcements or use your Mobile to run the Mixlr app and listen to announcements that way (Search for Bemsee Paddock Tannoy once the app is loaded and open – turn your sound up). Access to circuit is via the Collecting Area on access road to the far RH side of the Terraces near the toilet block.

Please ensure you attend in good time for your practice session/race. Don't forget your practice pass on both days – you will be required to show the pass and hand it in at the Collecting Area entrance. Late comers' risk being excluded from races. Please listen out for paddock announcements, but be aware of when you are due out, irrespective of whether you have heard a call or not.

PLEASE READ BULLETIN ISSUED LAST SEASON ON ARRIVING AT THE COLLECTING AREA IN TIME FOR RACES – End of this Document

We trialed a new WhatsApp Announcement channel last year – this was well received, you can access this group from this QR Code...



Please note this channel is not for regular comms and is used for outbound massaging to support tannoy calls at meetings only.

Exit from the Circuit

After the Chequered Flag, riders should leave the circuit by the return road immediately before "the mountain" as directed by the flag off marshals. Approach this sector with due respect for the marshals.

Practice starts

Riders are **not permitted** to do practice starts at this circuit. **There is no safe area** for this here in the opinion of the Clerks of the Course. Please observe this.

Split Starts

The following classes are involved in Split-Starts:

Rookie 600 – Open 500 >>> R600 will be the first pod, all races

TGJC/Senior Ninja – 250MZ >>> Ninjas will be the first pod – there will be minimum delay between groups

Procedure

Once the grid is assembled all riders will proceed on a warm up lap, indicated by the waving of a green flag from the startline gantry.

On re-assembly back onto the grid – a flag marshal will be positioned in the grid between the two pods. The first start will go on the lights. The second pod will remain in their positions for a period (Could be a short time) and then the second pod will start **also on the lights**

Pit Lane Exit Warning

Riders will be warned of bikes exiting pit lane with a stationary BLUE FLAG on the start/finish line.

On-Track Protocol

All the usual flag signals will apply.

If you fall and are Ok – please try to give a thumbs up to marshals on that sector. Be aware that social distancing rules still apply so marshals will direct you to go to a place of safety away from their positions. Please keep your helmet on and visor down until you are on the safe side of the armco barrier. Recovery units will return your bike to the paddock from the circuit, you may travel with your bike if it is just you – you may be transported off the circuit by other means. Please follow the instructions given to you by the Marshals and Recovery Crews.

Circuit Track Limits

The Clerks take the view that riding beyond the circuit limits and possibly gaining an advantage is unsportsmanlike and therefore the following will apply...

If it is observed that you straight line places like the Chicane to the extent that you touch the green margin beyond the circuit limits, then for **every instance** reported by Marshals you will receive a three second penalty.

Drafting the Pitwall

Some riders feel there is an advantage to be gained by drafting along the pit wall. There is nothing to stop you doing this in theory, but please be aware - and make an allowance on your line - for pit boards being hung out from the pit wall during the session.

Medical Assistance

If you require to attend Medical Center, our teams will arrange for you to be taken there safely. Be advised that your helpers should not attempt to attend the Medical Centre to see how you are, they will be refused entry. They should contact the Race Office for an update on your circumstances.

In the Paddock

Motorised Paddock Bikes are prohibited (see notice on p1 of these notes) as are trailing electrical leads without wedge protectors.

Generators with consideration to your fellow riders, please shut down petrol driven generators in the paddock by **11.30pm** Please avoid starting them earlier than **8am**.

Children are welcome at Bemsee meetings but must remain under supervision at all times. The paddock is a dangerous place for a wandering child. Know where they are and what they're doing. U-16's are prohibited as spectators in the pit lane – we further request that Children do not ride pushbikes whilst racing is running and there is race bike traffic moving in the paddocks.

Disposal of Tyres, Oil & Fuel Cans

Circuits now require riders to remove used tyres from the circuit themselves. Please do not leave them in the paddock, garages or in the rubbish bins. Circuits are charged for disposal of tyres and if tyres are just left then Club's do risk having charges passed on. This also applies to oil and fuel drums.

Hazardous Waste Materials must be removed from the site or disposed of correctly, this includes Toilet waste – this should not be disposed of in the public toilets. There are Oil disposal drums on site for waste oil, please do not contaminate with other oil/solvents or cooking fat.

Oil Spillages in the Paddock

Any spills must be reported to Paddock services at the earliest opportunity for treatment - any damage will be recharged to the club/team.

No Pegging or Drilling into the tarmac paddock surface...or you will be charged for repairs.

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 in the past 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.

Speed Limits in the Paddock

There is a strict **10MPH SPEED LIMIT** on the infield and in the paddock. A speed control point will monitor riders and breach of this limit may result in exclusion.

Trophies & Awards

We hope to be able to present trophies & Medals after racing, commencing around 7.15pm by the Podium in the Collecting Area (weather permitting) to all classes **on Saturday**. Please come along to collect your awards and support your class.

All podium finishers should collect Medals from the Race Office on Sunday.

Results

Printed results are not being made available. Results and grid sheets are posted on the window or notice board outside of the race office for viewing. You can also access both live timing and all the results and grids from TSL Timing.com

Fire Extinguishers

All riders are reminded they should have access to a 2kg dry powder extinguisher, the Club will conduct spot-checks each day.

Shower Facilities

Showers will be open for the duration of the event.

Food and Drink

MSV will be offering a full service from the Circuit Café with a hot food menu and a number of additional safety measures in place. All are welcome to bring their own food and drink to the circuit.

Cafe opening times.

Friday 7.30 am – 5pm restaurant and bar 6.30pm – 11pm (bar food 7pm – 9pm)

Saturday same as Friday

Sunday 7.30am until 5 for restaurant and bar one hour after last race.



The Club & Circuit wish you a safe and enjoyable weekend

Claire Saunders (Race Secretary) 07756 101500

Mike Dommatt (CEO) 07970 963572



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.