

The British Motorcycle Racing Club

MARSHAL INFORMATION

BMCRC-MRO 2025 CHAMPIONSHIPS

CADWELL PARK CIRCUIT

5th & 6th July

Incl. Test Day – Friday 4th July



Clerk of the Course:
Steve Bostock & Steve Sulley

Incident Officers:
Caroline Dapre & Andy Hayes

Chief Marshal:
Karen Higgins

ACU Permit Nos:
ACU 204525/204489

Mobile: **07792 320442**
Email: **khiggins@yahoo.com**

Dear Marshals,

Thank you for putting down to attend our fifth round at Cadwell Park.

Please take particular note that there is some EXTRA information in these final instructions with regards to the Superkarts (the guest class for this event) ... so please read on...

Please also take note that an evening meal now replaces lunch on a Friday – so please remember to bring some lunch with you.

The following should give you all the information you need but if not, please don't hesitate to contact me (my mobile and email are at the top of this page). We fully appreciate all the help and support you are giving us this weekend and I look forward to seeing you all there.

Karen Higgins
BMCRC Chief Marshal

Signing On and General Information:

- Signing on will take place in circuit restaurant from 07:30 each day
- Friday 4th you will receive breakfast and a cooked evening meal in the circuit restaurant, and payment of £20 ... evening meals will be served between 4pm and 8pm on Friday in the restaurant
- Saturday and Sunday you will receive breakfast in the circuit restaurant, a packed lunch and a payment of £10 for each day
- There will be the usual **Club BBQ** on Saturday night, in the Marshals campsite
- **IO BRIEFING:** Briefing for all IOs at 08:15 on FRIDAY and SATURDAY morning, where we sign-on.

Circuit/Camping Entrance and Exit:

Access to the marshal campsite areas only can be gained from **2pm on Thursday 3rd July**.

I know this is a bit later than usual, but everyone will be allowed access from this time.

The circuit have given kind permission for stay overs until Monday morning for those who need to.

Access to Public Areas and Getting to Corner:

Parking is available near most corners or, alternatively, you can get a lift from recovery outside Signing On / Collecting Area from 08:30 on all 3 days.

If you Cannot Make it to the Meeting:

We recognise that life happens, especially in these difficult times... if you cannot make the meeting, for any reason, it would be appreciated if you could please let the Chief Marshal know as soon as possible. This can prevent disruption due to 'no shows'. Thank you.

Marshal Camping:

The designated area for Marshals camping is marked as **(1)** on the map below. HOWEVER, this is restricted on space, and we would therefore suggest that this area may be best suited to those who do not have their own onboard facilities so they can be nearer the toilet block.

For all others, the area many of the Marshal's use is marked as **(2)** on the map below. This is also the location for the BBQ on Saturday night. As you follow the road round from the main entrance, you need to take the first track on the left (after you've turned the bend towards the paddock). Camping alongside the track is reserved for the riders so please ensure you follow the track to the end and camp on the grass area.

PLEASE NOTE that there are no electric hook ups. However, I have the Club generator in the van, so please let me know if this is required and we will off load it.

CAMPING: Sunday stay-over is permitted if needed, but please leave site by Monday morning



A Note about one our Guest Classes – the SUPERKARTS !!

I've put together some notes about the SUPERKARTS, as there are some differences that you will need to bear in mind. I hope this helps... please don't hesitate to ask if you have any questions.

WARM UP LAPS AND RACE STARTS

- For races, the **Pace car will lead them on the warm-up lap from the assembly area**. When the Clerk is happy for the race to start, the pace car will pull into the pit lane and the lights will change to signal the drivers. The drivers do not stop on the grid... it's a **ROLLING START**. **WAVED GREEN FLAGS** will be displayed from ALL points for the warm-up lap

RACE FINISHES

- NO red flags are displayed for the cool down lap**, not even at mountain bottom and mountain top (flag/off). As the first kart reaches your section on the cool down lap you will need to display **WAVED YELLOW FLAGS** for the remainder of the karts coming round ... radio clear downs will be the same as we're used to... BIJOU, so no change there
- At the end of the race, the karts exit the circuit in the same place as all other classes and will be held by Techs for inspection. NO-ONE is allowed to touch any of the karts prior to inspection
- There is NO LAST LAP FLAG

DEBRIS

- If there is debris on the circuit, you will need to **CALL IT IN** so that the Clerk can make a decision as to whether to deploy the Safety car, so be clear about the situation. For debris, you will need to display a **WAVED YELLOW FLAG** until ALL karts would have seen it (i.e. 1 lap), then withdraw the WAVED YELLOW and replace it with the **HAZARD BOARD** all the time the hazard is still present

BLUE FLAGS AND EXCEEDING TRACK LIMITS

- WAVED BLUE FLAGS** will be used for slower karts
- Pay particular attention to Karts exceeding track limits during qualifying ... use your discretion ... the key thing is whether they have gained an advantage or not ... that said, if someone is a repeat offender, the Clerk wants to know about it as they may require 'education'

DEALING WITH INCIDENTS

- You will need to **HESITATE** prior to going out to any incidents as I am told they often recover themselves... if it becomes obvious they can't and need help, then go out but be PARTICULARLY CAREFUL and AWARE as these guys don't take prisoners and are fast... so let the dust settle a bit more than usual!
- Only **WAVED YELLOW FLAGS** are to be displayed... i.e. NO stationary yellow flag. **If a Marshal has to come out from behind the barriers** you will need to **WAVE DOUBLE YELLOW FLAGS** and the flag point prior would be a **WAVED YELLOW FLAG**
- Be led by the Driver with regards to how to get the kart through the gravel... encourage them to help
- Call in any overtakes on yellows**, they ideally need the number of the kart overtaking AND the kart being overtaken please. There are mixed classes so it can often be deemed safer for a faster class to overtake so please use your discretion where you can
- If a Kart crashes, they are not allowed to continue** ... an exception would be for safety reasons

SAFETY CAR

- If you are unable to move a kart and it is in an unsafe position, you will need to alert the Clerk to the situation ... the Clerk is likely to deploy the Safety car for this, allowing you to safely move the kart to a safer position
- If the safety car is deployed, you will need to display the **SAFETY BOARD** (should be one near each sector) and a **WAVED YELLOW FLAG** from ALL flag points, on instruction from the Clerk
- No karts are allowed to overtake in a safety car situation ... especially overtaking the safety car!
- If the kart can't be removed under a safety car situation you will need to alert the Clerk

REPORTS

- Write the reports in the same way we do with the bikes... i.e. not for mechanicals, running log for non-serious incidents and main reports for race stops and indiscretions such as overtaking on a yellow
- If you have a report for an 'indiscretion' or more serious incident, alert the Clerk on the radio or Whatsapp group and he'll arrange for someone to come and pick it up... if they're still doing recovery, they'll probably pick it up trackside from you

RACE STOPS

- If it's a **RED FLAG** situation, **ALL karts should be brought back to pit lane**, unless otherwise instructed... listen for further instruction

The Clerk's name is Ben Edwards, and he understands that we'll be using **SECTION NAMES** and **NOT** post numbers 😊

PLEASE STAY SAFE

Count to TEN before you go out and ALWAYS BE AWARE

**They're FAST, and where one crashes, it's not unusual for another to follow ...
AND there are a lot of them !!**

