

The British Motorcycle Racing Club



BMCRC-MRO 2026 CHAMPIONSHIPS

DONINGTON NATIONAL

CIRCUIT

FINAL INSTRUCTIONS

25-26th July 2026

Version 1- updated 02/07

Clerks of the Course: Caroline Patterson & Andy Brown

Deputy CofC: Den Grant

Incident Officers: Caroline Patterson & Den Grant

Secretary of the Meeting: Claire Saunders

ACU Permit Number: ACU 206609

Testday Permit Number: ACU 206654

EMN 10/2185

Course Licence Number: 009N

ACCESS TO PADDOCKS 2 and 3 From: 14.00 hrs Thursday 23rd July

ACCESS TO PADDOCK 1 (Garages only) From: 21.00 hrs Thursday 23rd

(NOTE: There is an evening trackday at the circuit on Thursday – Please do not arrive hours before these times – Please do not enter Paddock 1 until directed to do so)

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

NOTICE – PENALTIES IF YOU DISREGARD

Motorized Paddock Bikes

This has to be brought to all Team's attention right up-front AGAIN...We've noticed an increase in the use of motorised transport of all types around the paddock. Personal electric scooters now make regular appearances, even personal "hoverboards".

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.

Even pushbikes should only be used for essential journeys within the paddock and should observe the 10mph speed limit. U-16s should not be using pushbikes whilst the track is live.

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 continue to use vehicles that are not self-propelled.

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

Attendee Restrictions

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

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

Sunday stay-over is not permitted riders must be off site by 9pm on Sunday.

Vehicle passes will not be issued or required for this meeting. We have allocated a special parking area outside the main entrance for competitor private cars and those of Friends & Family. Please use this area and walk into the main paddocks, this will help reduce the number of private cars in the paddocks and assist riders to park & work.

Online Booking at bemsee.net

All meeting bookings are online. This is mandatory and we will not be able to take bookings in person on the day.

Payment for the Donington meeting will be taken one week from the event on Friday 17th July. 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 or advise your card over the phone for us to try manually. Cash payments on the day will not now be accepted, 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, 3 per solo entrant, 6 per Sidecar on Wednesday 15th July - 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 15th July. These you can print at home or save on a mobile for presentation at the Donington 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.

Payment for the meeting will be taken on Friday 17th July.

At Bemsee meetings you are required to go through Technical Inspection before attending the Race Office for sign-on. Technical Inspectors will visit Sidecars at their awnings to do the checks.

Vehicle passes will not be issued or required for this meeting.

Observe the Paddock Plan

The Paddock 1 area is allocated to those who have booked Garage space in advance – please observe these restrictions and park accordingly, see separate Paddock Plan.

Electricity Provision in Paddock 2

We will NOT be providing electric plug in in Paddock 2 at this meeting – please bring your own generator facilities.

MSV “FAIR USE POLICY” Electricity usage

You will see MSV signage on site regarding their “Fair Use Policy” on electricity hook-ups in the garage areas. This is in force on our Friday Testdays. Payment of fees is managed by MSV and there will be a member of staff in the Race Office area on Friday. Please check if you owe fees and see them to make payments.

Garages and Paddock Areas

Going forward, we plan to house 4 riders per single garage. Garages should remain fully open at all times to the front and rear for the duration of testing/racing and whilst people are in there working on bikes.

NOTE: - sleeping within the Garages is strictly forbidden.

Hire fees will be £30/rider for each garage – you will pay in advance online. Keys will be distributed if time allows on Thursday evening 23rd – otherwise Keys will be available from the Race Office from Friday morning. One key holder will need to take responsibility for collecting and returning the key from each paired garage (there is a single locked door for each pair). Keys must be returned during Sunday morning back to the Race Office.

Garages will be available for advanced reservation by email to mikedommett@hotmail.com from 2pm on Friday 17th July - include with that info for each rider if you are booking on behalf of a group. Confirmation emails will be issued to advise the garage details - this will include links to enable you to pay for the garage individually or in groups online, **in advance of the event.**

Transponder Hire

If you are hiring a Transponder, they will be available for collection from the Race Office **from Saturday morning 25th.** 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.

Technical Inspection

All Bemsee Classes

The Technical Bay will open from 3pm on Friday 24th July and will run to around 5.30. 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 on the first floor of the main building over the garages – there's an access stairway between G14-15 and a one-way system at the entrance with a door in and a door out. Race Office will be open will be open for rider sign-on from 7.30 on Friday 24th 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 Licence on your Mobile phone. The Bemsee Race Office team will be present to visually check licences and deal with any issues and queries. You will show the front & back of your Technical Card and then hand that to the Race Office staff. The Race Office Team will note your attendance and mark you off on our sheets – there is no longer a requirement for you to sign the 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 main building will be restricted to essential staff only or by arrangement with the Race Office.

Be Prepared if you attend the Friday Testday – 98db Drive-By Day

As is usual at Bemsee Testdays, 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 on Friday for the Testday itself – apart from noise testing....

Noise Levels

Please ensure that your machine complies with the current ACU **noise limit of 105dba static**.

On Friday Testday, you are required to present your machine for Testing as you go through the Collecting Area at the Melbourne Loop access. You can attend your first session early to get tested. On Friday this is conducted by our Technical Officials. Random noise tests will be conducted by Bemsee Technical Officials and drive-by monitoring takes place continuously on all days.

Restrictions on a 98db Drive-By day

The Club is required by its contract with the circuit to monitor and enforce restrictions as follows...

Race Control will continuously monitor the drive-by readings of bikes. Any that are identified as exceeding 98db drive-by will see a Black Flag with their number in the head-on at the Esses, repeated at the beginning of the start-finish straight. Riders are expected to leave the circuit at the pit-lane. Technical Officials will be present to check your bike.

Riders are expected to use baffles in their exhausts where available, initial noise testing will note if these have been fitted. If removed and the bike then fails noise readings whilst on circuit – the rider will be suspended from testing for the rest of the day.

If a rider having been shown the Black Flag, ignores it and continues on track – on the completion of their session, they will be suspended from testing for the rest of the day.

If a rider is Black-Flagged for a second time during the day, that will also mean they are suspended from testing for the rest of the day.

Riders need to take these restrictions seriously, the Club is required to enforce all noise restrictions on a 98db day.

Engine Start Times

Please respect the following: **Friday & Both Race days - no earlier than 09.00am.**
No engines to be run **after 18.45.**

Access on to the 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)

Collecting Area is located at the Melbourne Loop (see Paddock Plan). 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 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. You can access the current action on circuit via TSL Live Timing on your mobile phone.

Exit from the Circuit

Riders should leave the circuit at the outside of the circuit prior to Redgate Bend as directed by the flag off marshals. Approach this sector with due respect for the marshals.

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

There's a WhatsApp Channel for Paddock Announcements as well, 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.



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. 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 onboard – 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 Center to see how you are, they will be refused entry. They should visit Race Office or contact our office line on 01708 720305 for an update on your circumstances.

Practice starts

...will not be possible at this circuit as the flag off point is soon after the chequered flag point.

Split Starts & Combined Grids

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

Thunderbike Ultra – Thunderbike Extreme >>> The grid will all go together, gridded according to qual/fastest race lap in previous session

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 (10-20 secs) and then the second pod will start **also on the lights**.

Medals & Awards

We plan to run our Saturday evening Prize-Giving. This will be either in the Garage 39 Cafe approx. 45 minutes after racing has finished or if the weather is good enough we will hold the presentations outside by the podium near the tek bay. In 2026 all podium finishers in main and sub-classes will receive the Club's Gold-Silver-Bronze Medals and the wide range of spot-prizes will also be awarded during the evening.

Please attend if you can and support your Class.

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

Results

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

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.

In the Paddock

Motorised Paddock Bikes are prohibited 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. See the Fuel Station for the location of waste disposal points. 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.

Fire Extinguishers

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

Catering & Café

The Circuit Cafe & Bar are open this weekend.....

Friday open 5.30pm –11.00pm for food/snacks and bar open 5.00pm – 11.00pm

Saturday open 7.30am – 11.00pm for food/snacks and bar open 11.00am – 11.00pm

Sunday open 7.30 am – 6.30pm for food/snacks and bar open 11.00am – 1 hr after the last chequered flag



The Club & Circuit wish you a safe and enjoyable weekend.

Claire Saunders (Race Secretary) 07756 101500

Mike Dommett (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.