

The British Motorcycle Racing Club

MARSHAL INFORMATION

BMCRC-MRO 2026 CHAMPIONSHIPS

DONINGTON PARK CIRCUIT

9th & 10th May 2026

Incl. Test Day – Friday 8th May 2026



Clerks of the Course:
Den Grant and Caroline Dapre

Deputy Clerk of the Course:
As above

Chief Marshal: **Karen Higgins** ACU Permit Nos:
ACU 206650/296606

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

Dear Marshals,

Thank you for putting down to attend our third round at Donington Park.

Please take particular note that there is some EXTRA information in these final instructions, especially with regards to camping and the Superkarts ... so please read on...

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:

- Sign on and allocation to corner will take place at the Bar and Restaurant (Garage 39) from 07:15 each day. This is located between paddock 1 and 2 (see map overleaf)
- Friday 8th May you will receive breakfast and a cooked **evening meal** in the circuit restaurant, and payment of £20. Evening meal will be available from when you come off circuit on the Friday evening (approximately 5pm)
- Saturday and Sunday you will receive breakfast in the circuit restaurant and 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
- Please refer to the map overleaf for information on signing on and camping locations for Marshals
- **IO/Corner Commander NOTIFICATION:** Briefing at Sign-On location ... 08:00 Friday and Saturday

Circuit/Camping Entrance and Exit:

Access to Paddock 2 and 3 (that's YOU) is **from 2pm on Thursday 7th May**. Please don't arrive prior to this. Access to Paddock 1 and the garages is from 21:00 on the Thursday.

With regards to camping over on Sunday night... the Circuit Manager has said that that this is fine. You just need to **vacate by 9am on the Monday please**. The rest of the paddock has to vacate on the Sunday night.

Access is via the Melbourne Loop entrance, as opposed to the Main entrance.

Please take note that space will be particularly tight for this one, due to a large entry for the Superkarts and they're parked next to the Marshal campsite, so please stick to the marked areas, shown on page 3.

Access to Public Areas and Getting to Corner:

You can get a lift to your corner from one of the recovery vans... pick up is from outside G39 (where we sign on and will be eating breakfast) at approximately 8.30am. Alternatively, it may be possible to park your car near your allocated corner, on the outside of the circuit. Please drive with due care and attention at all times

Marshals and Officials BBQ:

There will be a BBQ on the Saturday night, in the Marshals campsite. The Club will provide the food (usually burgers, sausages, cheese and buns, etc), and you just need to provide your own drink and any extras.

As usual, I would appreciate your help with unloading/loading the van and the putting up/taking down of the marquee. I am planning on putting the marquee up on either Thursday afternoon or Friday evening, depending on the weather and available helpers. As per usual, I would appreciate your help with putting the marquee down on the Sunday morning, prior to racing... in readiness for me to pack it all away at the end of Sunday.

A MASSIVE thank you to Gordon for his continued help with the BBQ. I'm sure you all join me in being forever grateful for all he does... his efforts provide an opportunity for those, who are so inclined, to gather socially together at the end of a day and share stories.

Marshal Camping and Power:

The Marshals campsite is located west of Paddock 3 (see the map below). You can gain access to this via the Melbourne Lane Entrance. Please note that access via this entrance is from 2pm on Thursday 29th May. Access at all other times is between 7am and 7pm (although these times may be extended... please check with the gate if unsure).

The Club have arranged that power is available to the Marshals in the designated camping area.

There have been many reports of thieves at this circuit, so please take particular care.

Access to the Marshal campsite is from 2pm on Thursday 7th May and you will need to vacate by 9am on Monday 11th May. Please see note about Marshals Entry and Exit on the previous page.



Donington Marshals Camping and Sign On

West of Paddock 3 via the Melbourne Lane Entrance








The next page shows the Paddock Plan, as published on the web site ...

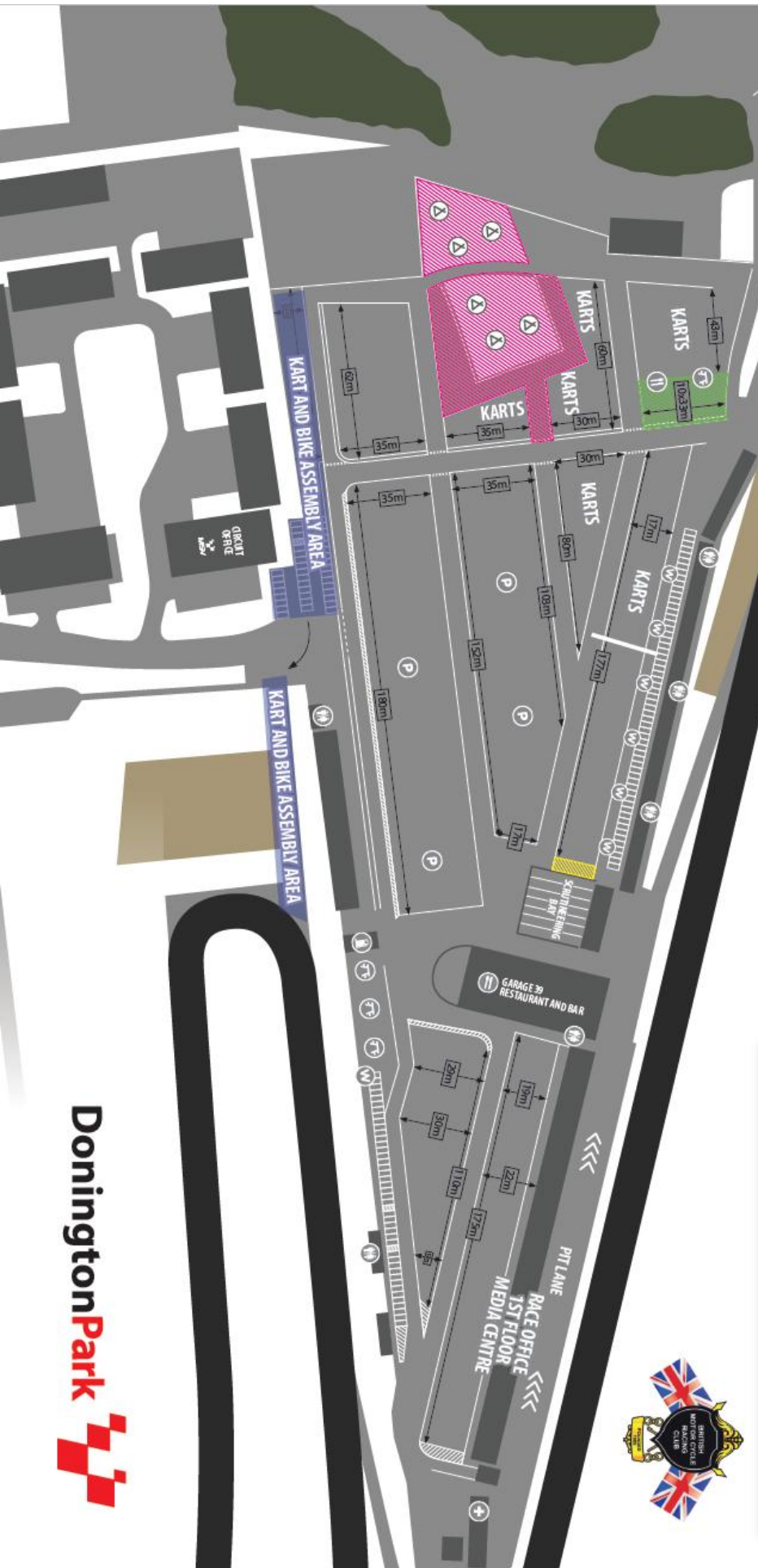
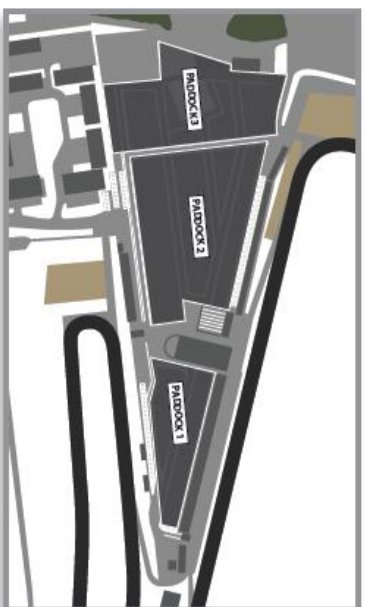
PLEASE NOTE that there are A LOT of Superkarts for this event, which means that space will be VERY TIGHT for all concerned. Please be mindful of this, and stick to the area marked for Marshal Camping ... this would be much appreciated.

Thank you.

Paddock Plan

BRITISH
SIDE CARS

-  Restaurants
-  Water Point
-  Picnic Benches
-  Toilets
-  Hospitality Access
-  Medical Centre
-  Camping
-  Fuel Station
-  Catering & Seating Area
-  Marshalling Area Only



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

- When the Superkarts are released from the Assembly Area, dependent on the circuit, they **MAY** be **directed to go down pitlane from the Assembly Area for ALL sessions**, including the races. This may seem strange, but there's some logic behind it... I just won't bore you with the detail here
- For races, the **Pace car will lead them on the warm-up lap from either the pit lane exit or the assembly area (dependent on the circuit)**. 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

- At the finish of the race, they will **NOT be pulling in at the usual flag off point (dependent on circuit)**. They continue for another lap and pull into pit lane. **NO red flags are displayed for the cool down lap**, not even at pit lane. 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
- For flag off, there will need to be someone positioned ushering them into pit lane, preventing them carrying on, this will be done with a **WAVED YELLOW FLAG (not a RED)**
- At the end of the race, the karts enter pit lane and continue to the testing area where there will be some sort of inspection. NO-ONE is allowed to touch any of the karts prior to inspection
- There is NO LAST LAP FLAG

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**
- Alan Fowkes has kindly produced a number of bars that have proved very useful for recovery of the Superkarts... these go in the centre of the front wheel on each side (central hubs). If you have gravel in your section, make sure you get a couple of bars for recovery prior to leaving signing on in the morning
- 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

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'

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 smaller debris, you will need to display a stationary **LACK OF ADHESION** flag until ALL karts have seen it, then withdraw the flag and replace it with the **HAZARD BOARD** all the time the hazard is still present
- For **larger items of debris** (potentially posing more of a danger), display a **WAVED YELLOW FLAG** instead of the LACK OF ADHESION flag, followed by the **HAZARD BOARD** all the time the hazard is still present

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 as the reports can be time sensitive

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

For the Superkarts, we run under a different permit and, as such, you will need to sign two DIFFERENT sign on sheets for either the weekend or individual days. The Superkarts bring their own Clerks, Techs and Assembly staff, and their Clerk will be on the radio for their sessions on track. They may have more than one Clerk, and you will be made aware of the Clerk and any special instructions at the IO meeting.

Just prior to going live with the Superkarts, our Clerk will make you aware that we are now running under a different permit.

The Superkart Clerks understand 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 !!**

Expect a number of Mechanical retirements
