

NOTES FOR COMPETITOR ELIGIBILITY TO 2010 CHAMPIONSHIPS

Whilst most of our championships have few or no restrictions (the premier classes), there are a few limitations on our true "Club" championships. These are aimed at Newcomers and Clubmen Licence holders and at preventing British Championship contenders from distorting "Club Championship" results. This is done in the interests of maintaining a fair and equitable level of competition across the board. On occasion British & National Championship riders and those with National or International level licences are welcomed to our Classes to assist them in preparation for other events. Regular Club competitors are always given priority over grid slots if their entry forms are received in good time. The higher level, occasional riders are excluded from taking points, trophies or sponsor prizes in these circumstances.

PREMIER CLASSES WITH NO RESTRICTIONS ARE:

MRO STOCKSPORT 600 (main championship) & **MRO POWERBIKE** (main championship) & **MRO MINITWINS** (main championship).

MRO Stocksport 600 features the TK Cope Yamaha R6 Series open to riders aged 16 onwards, excluding first year riders. MRO Powerbike features a Clubman Cup competition open to Clubmen licence holders only and a "Stock 1000 Cup" open to all on stock bikes.

MRO SUPERSPORT 600:

This class is open to riders contesting any part of the British Supersport Championship, with the provisions outlined above. MRO Supersport 600 features a Clubman Cup competition open to Clubmen licence holders only.

MRO TRIUMPH TRIPLE CHALLENGE:

Eligibility is governed by rules found at www.triumphtriplechallenge.com

MRO SUPERTEENS:

Riders must be aged between 12 years and 18 years on 1st March 2010 and can be any licence grade. First year riders will score in a separate "Rookie Superteens" Championship in addition to the main Championship.

ROOKIE OPEN (600's & 1000's) & ROOKIES in other classes:

These championships are primarily for newcomers to Road Racing in their first season of competition. Space permitting, riders who have had difficulties in their first season, may be permitted to compete until such time that they have adequate competence to compete in the main championships. Rookies should all enter the Open Championship and compete in the early rounds through to the June Snetterton meeting. Riders wishing to move over to MRO Classes at that point will be reviewed on request. Riders may then compete in both Rookie Open and/or MRO rounds.

ALL OTHER BMCRC CHAMPIONSHIPS:

Are open to riders not competing at any level of competition above National Restricted status. (This rule does not apply to Scottish riders contesting the SACU championship). Rookie Championships in BMCRC Minitwins and F400's are restricted to first year riders only with the same flexibility outlined above. BMCRC Minitwin Juniors must be 15yrs old (14 on a National Licence) to 20 yrs old on 1st March 2010. Superteen 80cc riders must be aged between 12 years and 18 years on 1st March 2010.

THE BMCRC F1 CHAMPIONSHIP:

This is run within the same races as the ACU Clubmans event (see below). The Series is an open F1 Sidecar event open to entrants of all licence grades (ie: Clubmen Licence holders are eligible to score here too). Riders who are listed as "permanent" in the F1 Battle of Britain Series are excluded from the BMCRC F1 Championship, although are welcome to compete on the basis covered in the opening paragraph above. The Club reserves the right to review the eligibility of entrants of National and higher licence grade in the BMCRC F1 Championship on a case by case basis, where appropriate.

THE ACU CLUBMANS F1 SIDECAR CHAMPIONSHIP:

Open to teams with riders either holding Clubman ACU or Clubman SACU licences (or International equivalent) only, any grade of passenger will be accepted. Riders who have competed regularly at National FSRA "Cup" events in the last 3 years holding Clubman Licences will be reviewed for entry on a case by case basis.

All technical regulations by Class are published and updated on the official website www.bemsee.net

For general eligibility by bike type & capacity vs. age see the 2010 ACU Handbook or the Licence information at www.acu.org.uk



BMCRC-MRO 2010 CHAMPIONSHIPS



Supplementary Regulations

1. TITLE & JURISTITION

The BMCRC-MRO 2010 Championships are promoted 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 Championship status is European Open.

2. CHAMPIONSHIP OFFICIALS

Race Director(s)	Tony MacBride / Eddie Bellars / Ted McDonald / Andy Brown
Clerk of the Course	Tony MacBride / Eddie Bellars / Ted McDonald / Andy Brown
Chief Stewards	Eddie Bellars / Ted McDonald / Andy Brown
Chief Marshal	Mike Hodgins
Chief Technical Official	John Wilson / Henry Cullen
Timekeepers	Ray Smith / Craig Smith (RS Timing)

3. CLASSES

For all class rules & regulations see www.bemsee.net

MRO Superteens	The 2010 MRO Superteen rules will apply.
MRO Stocksport 600 & TK Cope Series**	The 2010 MRO Stocksport rules will apply.
MRO Supersport 600	The 2010 MRO Supersport rules will apply.
MRO Powerbike*	240 - 1300cc 2 or 4 stroke machines.
MRO Triumph Triple Challenge	Triumph 675 machines to T3 Racing specifications. See www.triumphtriplechallenge.com
MRO Minitwins	Minitwin standard class regulations will apply.
BMCRC Rookie Open (600 & 1000)	The MRO Supersport rules will apply to 600's and open Powerbike rules for 1000's. Slick tyres are not permitted in this class.
BMCRC Minitwins	Minitwin standard class regulations will apply.
BMCRC Thunderbike UK	BMCRC Thunderbike specifications will apply.
Yamaha Past Masters	250 LC, 250 TZR or 350 LC / YPVS Yamaha machines. 2010 YPM rules will apply.
250 MZ *	BMZRC rules apply.

BMCRC Formula 400
BMCRC Superteen 80*
BMCRC F1 Sidecars *

BMCRC F2 Sidecars *
The Two-Stroke GP Classic Series
The Lansdowne Classic Series

ACU Suzuki GSXR Trophy (Snetterton March)

The 2010 BMCRC Formula 400 rules will apply.
The 2010 MRO Superteen 80cc rules will apply.
Open sidecar rules apply as ACU 2010 Handbook

Formula 2 specifications as ACU 2010 Handbook
For bike eligibility see www.bemsee.net
For eligibility and Championship conditions see www.lansdowneclassicseries.com
For Championship conditions see www.gsxtrophy.co.uk

* Slick tyres are allowed on all 'open' class machines.

**See www.bemsee.net for additional Series rules.

4. COMPETITORS ELIGIBILITY

Riders & Passengers:- Open to Riders and Passengers who hold a current ACU, SACU or UEM 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 and may be liable to a fine up to that stipulated by the ACU).

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 inside front cover of this booklet. For general eligibility by bike type & capacity vs. age see the 2010 ACU Handbook or the Licence information at www.acu.org.uk

NOTE: Parents of all junior riders still in full time education and wishing to take part in Test Days taking place on a school day must obtain and produce a Temporary Discharge Form from their school before being eligible to take part. We recommend a copy of the Discharge Form is sent to the BMCRC office in advance of the event. A parent must accompany the rider for the whole duration of the event.

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 MCIU licence holders).

5. ENTRIES

The official entry form must be fully completed and returned to the Secretary of the Meeting:

Tracey Ringrow

BMCRC

Unit B5, Seedbed Centre

Davidson Way

Romford

Essex RM7 0AZ

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

Cheques 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 will be subject to a late entry fee of £10. Faxed entry forms are not acceptable without prior agreement from the secretariat.

In the event of a competitor wishing to cancel an entry a FULL REFUND will be made if the request is received in writing prior to the stated opening date for that meeting. After this time and up to 5 clear working 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. Refunds will be given in the form of a Club Credit Note and will be valid for a period of two years.

6. CHAMPIONSHIP ROUNDS

Meeting Date	Circuit	Open Date	Close Date	Permit No.	PCL.	UEM No.
06 - 07 March	Brands Hatch	8 February	22 February	ACU27851	006	EMN10/194
27 - 28 March	Snetterton	1 March	15 March	ACU27853	011	EMN10/195
16 - 17 April	Oulton Park	22 March	1 April	ACU27855	004	EMN10/196
01 - 02 May	Pembrey	6 April	19 April	ACU27857	015	EMN10/197
15 - 16 May	Brands Hatch GP	19 April	30 April	ACU27859	005	EMN10/198
12 - 13 June	Silverstone	17 May	31 May	ACU27860	10N	EMN10/199
26 - 27 June	Cadwell Park	1 June	14 June	ACU27862	012	EMN10/200
24 - 25 July	Brands Hatch	28 June	12 July	ACU27864	006	EMN10/201
14 - 15 August	Cadwell Park	19 July	2 August	ACU27938	012	EMN10/202
04 - 05 September	Snetterton	9 August	23 August	ACU27867	011	EMN10/203
02 - 03 October	Brands Hatch	6 September	20 September	ACU27869	006	EMN10/204

7. PROGRAMME

All races will be run over a minimum of 6 laps, lengths will vary by circuit. Full details for each meeting will be published in Final Instructions issued 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.

If at the end of the season there is a tie on points, the winner will be decided by the greater number of wins, if still unresolved 2nds, 3rds and so on will be taken into account.

If the situation is still unresolved, the earliest win of the season in that championship will be the deciding factor. If during the season any class becomes un-competitive through lack of entries, the organisers reserve the right to remove that class from future meetings and the championship. In the event of a round being cancelled for whatever reason, the organisers reserve the right to amend any prize funds accordingly.

The interpretation of the rules for this Championship 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 and to the first three in each championship at the end of the season. Prize money is not included in any championship, the organisers reserve the right to add prize money to any meeting/championship if a sponsor chooses to incorporate such within any sponsorship.

10. TECHNICAL INSPECTION

Unless otherwise stated, inspections will take place from 07.30 on the morning of the event. 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 rechargeable transponder is required to be fitted to the machine in charged and operating condition at the technical inspection.
Any machine involved in an accident must be re-inspected.

No rider will be deemed to have finished a race until the machine has been submitted and passes the final examination, if so required.

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.

11. REPLACEMENT MACHINES

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 Race Director, such dispensation will only be given with reasonable cause and where no advantage is sought.

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.

Entrants with ACU Entrants licence will receive 1 extra pass.

When available, pit lane garages will be allocated by the BMCRC.

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

Each rider must complete at least 10 minutes of practice/qualifying.

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

Grid Positions will be allocated by the organisers in accordance with the qualifying criteria as laid down in the Final Instructions or class information published on www.bemsee.net.

16. GRID FORMATION

The grid formation will be 4 - 4 - 4 for all solo classes and as per the ACU course licence for sidecars with each row nine metres apart. Except for Cadwell Park where a 3 – 3 – 3 formation will be used.

17. 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.

18. 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 between 2 and 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.

19. TYRE WARMERS

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

20. 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 2010 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.

21. PIT LANE

Travelling in the reverse direction with the engine running is prohibited. Pit Lane "Walkabouts" may be organised and a time for these will be issued. Competitors who have garages must present themselves and their machines during this period and the garage doors must be open.

The pit lane is to be kept unobstructed at all times. Riders must take all due care.

22. CHAMPIONSHIP STICKERS

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

23. 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.

24. WET & DRY RACES

All races will be categorised as 'wet' or 'dry'. If the race is categorised as 'wet', a "WET RACE" board will be displayed on the grid and in the pit lane / assembly area. If no board is displayed the race will automatically be classified as 'dry'. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

A race or practice will be defined by the Clerk of the Course as 'wet' when more than 50% of the participants are using non 'road legal' tyres, or when the majority of the track is wet during the session. In both cases a 'wet race' board will be displayed in the pit lane/assembly area.

25. FUEL

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

26. COURSES

Brands Hatch Circuit

Fawkham, Longfield, Kent. DA3 8NG.

Indy Circuit - 1.226 miles.

Max number of starters 38 solo / 28 sidecar.

GP Circuit – 2.64 miles

Max number of starters 40 solo / 30 sidecar.

To arrange Friday Testing: (5th March, 14th May, 23rd July, 1st October) Call 01708 720305

Cadwell Park

Nr Louth, Lincs. LN11 9SE

Circuit length – 2.17 miles

Max number of starters 38 solo / 26 sidecar.

To arrange Friday Testing: (25th June, 13th August) Call 01708 720305

Oulton Park

Cheshire. CW6 9BW

Circuit length – 2.69 miles

Max number of starters 40 solo / 30 sidecar.

No testing available at this meeting. Friday 16th April is a combined test & qualifying day.

Pembrey Circuit

Pembrey, nr Llanelli, South Wales.

Circuit length – 1.46 miles

Max number of starters 39 solo / 26 sidecar.

To arrange Friday Testing: (30th April) Call 01708 720305

Silverstone

Northamptonshire. NN12 8TN

National Circuit length – 1.639 miles

Max number of starters 40 solo / 30 sidecar.

To arrange Friday Testing: (11th June) Call 01708 720305

Snetterton Circuit

Snetterton, Norwich, Norfolk. NR16 2JU.

Circuit length - 1.952 miles.

Max number of starters 40 solo / 30 sidecar.

To arrange Friday Testing: (26th March, 4th June, 3rd September) Call 01708 720305

27. To cover insurance reciprocation for Continental riders all meetings now have a UEM Inscription Number as follows:

Date	Circuit	Number
6th-7th March	Brands Hatch	EMN10/194
27th-28th March	Snetterton	EMN10/195
17th April	Oulton Park	EMN10/196
1-2nd May	Pembrey	EMN10/197
15-16th May	Brands Hatch	EMN10/198
12th-13th June	Silverstone	EMN10/199
26-27th June	Cadwell Park	EMN10/200
24-25th June	Brands Hatch	EMN10/201
14th-15th August	Cadwell Park	EMN10/202
4th-5th September	Snetterton	EMN10/203
2-3 October	Brands Hatch	EMN10/204

These inscriptions also cover any preceding testday associated to each meeting.