

The 2021 Molson Group British Sidecar Championship



Supplementary Regulations, Technical Regulations & Conditions



1. TITLE & JURISDICTION.

The Motorcycle Circuit Racing Control Board (“MCRCB”) has authorised that the Molson Group British Sidecar Championship (“the Championship”) is promoted by RKB-F1 Motorsport (“the Promoter”) and organised by MSVR (“the Organiser”) and administered by the BMCRC (“the Administrator”), in accordance with the Sporting Code and General Regulations of the MCRCB, these Supplementary Regulations and any further instructions issued or official announcements made, referred to collectively as the “Regulations”.

2. CHAMPIONSHIP OFFICIALS.

Race Director/Senior Clerk of the Course
Judicial/Deputy Clerk of the Course
Deputy Race Director
Chief Steward
Chief Timekeeper
Chief Technical Official

Stuart Higgs
Alan Woods
Clare Neate
Adrian Johnstone
Richard Evans
Colin Hurst

The Race Direction and other appointed officials as listed in each event race programme

British Sidecar Championship Panel:
Delegates appointed by the Promoter, Organiser and Teams.

3. CLASSES.

Chassis

For all events the classes of machine eligible for the British Sidecar Championship is either F1 or F2 chassis as specified in the FIM rules for F1 chassis and the TT rules for F2 class as laid down for the 2020 TT (open class). In addition to conditions specified in the Engine Technical Regulations contained later in these regulations. Suspension and exhaust components are free.

Engines

All engines will be restricted to four cylinder 600cc.
600cc engines for all outfits should comply with the specifications for engines in the 2021 Sidecar World Championships. (see section 15)

4. COMPETITORS ELIGIBILITY.

**FIM Sidecar World Championship drivers will be eligible for all rounds of the Championship, able to score points towards the Championship. (*See Note below)
At the Promoters exclusive discretion “wild card” drivers may be accepted for events.
Wild Card drivers are not eligible to score points. These restrictions do not apply to Passengers. All entrants are subject to qualifying standards – within 115% of the pole time.**

Riders & Passengers: - Open to Riders and Passengers who hold a current National ACU, SACU, MCUI or equivalent. (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). Those from all other European Countries and other International Countries are eligible if they hold equivalent National or International licences. 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 either private or via their own FMN (this includes MCUI licence holders). Riders or Passengers who are under 18 years must be accompanied by a parent or guardian for the duration of the event. The parent or guardian must be in attendance at Technical Inspection and sign the approval on the Entry Form, in addition a Parental Agreement Form for the full season must be lodged with MSVR. (Please contact the BMCRC office for details)

5. SERIES REGISTRATION

Registration was opened in December 2020 for all Teams who consider they meet the registration criteria should submit an email declaring rounds they intend to compete at to Series administrator, mikedommett@hotmail.com

Riders & Passengers should register at bemsee.net and pay a registration fee of £25 each (once Registered, login > 2021 Membership and use code: BritSC2021 in the payment screen)

Registrations will close on 26th March 2021. The Promoter and Administrator will consider all applications and contact the teams who will be eligible to compete for the series by supplying a BSB Series Entry Form. The availability of additional "Wild Card" opportunities within the Series will be announced after this time.

6. ENTRIES.

The official entry form(s) will be issued to successful teams from the initial Registration applications. They must be fully completed and returned to the Series Administrator:

Mike Dommett

BMCRC by email to: mikedommett@hotmail.com

A Team Profile covering history, info for commentators and team photographs is required to be submitted with your Series Entry Forms. A draft grid will be emailed to all entrants in advance of each meeting, based on declarations made at original Series Registration. Teams are requested to advise corrections or changes by return. In the event of a team wishing to cancel an entry, the request must be received in by email to the Organiser or Administrator 5 clear working days prior to the start of the event.

Any Team duly entered into a meeting must attend and sign on. Failure to do so without notification may result in disqualification from any remaining events in the Championship.

A subsidised entry fee of £250 for each round (Revival also at £250) shall be paid by all teams in advance of each meeting. Payment may be made by phone, within 10 days of the meeting to the BMCRC office on 01708 720305. Teams should lodge a card number with the BMCRC office for the season. Fees on this basis would only be taken as required.

Teams may choose to pay entry fees in advance. This will reduce fees to £2025 for the whole season (inc the Revival meeting - fee £250) if payment is made by 31st March 2021. This advanced payment is non-refundable. Contact the BMCRC office on 01708 720305 to arrange.

Teams who have a permanent address outside the UK will receive free entry.

RKBF1 will pay the Entry Fees due to the Organiser on behalf of all Teams for 2021.

7. REPLACEMENT PASSENGERS

A replacement Passenger is allowed (different to the initially Registered Passenger).

Teams must observe the following procedure:

The request for a passenger change should be accompanied by a completed Passenger Entry and Medical Sections of the Series Entry Form.

More than 7 days out from the meeting: A request must be made to the Series Administrator by email to: mikedommett@hotmail.com

Less than 7 days out from the meeting: A request must be made to the Series Organiser by email to: clare.fennell@msv.com

During the meeting itself: By representation face to face at Race Administration on-site.

The replacement Passenger must satisfy the requirements of item 4 (eligibility) and the replacement must be made before qualifying after which time a replacement may only be permitted at the discretion of the Race Director.

A passenger will only be permitted to race with a rider with whom he/she has completed a minimum of 5 laps in practice or qualifying.

8. COMPETITOR NUMBERS

Upon acceptance into the Series, the Administrator will advise the number for each team. These will be based as far as is practical on numbers held historically.

FOR 2021: Number backgrounds & number colours:

Short Chassis 600 machines, White numbers on Red background (as previously).

Long Chassis 600 machines – also White numbers on Red background.

9. CHAMPIONSHIP ROUNDS.

Meeting Date	Circuit	No of Races
MAY 29-31	OULTON PARK	1 Race
JUNE 4-6	THRUXTON	2 Races
JUNE 18-20	SNETTERTON	2 Races
JULY 9-11	KNOCKHILL	2 Races
JULY 23-25	BRANDS HATCH GP	2 Races
AUGUST 6-8	CADWELL (REVIVAL)	3 Races <small>Note: Separate Online Entry</small>
AUGUST 20-22	CADWELL PARK	2 Races
OCTOBER 1-3	DONINGTON PARK	2 Races
OCTOBER 15-17	BRANDS HATCH GP	2 Races <small>Double points round</small>

10. PROGRAMME.

Full details for each meeting will be published in Final Instructions issued prior to each meeting and are available to all Teams at: <http://www.msvracing.com/bikes>

11. BRITISH SIDECAR CHAMPIONSHIP: 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.

The final round will be a “double points” event.

If at the end of the Series 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 the championship will be the deciding factor.

The interpretation of the rules for this Championship rest on the decision of the Organisers in conjunction with the Promoter.

12. BRITISH CHAMPIONSHIP AWARDS

Trophies will be awarded to the first three finishers in each race and to the first three in the Championship at the end of the season.

13. TECHNICAL INSPECTION.

Technical inspection timings for BSB events will be stated in the Final Instructions for that 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.

After the last race of each event and at the organiser's discretion any machine may be selected for post-race strip down of the top end of the machine's engine. This procedure may apply at any round. Should an engine fail the technical check or should a team resist or block having their engine checked will result in the team being disqualified from the meeting and the series. The series organisers will also consider deducting championship points.

Overseeing of the inspections will be undertaken by the Organiser's Technical Inspectors. Teams will be responsible for providing a team mechanic to conduct the stripping of engines. All work will be done in the presence of the Organiser's Technical Inspectors. This procedure is in line with checks conducted on BSB Superbike & Superstock machines.

Minimum Weights

Short chassis: combined weight of Driver, Passenger and WET machine **350 kg**

Long chassis: combined weight of Driver, Passenger and WET machine **370 kg**

Machine will be weighed with driver and passenger dressed as to race including helmets. The addition of weight, including fuel or water after practice or race is not allowed.

There is a tolerance on the minimum weight of **3kg**.

During the practice and qualifying sessions every driver may be asked to submit his sidecar to weight control, in any case the driver and team must comply with this request.

The use of ballast is allowed to stay over the minimum weight limit. The use of ballast and weight must be declared to the Chief Technical Officer at the preliminary checks.

A maximum of 30kg ballast may be added to each machine in cases where combined weights are less than the minimum 350/370 kg stated above

Transponders. An AMB TranX260 or X2 rechargeable transponder is required to be fitted to the machine in charged and operating condition at the technical inspection. These are also available for hire by prebooking with TSL timing at BSB events.

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 at parc ferme.

14. MACHINE PREPARATION & DOWNTIME

With the high-profile of Sidecars at BSB and the Tv coverage available to the class in between Superbike races, ontrack oil spillages or breakdowns that cause extensive programme delays are unacceptable. The organisers will apply common sense to issues – but if machine preparation, particularly in respect of oil lines and containment, are found to have caused delays through negligence then organisers reserve the right to impose penalties on Teams.

There is a specific contract in place between BSB and RKBF1 in this respect that will trigger penalties against the sponsor group. Teams should check and re-check their outfits in this regard and take this issue seriously.

15. ENGINE TECHNICAL REGULATIONS – All 600cc Engines

(These are based on the FIM Sidecar World Championship Regulations)

Displacement capacities: 600 cc - 4 stroke only - 4 cylinders max

- a) Motorcycles engines of mass production with an **FIM homologation for Superstock 600** are allowed. All components must comply with the homologated engine, subject to any statements to the contrary specified in the below regulations. The machining of components, for example trough polishing, micro spraying or lightening is only authorised if expressly permitted in the following.
The use of exotic materials such as ceramics, metal matrix or aluminium beryllium is not allowed.
Parts can be omitted if not necessary for sidecar purpose.
- b) The crankcase must remain as homologated.
- c) Crankshaft and flywheel must remain as homologated. Balancing of the crankshaft is allowed but only through the boreholes necessary for this purpose. No modifications to the flywheel are permitted.
- d) Connecting rods must remain as homologated.
- e) Pistons, piston rings and piston pins must remain as homologated.
- f) The original cylinder head must remain as homologated. The cylinder head gasket may only be replaced
- g) Valves, valve guides, valve seats, valve springs and valve spring retainers must remain as homologated. Valve keys and upper valve spring retainers may be modified or replaced.
- h) The carburettor or injection system must remain as homologated. Sensors and fuel injectors must be standard parts of the homologated model, with the exception of electronic and mechanical enrichment devices which may be removed. Intake bell mouths may be removed or altered. Homologated variable length injection inlet track devices must remain as homologated by the FIM. Inlet track devices may be removed.
- i) Only standard camshafts as homologated may be used. No machining or kit parts will be allowed. The Cam timing is free.
- j) Chain, chain-tension and chain-guides may be modified or replaced. Belt tensioning devices for belt drive systems are free.
- k) Cam sprockets/wheels can be modified or replaced.
- l) The engine control units (ECU) may be changed. Wiring harness, spark plugs, plus wires and sockets may be replaced
- m) Transmission/Gearbox: No modifications are permitted with the exception of shifting components to invert gear selection. Pinions, chain sprockets, chain pitch and size may be modified. The use of an ignition breaker and a shift indicator is permitted.
- n) The clutch system type shall remain as originally produced by the manufacturer. Clutch springs; friction and drive discs may be altered or replaced. Mechanical back torque limiting capabilities are permitted. No electronic or electrical support is allowed.
- o) Only standard generators for the homologated engine may be used. The generator must supply the battery whilst the engine is running.
- p) Electric starter shall be in place and work. The engine shall start on the grid with the electric starter for the warm up lap before the start of the race.
- q) Oil lubrication system is free. The oil sump and oil pump may be altered or replaced. Installation of baffle plates is allowed.
- r) The original water pump may be replaced.
- s) Torque/Traction Control systems are permitted if fitted as standard on the homologated motorcycle from which the engine is derived.

16. OIL & COOLANT REGULATIONS

(These are based on the latest FIM Sidecar World Championship Regulations)

Teams are reminded that due to the proximity of the Sidecar races to Superbike races on the 2021 programme that specific attention and care is required to ensure oil containment is a focus of your bike maintenance and set-up. Track contamination during this part of the timetable must be avoided to ensure the profile of British Sidecars is maintained.

In the event of oil or coolant contamination of the circuit the machine will undergo inspection by the Technical Officials. If poor machine maintenance is viewed to be the primary cause of the contamination then disciplinary action will be taken to include a fine to be paid alongside subsequent event entry fees along with other sanctions.

- a) In the area directly below the engine, the oil containment tray shall be constructed to hold, in case of an engine breakdown the total oil and engine coolant capacity used in the engine (min. 5 litres). It must be securely affixed to the chassis.

Please note: - the catch trays will be checked at Technical Inspection and must hold the required 5 litres (when tested with water). They must also be of a robust nature fit for racing. Any rider/machine found to be depositing oil on the circuit will be recalled to Technical Inspection for checking. If the bike is found not to conform to the regulations the rider will be excluded from the meeting.

- b) The surrounding edges of the tray shall be at least 170 mm above the bottom of the tray. Any passages for chain, chain tension device, gearshift linkage etc. must be sufficiently closed with rubber sealing bellows or sealing lips to avoid any leakage of oil spray. Holes for engine mounts (hangers) shall be sealed.
- c) The frontal edge of the oil bay reservoir wall shall be extended upwards to arrive just below (within 20 mm) the exhaust ports of the engine.
- d) From a vertical view, the engine block shall be located completely inside the oil bay platform.
- e) The rear wheel shall be protected from any possible oil-spray. To make this protection, the engine and the rear wheel compartment shall be separated.
- This separation shall be created by installing a solid divider (wall).
 - This wall reaches from the top of the inside of the fairing and shall overlap the rear edge of the oil tray to the rear section by at least 100 mm.
 - An additional overlapping of at least 50 mm must be installed to the inside of the catch tank in the area behind the cylinder head.
- f) All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number 05656 or CEP Sorbents/ product number CEP-EP100.
- h) This material shall be securely fixed to the following areas of the sidecar:
- a. The entire tray, both the bottom and inside walls of the same. The volume of material used in this area, according to manufacturer's specifications, shall absorb not less than 3 litres of oil.
 - b. The material shall be attached in such a way that it should be easily replaced, yet shall not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it shall not clog the material, causing it to lose its absorbent properties.
 - c. In the event that oil is absorbed by the material, it shall be replaced before the next track session.
- i) All absorbent material used, shall be non-flammable by design.

17. REPLACEMENT MACHINES.

Riders may change machines during an event as long as the machine is of the same type and has complied with #3, 15 & 16 above. 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.

Riders may change machines between meetings, allowing for both long & short chassis. Such changes must be clearly advised to the series administrator when confirming team details for a forthcoming meeting.

18. CIRCUIT ENTRY.

Series Registered Teams will be issued permanent personnel and vehicle passes:

6 personnel – Rider, Passenger, 4 workers

Working Vehicle

Driver Living Vehicle

Passenger Living Vehicle

2 Private vehicle car passes

Photos for personnel passes and vehicle information including registration numbers is required in advance of the season start to the Series Admin – mikedommett@hotmail.com

Wildcard entries will be issued one event passes – collection on arrival at the venue.
6 wristbands (2 colours) – 2 for Rider/Passenger, 4 for workers
Working Vehicle – Reg number required
Driver Living Vehicle – Reg number required
Passenger Living Vehicle – Reg number required
2 Private vehicle car passes

Teams arriving late (after Thursday evening) may not be entitled to park in the sidecar paddock.

Covid 19: *All events may be subject to amended access, logistical and operational arrangements due to the pandemic and any national/regional regulations that may be in place. *Always refer to the event Final instructions which are posted on www.msvracing.com/bikes on the Monday prior to the event for any updates.*

Sign-On. As recent years - done electronically uploading a copy of your licences. A link will be in the Final Instructions for each round. Riders/Passengers only need to sign-on once for the year – important then that changes are advised to the Series Admin in advance.

Should any Series registered team withdraw from the Championship all permanent passes both personnel & vehicle must be returned to:

Claire Fennell
Series Co-ordinator
Bennetts British Superbike Championship
MotorSport Vision Racing
Donington Park
Derby
DE74 2BN

19. 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.

20. BRIEFINGS.

Riders may be required to attend any briefings as notified in the Final Instructions. Failure to attend may result in disqualification.

21. PRACTICE / QUALIFYING.

Each rider must complete at least 5 full laps of practice/qualifying.

The practice / qualifying schedule will be printed in the final instructions. Free Practice sessions are held on the practice day at BSB events. An aggregate of 5 laps over free practice and timed qualifying will be acceptable as a minimum.

Where a rider has not qualified for the Saturday race, i.e. has not completed 5 laps, but positions remains available on the grid, the Team will be able to use the warm up on Sunday to qualify for the Sunday Race (if available).

The Organisers may require all riders to achieve a qualifying standard within 115% of the pole sitter's time in order to be eligible to race.

22. GRID FORMATION.

The grid formation will be 2x2 staggered as per the MCRCB permit at BSB events for sidecars with each row nine metres apart.

Grid Positions will be allocated by the organisers in accordance with the best lap time achieved in any qualifying period. This will set the grid for the first race of the event.

Positions for race 2 or 3 will be set according to finish position in the previous race – with the top 10 finishers, regardless of capacity, reversed on the grid.

Race 1 – grid position will be based on best qualifying time.

Race 2/3 - the top 10 places in the previous race will be reversed, i.e. first place will become 10 on the grid in the second race.

23. NEUTRALISATION OF RACES – SAFETY CAR

See MCRCB Regulations (E1.4.4).

24. START PROCEDURE

See MCRCB Regulations (E1.6).

25. CONTROL TYRES

The only permissible tyres in the Series are Avon Tyres. Any compound is acceptable. Tyres may be sourced from any supplier. No more than 4 tyres (any of rear, front or chair) may be purchased for use at each meeting (old tyres may be used). Avon Tyres in the paddock will monitor and restrict purchase on this basis and RKBF1 will monitor usage at each meeting. This is in the interests of all teams to try to control costs. It is hoped that all teams will respect and cooperate with this rule.

An exception will be made – an additional tyre, max 5 overall will be allowed, where there are 3 races at each of the Cadwell revival.

26. TYRE WARMERS.

Tyre warmers are not allowed at all in the series paddock or otherwise.

27. 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 2021 MCRCB Yearbook at BSB events 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 – 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.

28. 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.

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

29. CHAMPIONSHIP STICKERS & TEAM PRESENTATION.

The organisers will wish competitors to carry sponsors decals/logos, this will be mandatory. The position of sponsors logos (supplied by the Promoter) to be above the number at the front of the machine.

Teams are requested to present their awnings in the paddock in a tidy manner, please ensure your awnings are tidy and of good appearance. Teams will be required to present with matching leathers and helmets for the 2021 season. All Team members are asked to dress appropriately in the paddock and use team clothing if available. This is in order to present a tidy and professional appearance to the public and the supporters of the Championship.

All Registered Teams will be required to display at least one "Sail Flag" outside their awning, depicting team and/or sponsors logos.

Details of the approved supplier:

"Approved Creative Solutions" Rob Weetman on **01403 217793**, www.approved.co.uk

"Standard Small Feather Flags" 2.5m with a waterbase

The requirement for matching leathers & helmets will extend to replacement passengers wherever possible. Teams are reminded that the Series has an ever-increasing public face and consideration should be given to personal appearance and behaviour in the paddock at all times.

30. 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.

31. WET & DRY RACES

All practice sessions and races will be categorised as "DRY" unless a "WET RACE" board is displayed in the collecting area and in pit lane. Under "DRY" conditions the event will be terminated or interrupted by the Race Director if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres. Under "WET RACE" conditions the event is unlikely to be stopped simply because the climatic conditions change. It is the Teams' responsibility to make a selection from the type of tyre available to them and to adjust their riding to accommodate the weather conditions, even if they change. Riders who wish to change tyres must enter the pits to do so. **REAR RED LIGHTS MUST BE SWITCHED ON AND CLEARLY VISIBLE FOR THE DURATION OF PRACTICE PERIODS AND RACES DECLARED WET.**

32. FUEL

Only MCRCB Control Fuel is permitted for all practices and races. Details of the official supplier – Euro M-Sport will be emailed at the start of the season and are available by request to the Series Admin – mikedommett@hotmail.com

There is a requirement for Teams to Register with the supplier in advance.

33. FIRE EXTINGUISHERS

Teams are reminded MCRCB Standing Regulations require each team to have available access to a fire extinguisher in their pit/paddock area. A minimum of 2KG dry-powder extinguishers should be provided by each team. Regular checks for compliance against this requirement will be conducted.

34. PADDOCK CONTROL – LIVING VEHICLES

Teams are reminded that no guarantees can be made by the organisers that living quarters that are separate from main working vehicles can be accommodated in the paddock area at every meeting. Teams should therefore be prepared to locate caravans and separate living vehicles in other designated areas as directed by the Paddock Teams.

TENTS: MSVR do not allow tents for sleeping in any of the Paddock/Living Areas. Anyone bringing a tent to sleep in should book onto the public camping areas through the circuit or campsites close by.

35. PADDOCK ARRIVAL TIMES

Arrival times and designated areas will be published with each meeting's Final Instructions. The Organisers request Teams to aim to arrive by 8pm* on the Thursday prior to the meeting. This enables all teams to be parked in a single area, aiding management of teams and issues during each event. Arrivals outside of these times may not guarantee accommodation in the main area.

*Always refer to the event Final instructions which are posted on www.msvracing.com/bikes on the Monday prior to the event for any changes.

36. FRIDAY EVENING TEAM MEETING

The Promoter will hold an all-Teams meeting on Friday evenings at each round. All riders & passengers or a team manager only are requested to attend. This will be your opportunity to be briefed on specifics related to each circuit and other general arrangements and for issues to be raised and discussed.

37. CHAMPIONSHIP STANDARDS – The BRITISH SIDECAR CHAMPIONSHIP PANEL

The on-track activity is governed by the Sporting Regulations of the MCRCB. The following guidelines concern the overall presentation and operation of the Championship and will be enforced by the British Sidecar Championship Panel (“the Panel”) which has been established to promote and develop Sidecar racing at British Championship level. The Panel comprises delegates from the Championship Promoter (RKBF1), the organisers/commercial rights holder (MSVR) and a teams’ representative.

The Organisers will also expect a minimum standard of conduct within the paddock. Riders are reminded that they are responsible for all the members of their Team, friends, family, mechanics etc, as their conduct is also a reflection on your whole group.

Consider then your presentation, covering the use of team clothing in the paddock requested to be worn at all times, co-operation when parking up and your general conduct to other teams and officials at all times.

In the event of dispute or complaint, you are requested to draw issues to the attention of the Promoters representative first, as most issues can be resolved in that way without recourse to the Race Director.

The Promoter via the sponsors group continues to pay the entry fees for all teams and contributes to TV production facilities at every round, they therefore take the view that the team’s right to compete is very much under their control in the event of unacceptable off-track behaviour. Sanctions may vary but could include points deductions, race suspension, fines or overall meeting or series exclusion. MCRCB and MSVR as the judicial bodies will accept recommendations from the Panel in this respect.

MSVR produces a document “Rules for Teams & Riders” this is important, and all Teams should read and comply. This will be sent by email to all Teams at the start of the season and is also available by request to the Series Admin – mikedommett@hotmail.com

MSVR info on the Series is on the support website at:

<https://www.msvracing.com/bikes/race-series/molson-group-sidecar-championship/>

MSVR documents that include general rules are here:

<https://www.msvracing.com/bikes/document-store/>

38. FORCE MAJEURE

Notwithstanding the provisions of the MCRCB Regulations, in the event that the Organisers are unable to complete all or part of a meeting due to reasons of force majeure including, but not limited to, climactic conditions or the closure of the circuit by external authorities then Teams agree in principle and accept that the Organisers reserve the right to either replace or cancel that part of the championship. If such an event is replaced or rescheduled at least 30 days’ notice will be given in writing to all registered teams.

39. COURSES.

Brands Hatch Circuit, Fawkham, Longfield, Kent. DA3 8NG.

Indy Circuit - 1.226 miles.

GP Circuit – 2.64 miles

Max number of starters 28 sidecars.

Max number of starters 30 sidecars.

Cadwell Park, Nr Louth, Lincs. LN11 9SE

Circuit length – 2.17 miles

Max number of starters 28 sidecars

Snetterton 300 Circuit, Snetterton, Norwich, Norfolk. NR16 2JU.
Circuit length - 2.99 miles.
Max number of starters 32 sidecars.

Knockhill, by Dunfermline, Fife, KY12 9TF Scotland
International Circuit length – 1.3 miles.
Max number of starters 28 sidecars.

Thruxton Circuit, Andover, Hampshire, SP11 8PN
Circuit length – 2.356 miles
Max number of starters 30 sidecars.

Oulton Park, Cheshire. CW6 9BW
Circuit length – 2.69 miles
Max number of starters 30 sidecars.

Donington Park GP Circuit, Castle Donington, Derby, DE74 2RP
Circuit length – 2.487 miles (GP Circuit inc the Melbourne Loop)
Max number of starters 30 sidecars.