



**EVENT ORGANISATION
AND SAFETY**

2019

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Black type face denotes change to previous issue.

Note all forms and guidance sheets can be down loaded from the web site in WORD or Excel.

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Guidelines for Race Organisers

Guidelines for Road Race Organisers

Revised January 2019

Introduction

Race organizers are the unsung heroes of any sport and particularly so with the BMCR - you are highly valued and appreciated by the BMCR National Executive. Unlike many organizations the BMCR is primarily reliant on voluntary self regulation. These guidelines are prepared with a view to maintaining that state of affairs. Failure to adopt such guidelines could easily result in the BMCR being exposed to stronger external regulation. It could also lead to significant increases in insurance premiums. Please keep this in mind when organizing your race.

MANDATORY REQUIREMENTS

- A Risk Assessment form **MUST** be completed before Police Notification is sent.
- The approved signing on sheet with important disclaimers **MUST** be used.
- First Aid cover is **MANDATORY** (minimum one qualified first aider. On no account can a rider competing in an event be the designated first aider for that event.) First Aid must be independently mobile.
[A race is defined as a separate starting peloton made up of predefined age groups.]
- Each race must have at least one lead car. Ideally there should be one safety vehicle following each race with the proviso that there must always be one behind the last race on the road.
- Race organisers must complete event accounts including an Income and Expenses Statement and submit them to the Regional Treasurer within 2 weeks of the event.

Above all else the safety of riders, helpers and the general public is paramount.

If circumstances and risks arise before or during a race which mean that it would not be safe to start or to continue the race, and it is not possible to overcome those risks, or if mandatory requirements cannot be met, the Event Organiser must cancel, abandon or postpone the race. It is recognised that riders will generally want the race to go ahead, but the Race Organiser must prioritize the safety of all concerned.

RECOMMENDATIONS

1 Identity

All printed documents relating to the race e.g. promotional information, start sheets, result sheets etc **must** contain the heading "BRITISH MASTERS CYCLE RACING"

2 Event Approval

Race Organisers must complete an **Event Approval Form** which should be forwarded to their Regional Events Co-ordinator. The Regional Events Co-ordinator will vet the application and forward it with the fee to the National Events Co-ordinator. The National Events Co-ordinator will organise the national race calendar and try to ensure that events within geographic areas do not clash. He will also allocate the National Championship Events. The dates of National Championship Events will be published as early as possible in the previous year, to allow organisers to avoid them.

To ensure inclusion in the Handbook the Event Approval Form must be received by the Regional Events Co-ordinator by end of October (it is not necessary to have police permission at this stage). If the organiser wishes to make any special conditions e.g. a non-standard closing date, then this should be noted on the Event Approval Form.

3 Circuit length and number of riders

Under the Cycle Racing on Highways Regulations (1960) section 5, the circuit should be at least 10 miles and should not include more than one and half miles in a 40 mph (or less) limit stretch of road. However, regulation 6 allows events on shorter circuits and under different traffic conditions provided that there is no police objection. These Regulations are currently under review, with new legislation expected in 2016, which is likely to lower the minimum circuit distance to 5 miles and remove the restrictions relating to speed limits.

The current Regulations also state that there is normally a maximum of 80 riders. In LVRC races which often have three races running concurrently, we have applied for and had no objection to, events with 40 riders in each race. This depends entirely on the police in each region. The new draft Regulations will remove this blanket restriction, and allow rider numbers to be determined by the Risk Assessment.

4 Risk Assessment

Prior to definitely deciding on the course the race organiser should ride round it noting where marshals will be required, where the possible hazardous parts are and where roadside cautionary notices should be placed to warn other road users. This information should be recorded on the BMCR Course Risk Assessment Form. **This Risk Assessment Form should be retained in a file with other race documentation and be available on the day of the race.**

5 Race duration and field size

All road races should have a duration of approximately 2 hours. Races for A and B categories, National Championships and Percy Stallard Series races may be longer.

Ideally, depending on the number of competitors and safety warning vehicles available, there should be three races: one each for 40+, 50+ and 60+ riders. In practice the number of entries will determine the mix of age groups and the number of separate races.

No race should have less than around 20 riders (combining age groups to do so).

The ideal field size is 20 - 30 riders.

Arrangements for Handicap Road Races will be different: there will usually be a separate starting group for each age category, so some groups may be quite small, and time gaps between the groups may be small.

6 Race vehicles

There **MUST** be at least one safety warning vehicle preceding each race, and ideally two, so that one may slip back in front of the peloton should a race break develop with a sustainable 30 second gap. There should ideally be a safety vehicle following behind each race, with the primary purpose of protecting the rear of the peloton, and warning the following public, and there **MUST** always be one race vehicle behind the last race on the road.

For Handicap Road Races, there **MUST** always be one safety warning vehicle preceding the first group on the road and one race vehicle behind the last group on the road, and there may be other vehicles in front of other groups, but these will have to adjust their position as groups come together during the course of the race.

Please issue the 'BMCR Guidance for Cycle Race Car Drivers' to all drivers before the day, or when they report for duty.

There **MUST** be at least one independently mobile First Aider behind the following safety vehicle or placed somewhere on the circuit if it is a short circuit. If there is not at least one designated First Aider present, then the race(s) **MUST** be abandoned/postponed until such requirement is achieved.

7 Race communications

Each race vehicle should carry a roof sign warning of a cycle race. All vehicles should be able to contact each other, the First Aider and the Race Organiser – CB or short-wave radio is ideal, failing which all parties should have each other's mobile telephone numbers. All drivers should have a suitably experienced person to handle race communications or have approved hands free equipment available. At no time should a hand held mobile phone be used by the driver whilst the vehicle is in motion. If there are insufficient safety vehicles/ drivers available then races should be consolidated or rearranged accordingly.

8 Race headquarters

For the race headquarters, a village hall is usually ideal and if refreshments are sold this can often pay for the hire of the hall. The BMCR certificate of public liability insurance (which can be downloaded from the website) is quite often a requirement for the hire of the race HQ and also needs to be available on the day of the race.

9 Police notification

When the course details are finalised and race headquarters booked then a notification form must be sent to the Police. The BMCR have a standard form but it is permissible to amend this form to include additional details/information if required. There is also a standard letter to accompany this form but again it is permissible to add additional information if required. The form must be sent to the headquarters of each police geographic area which the race passes through. They must receive it at least six weeks before the race takes place but in practice it is advisable to increase this time to two months. [This timescale may be changed in the new Regulations.] In some areas safety advisory groups are now the authority which gives approval so race applications in these areas need to be sent to both Police and SAG. The risk assessment is not part of the race application but should be forwarded to the authorities on request.

10 Police response

Police are not bound to give acknowledgement/approval in writing, but will normally issue a confirmation of receipt of the race application, in these circumstances police confirmation of receipt of the race application and no further follow up, can be taken as "no objection". If confirmation of receipt of the race application has not been received one month [under review in the new Regulations] prior to the event then a copy should be sent to the authorities by recorded delivery or email advising that, as no reply has been received, our assumption is that there are no objections to the event taking place.

11 Checking for roadworks

Contact the local authorities to check whether there are any road works planned for the day of the race. It is prudent to check say 2 months and 2 weeks prior to the date and this may allow time to obtain police permission for an alternative course.

12 Officials and expenses

Organisers are responsible for arranging a set of competent officials for their event including a steward in charge of signing on, Marshals as determined by the Risk Assessment, and Judges for the finish. The basic principle of the BMCR is that nobody should be “out of pocket” through helping in the race organisation. All event costs should come from event income, Regional funds, or sponsorship. Organiser should be prepared to pay/offer any reasonable travelling expenses etc incurred by race Officials, drivers, First Aiders etc. Clubs or other such bodies who assist with the provision of race equipment may be offered an appropriate “rental fee”. If the race income and expenses statement account demonstrates a loss then financial support will be provided from Regional funds or from BMCR HQ funds so that nobody is personally out of pocket, providing all expenditure has been reasonable.

13 Closing date

The standard closing date for entries for races is three weeks prior to the race and it is advisable to plan out the programme prior to this date.

14 Sending out details

At least one, and preferably two, weeks prior to the race send details of the course and the event to:

- 1 Any local individuals or businesses likely to be affected by the race, remember you may require their support for further events.
- 2 Any horse riding establishments in the vicinity of the course.
- 3 All officials, marshals, refreshment organisers, helpers, first aiders, press contacts etc.
- 4 The competitors via RiderHQ, email or post (when a stamped addressed envelope is provided).

If you are using the RiderHQ online entry system:

- Enter manually any postal entries as you receive them.
- Immediately after the closing date, download all entry data from RiderHQ and select the appropriate fields (age category, name, club/team and BMCR licence number) to create the start sheet and signing-on sheets.
- Use the RiderHQ email facility to send all details, and any covering message, to all entrants.

15 Signing-on sheets

Prepare the ‘Signing-on’ Sheets - generally one for each age group (standard BMCR forms are available on the website). Leave an appropriate gap at the end of age group number series if you are allowing entries on the line. If available, different colours/styles of numbers for each race is helpful but duplication of numbers is not recommended.

16 Race equipment

It is intended that each Region should have a stock of BMCR race equipment e.g. numbers, flags, vehicle signs, orange lights, marshals’ fluorescent slipovers, direction arrows, race warning signs etc. so generally there should be no need for the organiser to purchase this type of equipment. It is advisable to check over the equipment in advance of the race to ensure that it is in good order and that there are no missing numbers, sufficient safety pins etc. Do not forget the line-marking material

- it can be chalk or white ‘gaffer’ tape, or if wet weather, scouring powder.

17 Marshals

The Organiser or a nominated Chief Marshal shall be responsible for the attendance and deployment of marshals. If possible excess marshals should be recruited to fill in for absentees or to assist with unplanned problems. Marshals and warning signs must be in place at all the points indicated on the Risk Assessment. All marshals should wear high visibility slipovers endorsed with 'Race Marshal'. Where necessary the marshals should be issued with red flags. Ideally the marshals should be LVRC members but this is not essential, as the BMCR third party insurance policy covers all race helpers, whether they are BMCR members or not. The Race Organiser or the Chief Marshal should ensure that all marshals are positioned for maximum effectiveness at junctions, and that all marshals understand that they have no authority to stop traffic (unless they have been trained to do so under the Accredited Marshals Scheme).

Please issue the 'BMCR Guidance for Cycle Race Marshals' to all marshals before the day, or when they report for duty.

18 Checking the course and HQ

Not more than two days before the race, the course should be ridden round and any unexpected obstacles, potholes, roadworks etc should be noted and the competitors should be warned of these hazards before they start the race. If possible try to gain access to the race headquarters to ensure that parking, changing/toilet/washing and kitchen facilities are all satisfactory.

On the day of the race ensure the race headquarters are accessible (caretakers sometimes forget to unlock the doors). At least one hour before the start the course must be checked and routing/warning signs erected. Any known hazards need to be advised to the riders, making clear to them that they are responsible for their own safety and recommending inspection of the circuit if practical.

19 Entries and membership on the day

Entries on the day can cause congestion in the signing---on area and it may be advisable to allocate a separate table with blank entry forms and membership forms. These entrants must be charged the additional fee. It is permissible to join the BMCR on the day of the race and the appropriate membership form and fee must be submitted. This form and fee must be sent to the relevant Regional Registrar by the Organiser as soon as possible.

20 Race start

Where there are concurrent races, the fastest race (normally the youngest age groups) should set off first and the subsequent races start at approximately 2-3-minute intervals. The time gap between groups needs to take into account the length of the circuit to avoid as far as possible different races coming together.

21 Riders' briefing

In the HQ before the start, or when the riders are lined up ready to start you should remind them that they must ride safely, with consideration for other road users, observe the rules of the road and that the marshals have no power to stop traffic. You must also give a brief outline of the circuit informing them of any likely hazards identified in the Risk Assessment, as well as details of any additional hazards, obstacles, potholes etc which may have recently been discovered.

22 Finish and judging

Prepare the finish by having a '1 Kilometre to Go' sign, a yellow flag at 200 metres and a black & white chequered flag at the finish line. If the race circuit passes the finish then have a lap board and a bell for the last lap at the finish line, otherwise locate the lap board and bell at the closest point to the finish on the circuit. It is advisable for the judges to note riders in each group prior to the finish. Consider the use of a combination of voice recorders, still and video cameras to assist accurate judging. Remember that in the event of a blanket finish the riders themselves will generally know the finishing order.

23 Prizes

Prizes must be awarded to at least the first three in each age group. However, in the case of any age groups with very low entry numbers, then it is reasonable to have just one prize. The form of prize and the number of other prizes are at the organiser's discretion.

The total value of prizes should be the estimated excess of income over anticipated expenditure. The principle in the BMCR is that races should not be run for profit.

The minimum value of the prize list, or distribution of prizes, should be stated in the programme.

Prize winners not attending the prize presentation give up any claim to a prize won, unless they have notified the organiser beforehand that they cannot attend.

24 Race accounts

An Income and Expenses Statement plus Signing-on Sheet together with race levies and any profit from the event shall be sent to the Regional Treasurer within 2 weeks of the event. Event expenditure should include 50 pence per rider as a race levy for the Region. Note that Regions initially pay a £20 fee for the race to be included in the BMCR Handbook. If the Organiser is out of pocket from the race this should be shown on the Income and Expenses Statement and the Organiser reimbursed by the Region, providing all expenditure has been reasonable.

25 Results

Race results and if possible a report should be sent to the BMCR webmaster and the co-ordinators of any relevant points series competitions, within one day of the race if possible. Results sent to Cycling Weekly are also published from time to time.

26 Accident reporting

Any accidents need to be reported on the standard form and forwarded to the BMCR National Treasurer who will take or advise on any action necessary. **Under no circumstances should the accident be reported directly to the BMCR insurers.** The policy has an excess of five hundred pounds, and accidents involving minor damage to vehicles have usually been settled direct rather than involving our insurers, thus preserving our valuable no claim record. **Before taking any action in this regard contact the BMCR National Treasurer and do not admit responsibility to any third party.**

Guidelines for Circuit Race Organisers

MANDATORY REQUIREMENTS

- A Risk Assessment form **MUST** be completed before the event.
- The approved signing on sheet with important disclaimers **MUST** be used.
- First Aid cover is **MANDATORY** (minimum one qualified first aider. On no account can a rider competing in an event be the designated first aider for that event.)
- Race organisers must complete event accounts including an Income and Expenses Statement and submit them to the Regional Treasurer within 2 weeks of the event.

Above all else the safety of riders, helpers and the general public is paramount.

If circumstances and risks arise before or during a race which mean that it would not be safe to start or to continue the race, and it is not possible to overcome those risks, or if mandatory requirements cannot be met, the Event Organiser must cancel, abandon or postpone the race. It is recognised that riders will generally want the race to go ahead, but the Race Organiser must prioritize the safety of all concerned.

RECOMMENDATIONS

The following sections of the 'Guidelines for Road Race Organisers' apply:

- 1 Identity
- 2 Event Approval
- 4 Risk Assessment
- 8 Race Headquarters
- 12 Officials and expenses
- 13 Closing date
- 14 Sending out details
- 15 Signing-on sheets
- 16 Race equipment
- 17 Marshals
- 18 Checking the course and HQ
- 19 Entries and membership on the day
- 21 Riders' briefing
- 22 Finish and judging
- 23 Prizes
- 24 Race accounts
- 25 Results
- 26 Accident reporting

Guidance for Cycle Race Car Drivers

Please Arrive at (HQ) by (time)

There will be a briefing for Drivers at (place) at (time)

You will be given a list of mobile numbers for all race vehicles, the First Aider and the race organiser.

Start: races will start from (place) commencing at (time).

The races will be neutralized for (distance) or until (place)

Driving a Lead Car: ---

- As a lead car driver you must comply with all road traffic regulations. You have no dispensations in road traffic law. Your role is to act as an advance warning to other road users of the presence of a cycle road race. As such your presence will afford some degree of protection to the competitors involved, you should not however drive in a manner that contravenes road traffic legislation in an attempt to increase that level of protection.
- All lead vehicle drivers should be familiar with the route involved and know when geographical hazards, such as bends or junctions, are being approached, so that they can place their vehicle safely and not hinder other road users and the following competitors.
- All occupants of lead and support vehicles should wear Hi Viz clothing in case it is necessary to get out of the vehicle in an emergency situation.
- Fix the magnetic "Cycle Race" sign to the roof of your vehicle, along with a flashing hazard light (when provided). This is normally powered through your cigarette lighter terminal.
- In any neutralized zone, keep to a steady riding speed, equivalent to about 18 mph on the flat.
- Always stay far enough ahead of the lead riders to avoid any possibility of drafting / pacing the riders.
- In general, aim to drive so the bunch comes into clear view of oncoming motorists just as they pass you. Oncoming motorists will slow on seeing you, if you drive further ahead of the bunch than this they will think 'What was that all about?' and accelerate again only to meet the bunch a few seconds later. If you drive closer to the bunch you may not give the oncoming motorist much time to react before meeting the bunch. However, on windy roads, in order to keep far enough ahead of the bunch, you may not be able to see the riders some of the time.
- Communications: You should, if possible, have a second person with you in the vehicle, who will be responsible for all communications including mobile phone calls and messages or the use of short-wave or CB radios. At no time should a hand held mobile phone be used by the driver whilst the vehicle is in motion.
- Be vigilant for any sudden attacks from the peloton, which will usually occur after a drop in race speed, and be prepared to accelerate.
- Drive with headlights on. As a general rule you should not flash your headlights at other motorists unless you are using them as a warning of your presence and of an immediate danger.
- If any vehicle overtakes the bunch from the rear, pull forwards, indicate left and move over, allowing to them to safely clear the race.
- When approaching a junction / corner, pull well ahead, negotiate the hazard safely, and avoid the peloton closing up on the rear of your vehicle. Riders will often sprint hard out of corners, so be prepared to accelerate away smoothly.
- Pull well ahead before any long or steep descents, especially if the road is narrow or there are hazards, as the riders may be able to descend faster than you can.
- If you encounter a slow moving hazard such as a tractor, only overtake when it is completely safe to do so. Riders will have been warned that they will be disqualified if they overtake the Lead Car.
- Any rider who you observe to be repeatedly and / or wilfully crossing a continuous white line, or using the right hand side of the road without a clear line of sight, will be disqualified. Please ask your companion to record their number or appearance.

- Riders will be instructed not to overtake the Lead car for their event. Any that do will be disqualified, unless waved through by you due to exceptional circumstances. Please ask your companion to record their number or appearance.
- A First Aider, with communications, will follow the last race on the road, and there may be one following your race. If you observe an accident in your rear-view mirror there is no need to stop or pull over, unless the race organiser instructs you to suspend or terminate the race.
- If you observe that part of the bunch have been held up by a hazard such as a crash or a nervous horse, you may neutralise the race by slowing down and displaying a black flag, until the bunch can re-group, IF IT IS SAFE TO DO SO.
- At the finish, pull well ahead then drive carefully through the finish area. IF IT IS SAFE TO DO SO, stop your vehicle 50-100 meters beyond the finish on the right-hand side of the road, with hazard lights on, to prevent on-coming vehicles from driving into the finishing riders.
- As soon as the main bunch has finished, move well beyond the finish area to avoid riders who may be slowing down after a sprint finish.

Driving a Following Car:

- As a support vehicle driver you must comply with all road traffic regulations. You have no dispensations in road traffic law. Your role is to act as a warning to other road users of the presence of a cycle road race. As such your presence will afford some degree of protection to the competitors involved, you should not however drive in a manner that contravenes road traffic legislation in an attempt to increase that level of protection.
- All support vehicle drivers should be familiar with the route involved and know when geographical hazards, such as bends or junctions, are being approached.
- All occupants of support vehicles should wear Hi Viz clothing in case it is necessary to get out of the vehicle in an emergency situation.
- Fix the magnetic “Cycle Race Approaching” sign to the roof of your vehicle, along with a flashing hazard light (when provided). This is normally powered through your cigarette lighter terminal.
- Stay about 30 metres behind the last riders in your race, or at safe stopping distance if further, and be prepared for the riders slowing down without warning.
- Stay behind the last group of riders in your race. If riders in ones and twos have been dropped and are clearly not going to rejoin the bunch, pass them when safe to do so.
- Communications: You should, if possible, have a second person with you in the vehicle, who will be responsible for all communications including mobile phone calls and messages or the use of short-wave or CB radios. At no time should a hand held mobile phone be used by the driver whilst the vehicle is in motion.
- Be vigilant for any sudden attacks from the peloton, which will usually occur after a drop in race speed, and be prepared to accelerate to close the gap.
- Drive with headlights on. As a general rule you should not flash your headlights at other motorists unless you are using them as a warning of your presence and of an immediate danger.
- If any vehicle behind you is impatient to overtake the race AND YOU ARE ON A STRETCH OF ROAD WHERE IT IS SAFE FOR THEM TO DO SO, indicate left briefly, leave a large enough gap between you and the race that they can first overtake you and then the race.
- Drop back on fast descents or anywhere that you cannot see the road and the riders well ahead of you.
- Any rider who you observe to be repeatedly and / or wilfully crossing a continuous white line, or using the right hand side of the road without a clear line of sight, will be disqualified. Please ask your companion to record their number or appearance.
- Riders will be instructed not to overtake the Lead car for their event. Ask your companion to record the number or appearance of any rider you observe doing this.
- A First Aider, with communications, will follow the last race on the road, and there may be one following your race.
- If you stop for a rider with a mechanical problem, you should not pace them back to the bunch unless you and the rider feel entirely safe and competent to do so. A rider should NEVER hold onto your vehicle to be towed back to the bunch.
- At the finish, hold back in case of a bunch crash in the sprint, then drive carefully through the finish area and stop well beyond the finish so that you do not add to the congestion on the road.

THANK YOU FOR YOUR SUPPORT AND ASSISTANCE WITH THIS RACE, WHICH IS GREATLY APPRECIATED BY THE BMCR AND THE RIDERS

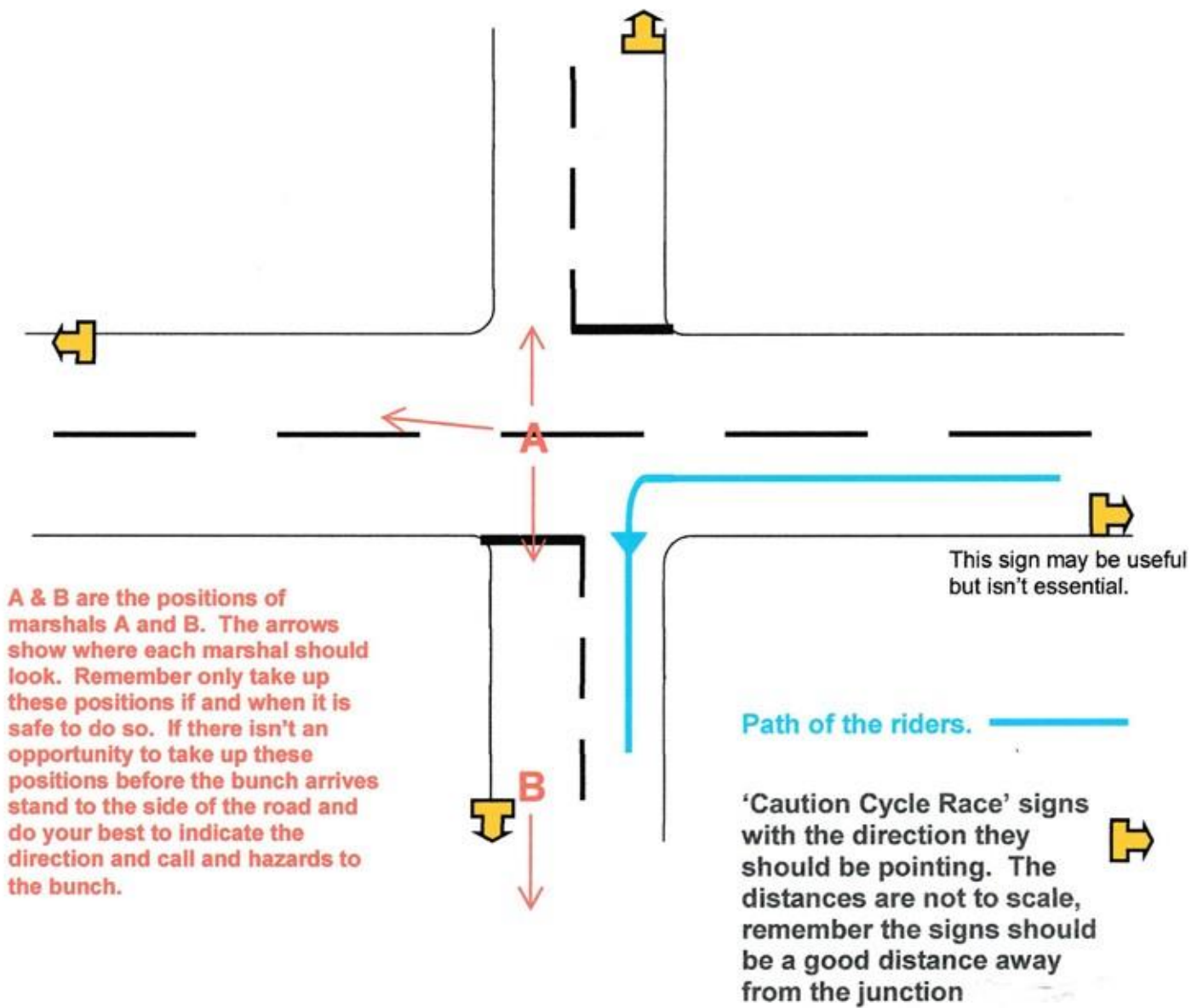
Guidance for Cycle Race Marshals

- You should wear a Hi--Viz at all times.
- Please use the guidance below to determine the most effective positions to take up at a junction, or follow the instructions of the race organiser or chief marshal.
- You have no powers to stop traffic and should not do so unless you judge there to be a potentially dangerous situation and that by stopping the traffic you will prevent an accident.
- Exercise caution. If you have to stand in the roadway do not force vehicles to change course in order to avoid you. Your presence should never cause a vehicle to deviate or move into the path of another road user.
- Motorists who do not comply with your warnings or instructions will commit no offence. However, if they are involved in a collision after ignoring your warnings, your evidence and actions may be used against them in a court of law. If a motorist ignores your warnings, is abusive or drives dangerously, try to record the vehicle's registration, colour and make, and the time.
- Use your marshal's flag to warn cars that a race is approaching in such a manner as to give drivers the option to slow down and to stop if they are willing to do so.
- Verbally warn competitors of any hazard which you can see, e.g. an approaching car or other obstruction, which may be out of sight of the front riders.
- Alert any pedestrians, horse riders, dog walkers or leisure cyclists to the race.
- A whistle may be useful to alert pedestrians and other marshals of approaching riders.
- Do not cause traffic to slow or stop in order to allow pedestrians or others to cross the road;; you have no powers to do this.
- Competitors have been briefed to obey all the rules of the road, not to ride dangerously and to keep to the left.
- Any rider who you observe to be repeatedly and / or wilfully crossing a continuous white line, or using the right hand side of the road without a clear line of sight, or riding dangerously or verbally abusing another road user or member of the public, must be reported to the organiser, or other designated official, who has the power to disqualify them.
- Make sure that you know how many laps each race is completing and do not leave your marshalling position until the following car behind the last race has passed for the last time.

**THANK YOU FOR YOUR SUPPORT AND ASSISTANCE WITH THIS RACE,
WHICH IS GREATLY APPRECIATED BY THE BMCR AND THE RIDERS**

Where to Stand and Place Signs.

Going From A Major Road Onto A Minor Road.

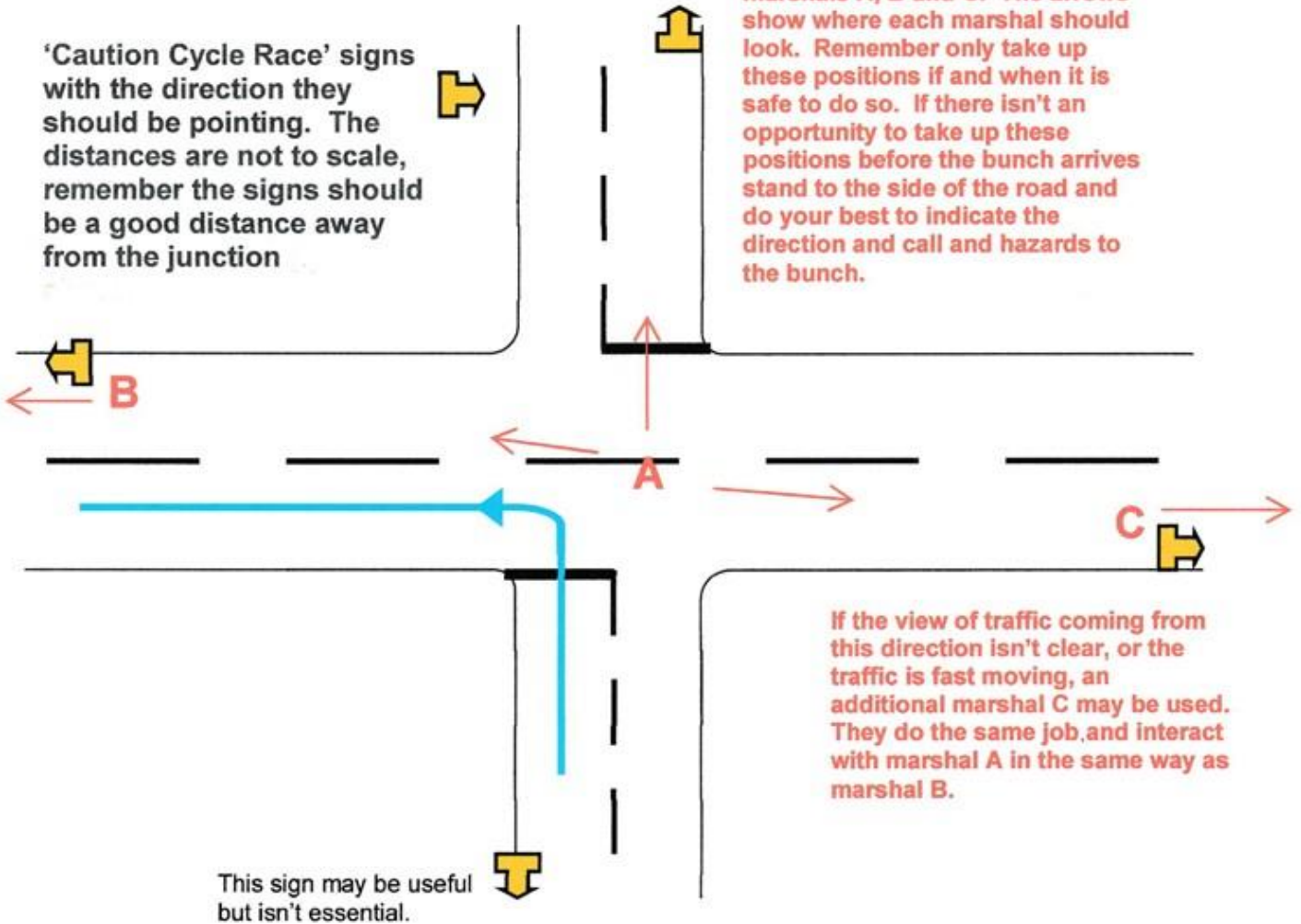


Going From A Minor Road Onto A Major Road.

Path of the riders. —————

'Caution Cycle Race' signs with the direction they should be pointing. The distances are not to scale, remember the signs should be a good distance away from the junction

A, B & C are the positions of marshals A, B and C. The arrows show where each marshal should look. Remember only take up these positions if and when it is safe to do so. If there isn't an opportunity to take up these positions before the bunch arrives stand to the side of the road and do your best to indicate the direction and call and hazards to the bunch.



This sign may be useful but isn't essential.

If the view of traffic coming from this direction isn't clear, or the traffic is fast moving, an additional marshal C may be used. They do the same job, and interact with marshal A in the same way as marshal B.

If the junction is a T junction, rather than a crossroads as in the diagrams, simply ignore the extra road in the diagrams.

Roundabouts are less easily generalised. An experienced rider will usually be among those marshalling a roundabout and can assess and advise those who are less experienced, but the same general principles should be adopted.

Risk Assessments

Guidelines for Course Risk Assessment

General

Cycle racing has inherent dangers that cannot be eliminated, these do not form part of the risk assessment. Riders must take responsibility for their own safety and at all times on the open road they should proceed only if it is safe to do so. The risk assessment is based on the fact that all road users have a duty to act in accordance with the law and the Highway Code. The main danger to cyclists is from other road users and the emphasis of the risk assessment is to identify the areas where our riders are most at risk and to take all possible steps to reduce or eliminate the risks.

Minimum Requirements

1. Warning signs at approach to all road junctions and busy joining side roads
2. Lead car with sign and flashing light for each race group
3. Following car with sign and flashing light behind last group on road
4. Marshals at points identified on the risk assessment
5. Qualified First Aider(s) and officials available to contact emergency services

Notes on completion of Generic Risk Assessment for a course

The BMCR Generic Risk Assessment Form lists the risks identified as Low, Medium or High and then describes the action to be taken to reduce the risks. No race should be allowed to proceed unless the action taken reduces the risks to at least medium. Any course with even one element of unavoidable High risk is unacceptable.

Warning signs can be established along the route “Cycle Race in Progress” and at junctions marshals will also warn traffic of approaching cyclists. A left turn from a major road into a minor road will usually be low risk. A left turn from a minor road into a major road will usually be medium risk, as traffic on the major road will have right of way and riders should only proceed if it is safe to do so. There may be fixed hazards on the course which can be identified such as road furniture.

Other hazards such as potholes and unfinished road works can only be identified close to the day of the event. These should be added to the Generic Risk Assessment to create a Specific Risk Assessment for the day of the race.

BMCR

Specific Course Risk Assessment

Course Name ...Foxley Circuit Nr Towcester

Course Description 6 mile road circuit Start / Finish at Foxley Cross

See map for reference points for Junctions

Name of Assessor ...Don Parry

Date of Assessment ...31/01/2013.....

Location	Hazards	Possible Harm	Risk	Controls to reduce risk to acceptable	Comment
A	X Road	Contention with Traffic from right	Med	Marshall + signs	No previous history of incidents
B	T junc	Contention with traffic from right	Low	Marshall + signs	No previous history of incidents
C	Left Turn	Miss turn	Low	Large arrow sign	No history of incidents
D	Left turn to join Banbury Rd	Contention with traffic from right	Med.	Signs + experienced marshal	No history of incidents
E	Left turn to Blakesley	Traffic from Blakesley	Med	Signs and marshals	No previous history of incidents
F	Left turn to Foxley on unclassified rd.	Oncoming Traffic	Low	Signs and marshal	No history of incidents
G	Left turn rejoining Banbury Lane	Contention with Traffic from right	Med.	Marshal with flag + signs.	No history of incidents
General	General road deterioration/ various potholes	Rider(s) crash	Med	Worst holes filled in privately. General warning to all riders at start.	No history of incidents.

Continue as required

Police Notification

BMCR

(Established 1986)

Objectives of the BMCR. The provision of a programme of competitive and social cycling events for male and female members of 40 and over.

NOTIFICATION OF THE INTENTION TO HOLD A CYCLE RACE

As required by the Cycle Racing on the Highways Regulations 1960 (and 1980 amendment regulations).

Name of Proposed Road Race Baines Racing Road Race. **Distance of Race** 40 miles approx.

Race Headquarters (HQ) - A5 Rangers Club Rooms Watling Street, Towcester. Northants NN12 6AG

Date Sunday 6th March 2016

Time of Start 10.00am **Finish** 12.00 noon approx

Description of course (Marshals in fluorescent jackets shown as 'M')

See attached marked maps.

Maximum number of competitors - 80 total in three, may be two, separate races (all aged over 40 years old).

The following named officials will be stationed at the start and finish

Geoff Baines Don Parry, Bob Richards, plus others

Name, address and telephone number of organiser.

Geoff Baines/ Don Parry, Silverstone Cycle Shop, Unit 14, Silverstone Circuit, Northants. NN12 8TL

Email: parts@bainesracing.com

I hereby notify the intention to hold a cycle race and certify that the event will be held under the Rules and Recommendations of the League of Veteran Racing Cyclists of which I am a member.

Signature of Event Organiser

Geoff Baines / Don Parry

Date 24 12 15

BRITISH MASTERS CYCLE RACING

(Established 1986)

Objectives of the BMCR The provision of a programme of competitive and social cycling events for male and female members of 40 and over.

Att of Ian Ledingham
Northamptonshire Police, Safer Roads Team
Unit 9, Sketty Close,
Brackmills
Northampton
NN4 7PL
24th December 2015

Dear Sirs

Re -- The Cycle Racing on the Highways Regulations 1960 (and 1980 Amendment Regulations)

In accordance with the above regulations, I am applying for permission to hold an event as detailed on the attached notification.

The races will be over by 12.00 noon.

The race has been held on this or a very similar circuit at the same time of year for over five years without any incidents or problems and I have helped organise similar events in this area for the last 10 – 12 years without any incidents.

The event is for experienced veteran cyclists age 40 years and over and will be organised and marshalled by responsible mature members of the BMCR and other helpers.

As these events are run for BMCR members only they are not the concern of the British Cycling (BC) and all liaison with yourselves is directly Event Organiser to Police and vice versa.

Stamped Addressed Envelope enclosed.

Yours faithfully

Geoff Baines / Don Parry

**Please respond to
Geoff Baines, Silverstone Cycle Shop
Unit 14, Silverstone Circuit
Northampton NN12 8TL**

01327 858885

Cycle Racing on the Highways Regulations

The Cycle Racing on Highways Regulations, 1960 (and 1980 and 1995 amendments)

All organisers should be aware of the Regulations under which cycle racing on the highways is permitted and the following are the main points.

1, These Regulations shall come into operation on the first day of March 1960, and may be cited as 'The Cycle Racing on Highways Regulations, 1960'.

2 (1) In these Regulations, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say:

'time trial' means a race or trial of speed between bicycles or tricycles, not being motor vehicles, so arranged and conducted-

(a) where the competitors are not divided into groups, that each competitor starts at a time which is separated by an interval of not less than one minute from the starting time of every other competitor, or, where the competitors are divided into groups, that

(b)

(i) no group comprises more than four competitors,

(ii) no member of a group competes against any other member of that group,

(iii) each member of a group starts at the same time as every other member of that group, and

(iv) each group starts at a time which is separated by an interval of not less than one minute from the starting time of any group; and;

(b) The result of the trial or race depends not upon the order in which the competitors or any of them reach a particular point but upon-

(i) the time each competitor or, if the competitors are divided into groups as aforesaid, any member of a group to get from his starting point to his finishing point. or

(ii) the distance which each competitor or, as the case may be, any member of a group of competitors covers in a fixed time reckoned from the time when he starts;

'bicycle race' means a race or trial of speed between bicycles or tricycles, not being motor vehicles, which is not a time trial;

'promoter, in relation to a time trial or bicycle race, means the person who organises or arranges or is responsible for the organisation or arrangement of the trial or race;

the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

3 (1) Subject to the following provisions of this regulation, the holding of a time trial on a public highway is hereby authorised if the promoter of the trial has, not less than twenty-eight days next before the day on which the trial is to be held, or if it is to be held on more than one day, the day on which the trial is to begin, given or caused to be given to the appropriate officer of police in writing notice of the proposal to hold the trial and the following particulars with respect thereto-

(a) the day or days on which and the time during which the time trial is to

be held;
a description of the route to be followed by the competitors and the name of, or a description sufficient to identify, any public highway on which the trial or any part thereof is to take place;

'appropriate officer of police', in relation to a time trial or bicycle race, means the Chief Officer of Police for every police area which comprises any public highway on which the trial or race is held;

'The standard conditions' has the meaning assigned to it by sub-paragraph (a) of paragraph (1) of Regulation 5.

(2) The Interpretation Act, 1869, shall apply for

- (c) particulars of the place or places where the trial is to start and finish;
- (d) the maximum number of competitors who will be permitted to take part in the trial, and
- (e) details of the arrangements which will be made for the purposes of marshalling, assisting or supervising the competitors, and
- (f) Such particulars of the rules or arrangements governing the trial as may be sufficient to show that the proposed trial is a time trial,

(2)The holding of a time trial shall not be treated as being authorised by this Regulation unless the circumstances in which it is held and conducted accord with the particulars given under paragraph (1) of this Regulation.

4. (1) if in any case where notice of a proposal to hold a time trial has been given in accordance with paragraph (1) of Regulation3-

- (a) particulars with respect to the trial have not been given In accordance with the said paragraph (1),
- (b) changes are proposed In the circumstances affecting the trial which affect the particulars which have been given In accordance with said paragraph (1)~

the promoter, before the holding of the trial, applies or causes application to be made to the appropriate officer of police for the trial to be authorised and gives or causes to be given to the said appropriate officer in writing, In the case mentioned in subparagraph (a) of this paragraph, any particulars which should have been previously given, or, in the case mentioned subparagraph (b) particulars of the said changes, the said appropriate officer may, in the case mentioned in subparagraph (a), authorise the trial to be held with those changes or such of them as he may approve.

(2)The holding of a time trial on a public highway shall not be treated as being authorised under this Regulation unless the cir- cumstances in which it is held and conducted

accord with the particulars given in accordance with Regulation 3 or paragraph (1) of this Regulation and, where the trial is authorised with any changes with those changes.

5. (1) Subject to the following provision of this Regulation and the provisions of Regulation 8, the holding of a bicycle race on a public highway is hereby authorised if:

- (a) the race is held and conducted in accordance with the following conditions (In these Regulations referred to as 'the standard conditions')

(I) The number of competitors must not exceed:

(a) In two, not more than two, races selected in any one year by the British Cycling Federation. – **100.**

(b) in the case of any race not promoted by virtue of sub-paragraph (a) above, - **80.**

(ii) no part of the race must take place during the time between half-an-hour after sunset and half-an-hour before sunrise;

(III) where the route to be followed by a competitor is such that he must while on the highway pass a point on that highway at least twice (whether in the same or a different direction), the length of the route which he has to follow after passing that point at any time until he next passes it again, must not be less than ten miles; and

(iv) where any length of the route is comprised of any public highway on which a speed limit of 40 mph or less is imposed by or under any enactment, that length must not exceed one mile and a half and no part of it must lie within three miles, measured along the route, of any part of any other such length, and

- (b) the promoter of the race, not less than twenty-eight days next before the day on which the race is to be held, or if it is to be held on more than one day, the day on which the race is to begin, gives the appropriate officer of police in writing notice of the proposal to hold the race and the like particulars with respect to the race as are required by subparagraphs (a) to (e) of paragraph (1) of Regulation 3 to be given with respect to a proposed time trial being:-

(I) the day or days on which and the time during which the race is to be held;

(ii) a description of the route to be followed by the competitors and the name of, or a description sufficient to identify any public highway on which the race or any part thereof is to take place;

(iii) particulars of any place or places where the race is to start or where it is to finish; (iv) the maximum number of competitors who will be permitted to take part in the race;

(v) sufficient particulars to show what arrangements will be made for marshalling assisting or supervising the competitors; and also such further particulars relating to the race as may be sufficient to show that it is proposed to be held and conducted in accordance with the standard conditions.

(2) The holding of a bicycle race shall not be treated as authorised by this Regulation unless the circumstances in which it is held and conducted accord with the particulars given under subparagraphs (b) of this Regulation

6 (1) If:

(a) notice of a proposal to hold a bicycle race has not been given in accordance with subparagraph (b) of paragraph (1) of Regulation 5, or

(b) particulars with respect to the race have not been given in accordance with the said subparagraph (b), or

(c) changes are proposed in the circumstances affecting the race which affect the particulars which have been given in accordance with the said subparagraph (b) and the promoter, before the holding of the race:-

(I) In the case mentioned in subparagraph (a) of this paragraph, gives to the appropriate officer of police notice in writing of the proposal to hold the race together with such particulars with respect to the race as are referred to in subparagraph (b) of paragraph (1) of Regulation 5 and applies to that officer for the holding of the race to be authorised, or (ii) in the case mentioned in subparagraph (b) of this paragraph, gives to the appropriate officer of police any particulars which should have been previously given or, (iii) in the case mentioned in subparagraph (c) of this paragraph, gives to the appropriate officer of police particulars of the changes referred to in the said subparagraph (c), the said appropriate officer may, in the cases mentioned in the said subparagraph (a) or (b), authorise the race to be held or, in the case mentioned in the said subparagraphs (c), authorise the race to be held with the said changes or such of them as he may approve.

(2) The holding of a bicycle race shall not be treated as authorised under this Regulation unless the circumstances in which it is held and conducted accord with the particulars given in accordance with Regulation 5 or paragraph (1) of this Regulation and, where the race is authorised with any changes, with those changes:

Provided that this paragraph shall have effect subject to any condition which may be imposed on the holding or conduct of the race under

7. (1) the appropriate officer of police may authorise the holding of a bicycle race on a public highway which is not a race proposed to be held and conducted in accordance with the standard conditions if before the holding of the race the promoter thereof applies to the said officer for the race to be authorised and gives in writing the like particulars with respect to the race as are required by subparagraphs (a) to (e) of paragraph 1 of Regulation 3 to be given with respect to a proposed time trial.

(2) The holding of a bicycle race shall not be treated as authorised under this Regulation unless the circumstances in which it is held and conducted accord with the particulars given in accordance with paragraph (1) of this Regulation:

Provided that this paragraph shall have effect subject to any condition which may be imposed on the holding or conduct of the race under Regulation 8.

8. (1) An appropriate officer of police may, when authorising the holding of a bicycle race under Regulation 6 or 7, impose such conditions as he may think fit on the holding or conduct of the race so far as it takes place on a public highway.

(2) If an appropriate officer of police to whom notice has been given under Regulation 5 of a proposal to hold a bicycle race to be held and conducted in accordance with the standard conditions considers it desirable that conditions should be imposed on the holding or conduct of the race he may impose such conditions for that purpose as he may think fit and if he does so Regulation 5 shall not apply to that race but instead the holding of the race shall be treated as authorised by this Regulation, subject nevertheless to the conditions imposed under this paragraph and to the standard conditions so far as they are not affected by the conditions so imposed.

(3) The holding of a bicycle race shall not be treated as authorised by paragraph (2) of this regulation unless the circumstances in which it is held and conducted accord with the particulars given in accordance with Regulation 5

Provided that this paragraph shall have effect subject to any conditions which may be imposed on the holding or conduct of the race under paragraph (2) of this Regulation.

(4) Without prejudice to the generality of the provisions of paragraphs (1) and (2) of this Regulation the conditions which may be imposed on the holding or conduct of a bicycle race by an appropriate officer of police may include conditions relating to all or any of the following matters:-

- (a) the days on which and the times during which the race shall be held,
- (b) the places on a public highway where the race is or is not to start or finish,
- (c) any public highway, or any part of a public highway, on which the race is not to be held,
- (d) the number of competitors who may take part,
- (e) the arrangements to be made by the promoters for marshalling assisting

EXPLANATORY NOTE

This Note is not part of the Regulations, but is intended to help with their general meaning)

These Regulations (which apply in England and Wales) provide for the authorisation of the holding of races or trials of speed between bicycles or tricycles, not being motor vehicles, on public highways. The Regulations distinguish between a race or trial of speed being a 'time-trial' and any other kind of race or trial (described by Regulation 2(1) as a 'bicycle race') and provide:-

- (1) That the holding of a time trial is authorised if notice of the proposal to hold the trial, containing particulars with respect to it, is given to the police (Regulation 3 (1));
- (2) that the holding of a bicycle race is authorised if it is held and conducted in accordance with the conditions specified in Regulations 5 (1)(a) and the like notice as aforesaid with respect to the race is given to the police (Regulation 3) (1),
- (3) that in the case of a time trial or such a bicycle race as aforesaid, of which the required notice has not been given or where the necessary particulars with respect to the trial or race have not been given, or where changes are proposed in the circumstances affecting the trial or race which affect the particulars which have been given, the police, if given notice the particulars or, as the case may be, particulars of the said changes may authorise the trial or race to be held (Regulation 4(1) and 6(1));
- (4) that in the case of a bicycle race which is not a race proposed to be held and conducted in circumstances which comply with the conditions specified in Regulation 5 (i) (a), the police may, if application is made to them and the like particulars as aforesaid with respect to the race are given to them, authorise the race to be held (Regulation 7 (1));
- (5) that in the case of any bicycle race, the police may impose conditions subject to which it may be held and conducted (Regulation 8).

Please note: The Sports Council is supporting a project to review these regulations to suit the requirements of modern traffic conditions, balanced against the needs of various sports, including cycle racing, to participate in races on the road.

Standard BMCR Race Organisation and Safety Forms

BRITISH MASTERS CYCLE RACING

Event Approval Form

To the LVRC Regional Event Coordinator
Request for approval for a date for an LVRC event

Entry method – tick those to be used				Entry fee -- normally £10 -- £15
Online	Postal	Entry on the Day	No Entry on the Day	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Notes: 'Online' will include postal entries by special arrangement only. Organiser's postal address will not be shown in the Handbook (unless 'postal' is also ticked).
'Postal' will require SAE if organiser's email address is not given.

Date Required					
Day	Date	Month	Year	Region	Start Time

Name of Event		Nearest Town + HQ Postcode		Promoting Club/Team	
----------------------	--	-----------------------------------	--	----------------------------	--

Hilly		Flat		Undulating	
--------------	--	-------------	--	-------------------	--

Distance per Category	
------------------------------	--

Open Circuit		Closed Circuit	
---------------------	--	-----------------------	--

<u>Organiser</u>		<u>Assistant</u>	
Address		Address	
Post Code		Post Code	
Tel No		Tel No	
Email Address		Email Address	

One of the above mentioned to be available at all times throughout the event (i.e. not both participating as competitors at the same time).

I request approval of the Race Date and certify that the event will be run in accordance with the Rules and Guidelines of the BRITISH MASTERS CYCLE RACING	
Signature	Date

Request approved by BMCR Regional Event Coordinator	
Signature	Date

BRITISH MASTERS CYCLE RACING

(Established 1986)

Objectives of the BMCR. The provision of a programme of competitive and social cycling events for male and female members of 40 and over.

NOTIFICATION OF THE INTENTION TO HOLD A CYCLE RACE

As required by the Cycle Racing on the Highways Regulations 1960 (and 1980/1995 amendment regulations).

Name of Proposed Road Race -

Distance of Race 1	miles (laps)
Race 2	miles (laps)
Race 3	miles (laps)

Date of Event

Time of Start Race 1	Time of Finish Race 1
Race 2	Race 2
Race 3	Race 3

Description of course (No of Marshals in fluorescent jackets shown as 'M')
(Warning Signs placed as indicated 'WS')

START:- OS Ref

COURSE :-

FINISH :- OS Ref

RACE HEADQUARTERS:- OS Ref

Maximum number of competitors - Race 1 Race 2 Race 3

The following named officials will be stationed at the start and finish –

Name, address, telephone number (and email address) of organiser:

I hereby notify the intention to hold a cycle race and certify that the event will be held under the Rules and Recommendations of the BMCR of which I am a member.

Signature of Event Organiser

Date

BRITISH MASTERS CYCLE RACING

(Established 1986)

Objectives of the BMCR. The provision of a programme of competitive and social cycling events for male and female members of 40 and over.

[Address of Police Authority]

[Date]

Dear Sir/Madam,

**Re -- The Cycle Racing on the Highways Regulations 1960 (and 1980/1995
Amendment Regulations)**

In accordance with the above regulations, I am applying for authorisation to hold an event as detailed on the attached notification.

The event is for experienced veteran cyclists age 40 years and over and will be organised and marshalled by responsible mature members of the BRITISH MASTERS CYCLE RACING (BMCR) and other responsible members of local cycling clubs. We will ensure that all safety measures to safeguard our competitors and other road users are put in place and adhered to.

Yours faithfully

[Name]
Event Organiser

Specific Course Risk Assessment

Course Name

Course Description

Name of Assessor

Date of Assessment

Location	Hazards	Possible Harm	Risk	Controls to reduce risk to acceptable	Comment

Continue as required

League of ~~Veteran~~ **MASTERS RACING** Cyclists

(Insert Race Title)

Group (Insert Category letter)

COMPETITORS DECLARATION :-

I agree to participate in this event entirely at my own risk.

I confirm that I have familiarised myself with the course and taken note of any potential hazards to my safety and in starting the race I am confirming that the course is fit for the purpose. I understand that when riding on the highway the function of the marshals is only to indicate the direction;; they have no power to control traffic and I alone must determine whether any move I make is safe. I agree that no liability whatsoever shall be attached to the Organiser, Race Officials, Marshals, First Aid Attendants, helpers or to the League of Veteran Racing Cyclists Ltd or its Directors in respect of any injury, loss or damage suffered by me or by reason of taking part in the event however caused and whether by negligence or otherwise.

I confirm and acknowledge that I have read and understood this statement before signing.

No	NAME	BMC R No.	Age	Cat	Rider's signature
----	------	-----------------	-----	-----	-------------------

1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
90					
91					
92					

Give a copy of this sheet to the chief judge before the start of the race . After the race send top copy to the Treasurer

BRITISH MASTERS CYCLE RACING

Injury/Accident Report Form

TITLE OF EVENT
DAY, DATE, TIME AND PLACE OF INCIDENT
DESCRIPTION OF THE INCIDENT LEADING TO INJURY(IES)
WERE THE POLICE INFORMED OF THE INCIDENT? If possible give contact details or Force name.

INJURED PERSON(S)

PERSON 1 NAME	ADDRESS
PHONE NUMBER	POST CODE
	EMAIL ADDRESS
SUMMARY OF INJURIES	
TREATMENT RECEIVED AT THE EVENT	
NAME & ADDRESS OF ANY DOCTOR OR HOSPITAL REFERRED TO	

PERSON 2 NAME	ADDRESS
PHONE NUMBER	POST CODE
	EMAIL ADDRESS
SUMMARY OF INJURIES	
TREATMENT RECEIVED AT THE EVENT	
NAME & ADDRESS OF ANY DOCTOR OR HOSPITAL REFERRED TO	

PERSON 3 NAME	ADDRESS
PHONE NUMBER	POST CODE
	EMAIL ADDRESS
SUMMARY OF INJURIES	
TREATMENT RECEIVED AT THE EVENT	
NAME & ADDRESS OF ANY DOCTOR OR HOSPITAL REFERRED TO	

Use a second sheet if necessary for additional persons injured

ORGANISER NAME & ADDRESS	
	POST CODE
PHONE NUMBER	EMAIL
ORGANISER TO SIGN AND FORWARD TO NATIONAL TREASURER	
<i>signed</i>	<i>dated</i>

Example Standard Form of Race Accounts Presentation

Event Organiser

Event Name

Event Date

Number of Riders entered in advance

Number of riders entered on the day

Regional Event Levy

Normal Event Entry

Entry on the day entry fee.

Income examples

Entry Fees at
Entry on the line at
Donations
Sponsorship
Adverts
Programme sales
Other Income

Total xxxxxx

Expenses examples

Prizes
First Aid
Communications
Printing
Postage etc
Vehicle expenses
Organiser Expenses
Judges Marshalls etc
HQ Hire costs

Total Expenses yyyyy

Summary

Income from above
Less Expenses from above
Total surplus

XXXXXX
YYYY
SSSS

Less event levies at 50p per rider
sent to Regional treasurer

aaaaaa

Surplus to Regional Treasurer

ppppp

BMCR

Please complete this form and return it with your subscription payment of **£20.00** direct to your Regional Registrar. Cheques and postal orders should be made payable to the LVRC.

Please enclose a **STAMPED ADDRESSED ENVELOPE in C5 size.**

Title	Forename	Surname
Address		
County	Post Code	Telephone
Email	Date of Birth	
Current BMCR Licence Number (<i>where applicable</i>)		

I have no objection to the BMCR holding these details on computer
 (please tick)

Signature Date applying.....

Check List

- All details completed 6
- Payment enclosed (£20, cheques payable to 6 'BMCR') 6
- Stamped addressed envelope enclosed

Your Regional Registrar will issue you with a BMCR Racing Licence for the current year. It will include your BMCR Membership number which must be given on all event entry forms.

For Regional Registrar's use only

Date recorded _____ Licence no. issued _____

Tear off here if required as below -----

This section to be used as a receipt for people joining the BMCR 'On the Day' at races. It can be used as a licence substitute until the official licence is issued.

<u>Rider Name.</u>	<u>Amount Paid.</u>	<u>Issuing BMCR Member.</u>	<u>Region.</u>
.....

BMCR Standard Race Entry Form

2016 until further notice

The entry fee for each event is shown in the Handbook / Race Calendar.

Entry on the day (EOD) will normally be 50% more than the advance entry fee, unless the event is shown as EOD only.

Cheques are to be made payable to the **event organiser** unless otherwise stated.

Please enclose a **Stamped Addressed Envelope** if the organiser's email address does not appear in the Handbook.

Event:	Date of event:
Name:	Age Category Entered:
Address:	Date of Birth:
	Age on day of event:
	LMCR licence number:
Post Code:	Club/Team:
Telephone number:	
Email address for Start Sheet (if organiser's email address appears in the Handbook). Please ensure this is legible:	
OR – Stamped addressed envelope enclosed: Tick to confirm	
Entry fee enclosed	mount £
<p>Declaration</p> <p>I agree to participate in this event entirely at my own risk and understand that no liability shall attach to the organisers, the BMCR or any officials, marshals and helpers of this event for any injury, loss or damage.</p> <p>Signature.....Date:.....</p> <p>Emergency Contact:..... Relationship.....Contact number.....</p>	
<p>All members are encouraged to ride in a category in which they feel comfortable. Therefore those who wish to do so because of varying ability may enter to ride with a different age category (except in the case of Championship and Stallard events). Riders competing in an older age category shall not be eligible for prizes or points.</p>	

