

BMCR **RULES OF RACING**

for organisers and competitors

Revised November 2021

Race Calendar

1. Following discussion between the event organiser and the Regional Events Coordinator, planned races will be approved by the appropriate Regional Events Co-ordinator electronically on RiderHQ, after which they will appear in the BMCR Race Calendar on the RiderHQ website.

Police Permission

2. The responsibility for making a race application to the appropriate police authority usually lies with the race organiser. In some Regions all contact with the police will be by the Regional Events Coordinator.

3. Applications using the appropriate BMCR forms must be made to all police authorities through whose area the race runs, at least six weeks in advance, giving details including the course, date, starting and finishing time.

Highways Regulations

4. Race organisers must notify the Police of all events to be held on the public highway. Events on the public highway must fully comply with The Cycle Racing on Highways Regulations 1960 (and the 1963, 1980, 1988 and 1995 Amendment Regulations) www.legislation.gov.uk/ukxi/1960/250/made or alternatively must be explicitly approved by the Police. In either case, the Police may impose conditions on how they are run.

BMCR race licence/membership

5. All British riders in a BMCR event must be members of BMCR at the time of entering and riding an event. Riders must join/rejoin BMCR before the day of the event. BMCR Racing Licences, or other evidence of membership, must be produced by all British entrants at the time of signing on to obtain a race number which must then be worn unobscured on the outer top garment for the duration of the event. [See Para 25 for non-UK riders.](#)

Covid precautions

6. BMCR members and officials at races must follow all government Covid regulations in force at the time, and all instructions given by BMCR and the race organiser about Covid precautions.

Results

7. Organisers should upload race results to the BMCR website bmcr.org.uk, and also send them to the coordinator of any race series, within 2 days of the race if possible. Organisers should also send results to riders after the event by email via RiderHQ.

Prizes

8. [BMCR policy is that all income from event entries, less expenses, should be distributed as prizes.](#) As a minimum, prizes must be given to the first three in each age category, the only exceptions being a handicap race, and a race where there are fewer than five riders in an age category. Where race

finances allow, the first three finishers in each race, irrespective of age category, should also be recognised. When riders choose to ride in a younger age group than their calendar age, they should be eligible for prizes. Riders choosing to ride in an older age category (see Para 11) will not be eligible for prizes.

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.

The total value of prizes should be shown in the Income and Expenditure statement and should reflect BMCR culture of allocating the maximum amounts reasonable to Prizes whilst at the same time allowing organisers and clubs to reinvest excess income back into the sport.

Race Finance

9. An Income and Expenditure Statement, together with any profit from the event, shall be sent to the Regional Treasurer within 2 weeks of the event.

An Income and Expenditure statement clearly showing any profit or loss should be produced and kept for 2 years from the date of the race. This Income and Expenditure Statement may in some circumstances be requested by Regional Officers or the BMCR National Executive.

At the request of the organiser, any loss will be reimbursed by the Region subject to being satisfied with the reasonableness of the race accounts.

Age Categories

10 (a). BMCR age categories are designated as follows: A, 40-44; B, 45-49; C, 50-54; D, 55-59; E, 60-64; F, 65-69; G, 70-74; H, 75-79; I, 80-84; J, 85-89; K, 90-94; L, 95-99. Members will change category on 1st January of the year of their appropriate birthday, and when entering races must quote their age category.

10 (b). There will normally be separate entry lists, and separate prizes, for women riders, and whenever possible there will be separate women's races. Prize categories for women will depend on the number of women entrants. However, women may choose to race in the age category appropriate to a male aged ten years greater, (i.e. two age-categories older) if they prefer, including at championship races.

11. All members are encouraged to ride in an age category in which they feel comfortable. Therefore those who wish to do so because of varying ability may at any time, except in the case of Championship events and the National Series, enter to ride with a different age category than the one designated by their calendar age. Riders competing in an age category higher than their calendar age designated category, for example a 47-year old competing in a C/D race instead of an A/B race, shall not be eligible for a prize.

12. Championship races will be run for each age category. Medals, provided by BMCR, will be awarded to the first three in each age category, together with a BMCR champion's jersey to the winner of each age category (providing there are at least 3 entries in that age category). All age categories shall race in separate events, except where the number of riders is fewer than ten.

13. The age and/or category entered for each rider must appear on the start sheet and on the signing-on sheet.

Mandatory Requirements for Road Races

14. A Risk Assessment form [bmcr.org.uk/wp-content/uploads/2019/08/BMCR-Risk-Assessment-Form.pdf](https://www.bmcr.org.uk/wp-content/uploads/2019/08/BMCR-Risk-Assessment-Form.pdf) must be completed before Police Notification is sent.

The approved signing on sheet with important disclaimers must be used.

First Aid cover is mandatory. The minimum cover is 2 qualified first aiders for all 3-race Road Races, minimum one qualified first aider for other races. 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 fully stocked first aid kit must be available in the event HQ.

Each race must have at least one lead vehicle. Ideally there should be one safety vehicle (either car or motorbike marshal) following each race, and there must always be one behind the last race on the road.

All riders must receive, and must attend, a pre-race briefing covering important safety information.

Signing-On Sheets

15. BMCR signing-on sheets, which include important disclaimers, must be used for all BMCR events. Signing-on sheets must be retained by the race organiser for **3 years**.

16. All competitors must sign on before the race. When requested to do so, competitors must deposit their current BMCR racing licence with the signing-on controller. Licences will be returned to competitors when their race numbers are handed in after the finish of the event.

Pre-race Briefing

17. All riders must receive, and must attend, a pre-race briefing covering important safety information. Organisers may take appropriate action against riders who do not attend the pre-race briefing, which may include penalties or exclusion from the race.

Equipment

18. The wearing of hard-shell helmets is mandatory in all events held under BMCR rules. A statement to this effect must appear in all BMCR event programmes.

19. Tri-bars or Spinaci-type bars are not allowed in BMCR road races or stage races.

20. Disc brakes are allowed in all BMCR road and off-road events.

Entries to Events

21. All Race entry fees for events on public roads will be at the discretion of the organiser, up to a normal maximum of £15 per entrant per race (£20 for National Championships and Stallard series events). Where third party owned circuits need to be hired, or the costs of motorbike marshals covered, then the entry fee may be greater in order to account for the associated costs.

Stage race entry fees should be not greater than the number of stages multiplied by the maximum fee of £15 per race.

22. The closing date for all entries shall be three weeks before the date of the event. Entries accepted for all events shall be at the discretion of the organiser.

23. The normal method of event entry is online through RiderHQ. Postal entries will only be accepted by special arrangement with the organiser, whose email address will appear on RiderHQ.

Entries will not be accepted until eight weeks prior to the date of the race. Entrants withdrawing or not participating shall not be entitled to a refund of the entry fee or of any component of the entry fee.

24. All postal-based entries where no email address is provided must include a stamped addressed envelope for a start sheet.

Entries on the day

25. Unless an event is being promoted as ONLY for Entries on the Day (EOD), any EOD shall be subject to the organiser's discretion but may attract an entry fee up to 50% greater than entries in advance. They can only be accepted if a full field of riders has not signed on. All entries on the day will always be subject to the following conditions:

- (a). BMCR members must complete a BMCR standard Entry Form before being allowed to sign on.
- (b). All entrants must join/rejoin BMCR before the day of the event, and show their BMCR licence, or other evidence of membership, when signing on.
- (c). Entrants who permanently reside outside of the UK should contact the event organiser before the day of the event to arrange free day membership. Organisers should contact the National Registrar before the day of the event to ensure insurance cover. Entrants must also complete the standard race entry form and, unless such an entrant has a licence from the WCF, pay double the applicable race entry fee before being allowed to sign on.

Multiple Races on the Road

26. In events with multiple races for different age groups, when a slower race, group or rider is caught by a faster race, group or solo rider then the slower race shall allow the faster race, group or rider to establish itself separately in front of the slower race. It is not permitted for riders from the slower race to join, contribute to or otherwise affect the motion or outcome of the faster race, group or rider.

Action to be taken when encountering horse riders or other hazards on the road

27. If a race comes across horses, other animals or any hazardous obstruction on the road (eg a slow or wide tractor) riders MUST slow down, pass any animals wide, and NOT resume racing until ALL of their group has safely passed the hazard. **The race is effectively neutralised for this period.** If there is a race car or motorbike within sight in front of the group, they will slow down and put on their hazard lights until it is safe to resume racing. Any rider ignoring this procedure will be disqualified.

Conduct

28. Any case of unacceptable behaviour (including abuse of members of the public, organisers, helpers or other competitors) or dangerous riding in a BMCR event should first be reported to the Race Organiser, who will investigate and may take appropriate action, **which could range from a verbal warning to disqualification from the race.** In more serious cases, the Race Organiser will then inform the regional officers and the National Executive Committee of BMCR, who may nominate a small panel of regional and national officers to investigate further and take appropriate action. This action could include disqualification from the race or suspension from racing or membership. The subject will have a right of appeal to the BMCR Chairman.

Appeals against Race Results

29. Race participants will have the right to appeal the result of a race. This must be done immediately after the race and in the first instance to the race organiser and/or chief judge. The race organiser and/or chief judge will consult all relevant parties and decide the outcome on the day of the race. The race organiser and chief judge's decision will be final, and no subsequent communication will be entered into.

Drugs

30. (a) All riders have the right to compete in the knowledge that they, and their competitors, are free of performance enhancing drugs (PEDs), or drugs which compromise safety. BMCR members have a duty to protect the integrity and safety of the sport of cycle racing, and accept that the use of PEDs and other doping behaviour severely damages the legitimacy of cycling and undermines the integrity of clean riders and the safety of all. The use of both PEDs, and substances which affect judgement and thus the safety of riders, is disallowed. **Any BMCR member found to be in breach of this rule may be suspended or banned permanently.**

30. (b) BMCR is fully compliant with the UK Anti-Doping Rules and processes and therefore members must abide by the UK Anti-Doping Rules (as amended from time to time). These can be found at www.ukad.org.uk

30. (c) A rider suspended by another cycling governing body as a result of a positive drug test is barred from competing in BMCR events during the period of his/her suspension from that other body.

Guidelines for Safer Racing

1. Hold the same line as other riders in the bunch, especially on bends.
2. Advise other riders of your intention to move left or right, and if sprinting do not do so without checking that other riders will be unimpeded by your actions.
3. Do not move up on the inside of corners.
4. Only overtake other riders where there is sufficient room to do so and without forcing them to change direction or to brake.
5. **Do not overtake other riders by riding on the wrong side of the road where there is a solid white central line, or where you cannot see that the road ahead is clear.**
6. Do give warnings to riders behind you of hazards such as potholes or obstructions.
7. Avoid physical contact with other riders.
8. Keep both hands on the bars at all times when riding in close formation in a fast-moving bunch.
9. In the event of a puncture **or mechanical failure**, put one hand up, keep a straight line and allow other riders to pass before riding yourself to the roadside. Do not brake sharply.
10. If deciding to pull out of the line, signal your intention to do so, and do not brake or swerve into the path of following riders.

11. Riding positions which are banned by the UCI **for safety reasons**, such as sitting on the top tube or resting the forearms on the handlebars, are not allowed in BMCR bunch races.

EVENT ORGANISATION AND SAFETY MANUAL

The manual is available to download from the BMCR web site [bmcr.org.uk/wp-content/uploads/2019/12/bmcr-safety-and-event-organisation-2019.pdf](https://www.bmcr.org.uk/wp-content/uploads/2019/12/bmcr-safety-and-event-organisation-2019.pdf)

The Manual has five sections:

1. Guidelines for Race Organisers; covering all aspects of road race organisation from initial application to final presentation of accounts
2. Risk Assessments – about completion of risk assessments including generic and specific examples
3. Police Notification - examples of and recommendations for event approval
4. Cycle Race Regulations - The Cycle Racing on the Highways Regulations, 1960 (and 1980 and 1995 amendments)
5. Race Organisation and Safety Forms - all the forms needed for BMCR events.