

# The 2026 British Sidecar Championship



## Supplementary Regulations, Technical Regulations & Conditions

### 1. TITLE & JURISDICTION.

The Motorcycle Circuit Racing Control Board (“MCRCB”) has authorized that the British Sidecar Championship (“the Championship”) is promoted by the British Sidecar Championship Panel (“the Promoter”) and organized by MSVR (“the Organiser”) and administered by the British Sidecar Championship Panel (“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.

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

British Sidecar Championship Panel:

Delegates appointed by the Promoter (Brit Sidecar Championship Limited), Administrator, Organiser and Teams.

### 3. CLASSES.

There will be three separate classes for 2026;

**GP Class** – F1 Chassis, min 370 kilo

**CUP Class** – F1 Chassis, min 395 kilo, no magnesium wheels

**F2 Class** – As British FSRA rules

#### 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 2026 TT (open class). In addition to conditions specified in the Engine Technical Regulations contained later in these regulations. Suspension and exhaust components are free.

Teams planning to enter on a short-chassis machine should advise the series admin [Britishsidecarchampionship@gmail.com](mailto:Britishsidecarchampionship@gmail.com) prior to submitting the Series Entry Form. Short-chassis entrants will be referred to the Promoter/Organiser for prior approval.

#### Engines

As per British sidecar championship technical bulletin 19/12/2023.

Ducati Panigale V2\*, Honda CBR600RR, Kawasaki ZX-6R, Kawasaki ZX-636R\*, KTM 890, MV Agusta F3\*, MV Agusta F3 800\*, MV Agusta F3 800\*, Suzuki GSX-R600, Suzuki GSX-R750\*, Triumph 675R\*, Triumph ST765RS\*, Yamaha YZF-R6, Yamaha MT07\*, Yamaha, MT09\*

The Kawasaki 636 engine is permitted – will carry a +10kg ballast to be eligible

**\*Restrictions to current BSB Regulations including ECU / THROTTLE Restrictions and Weight / RPM Penalties.**

**RESTRICTIONS SCHEDULED TO BE REVIEWED TO ENSURE CLARITY, CONFORMITY AND FAIRNESS.**

NOTE: Where parts and components are specified as “free” Teams are entitled to use any supplier or manufacturer. If parts and components are not specified as being “free” then only the homologated parts for the engine and associated electronics, switch gear and throttle bodies may be used.

Specifically – only the homologated throttle bodies may be used where a Kawasaki 636 engine is installed in the outfit. Suzuki GSX-R750, Controlled ECU and throttle bodies as per BSB Technical restrictions – To be reviewed to ensure clarity, conformity and fairness.

#### **4. COMPETITORS ELIGIBILITY.**

Riders & Passengers: - Open to Riders and Passengers who hold a current National ACU, SACU, MCUI or equivalent. (Any competitor who for whatever 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 series admin for details)

**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.**

#### **5. SERIES REGISTRATION / ENTRY FORM**

All Teams who consider they meet the registration criteria should submit the Series Entry Form declaring rounds they intend to compete at via an email to Series administrator,

[Britishsidecarchampionship@gmail.com](mailto:Britishsidecarchampionship@gmail.com)

The Series Entry form is available on.

There is a requirement to register for the 2026 season in the form of a membership. Each competitor is required to hold a British Sidecar Championship Membership. The cost of this is £20 per competitor. Membership forms are available from the British Sidecar Championship website and must be returned to the series administrator.

Teams who plan to contest the whole Series should submit their Entry Form by 20<sup>th</sup> March 2026. The Promoter and Administrator will consider all applications – acceptance of entries is a decision for the Promotor and Organiser.

The availability of additional “Wild Card” opportunities within the Series is based on available grid places after full-season entries have been allowed for.

Teams shall receive 6 x personnel passes (inc Rider & Passenger)

Teams should also advise on the registration numbers and types of vehicles that will require paddock access to assist the BSB Parking Team.

#### **6. ENTRIES.**

The official entry form should be fully completed and returned to the Series Administrator: Charlie Moss

British Sidecars by email to: [britishsidecarchampionship@gmail.com](mailto:britishsidecarchampionship@gmail.com)

A Team Profile covering history, info for commentators and team photographs is required to be submitted in advance of the season start. A draft grid will be emailed to all entrants in advance of each meeting, based on declarations made on the Series Entry Form. 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 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 online. Failure to do so without notification may result in disqualification from any remaining events in the Championship.

Teams are requested to pay a deposit in advance (Cost to be confirmed). Teams can claim this back against their last entered round stated on their entry forms. Failure to attend an event without good cause could result in loss of the team's deposit. This is up to the discretion of the Organiser/ Promoter. Contact the Series admin [britishsidecarchampionship@gmail.com](mailto:britishsidecarchampionship@gmail.com) to arrange.

Entry Costs tbc.

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

British Sidecars will pay the Entry Fees due to the Organiser on behalf of all Teams for 2026.

## **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: [britishsidecarchampionship@gmail.com](mailto:britishsidecarchampionship@gmail.com)

Less than 7 days out from the meeting: A request must be made to the Series Organiser by email to: [Lucy.Hart@msv.com](mailto:Lucy.Hart@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 2026: 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  | Races | Venue             | Organizing Club  |
|---------------|-------|-------------------|------------------|
| 15-17 May     | 2     | Donington Park GP | BSB / MCRCB      |
| 19-21 June    | 2     | Knockhill         | BSB / MCRCB      |
| 3-5 July      | 2     | Snetterton 300    | BSB / MCRCB      |
| 25-26 July    | 2     | Cadwell Park      | No Limits Racing |
| 29-30 August  | 2     | Anglesey Coastal  | CRMC             |
| 16-18 October | 2     | Brands Hatch GP   | BSB / MCRCB      |

## **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 for all races up to the final round:  
1<sup>st</sup>- 25, 2<sup>nd</sup>- 20, 3<sup>rd</sup>- 16, 4<sup>th</sup>- 13, 5<sup>th</sup>- 11, 6<sup>th</sup>- 10, 7<sup>th</sup>- 9, 8<sup>th</sup>- 8, 9<sup>th</sup>- 7, 10<sup>th</sup>- 6, 11<sup>th</sup>-5, 12<sup>th</sup>-4, 13<sup>th</sup>-3, 14<sup>th</sup>-2, 15<sup>th</sup> - 1.

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 rests on the decision of the Promoter and Organiser.

## **12. BRITISH CHAMPIONSHIP AWARDS**

Trophies will be awarded to the first three finishers in each race by class and to the first three in each class Championship at the end of the season. (Subject to a minimum of 6 regular competitors in each class throughout 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 competitor's 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 MRCB'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 it will result in the team being disqualified from the meeting and the series. The Series Organisers will also consider further sanctions.**

**Overseeing the inspections will be undertaken by the MRCB'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 MRCB's Technical Inspectors. This procedure is in line with checks conducted on BSB Superbike & Superstock machines.**

### **Minimum Weights**

|  |               |
|--|---------------|
| Long chassis GP Class: combined weight of Driver, Passenger and WET machine  | <b>370 kg</b> |
| Long chassis CUP – No Magnesium wheels allowed: combined weight as above     | <b>395 kg</b> |
| Short chassis F2 Class: combined weight of Driver, Passenger and WET machine | <b>370 kg</b> |

**\*Outfits using the Kawasaki 636 Engine will carry an additional +10kg ballast to be eligible**

**\*Outfits using the Triumph 765 & Suzuki 750 to be Minimum weight of 410kg to be eligible in any class. This is to be reviewed initially on a session-by-session basis to clarity, conformity and fairness.**

Machines 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/her 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.

**No maximum weight of ballast to be added to each machine in cases where combined weights are less than the minimum 370/395 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, on track oil spillages or breakdowns that cause extensive program 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 British Sidecars 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. TECHNICAL REGULATIONS – All Engines listed in #3**

Displacement capacities: 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 is not permitted  
The use of exotic materials such as ceramics, metal matrix or aluminum 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\* -

\* Head gasket to remain as standard for Ducati Panigale V2, Kawasaki ZX-636R, KTM 890, MV Agusta F3, MV Agusta F3 800, MV Agusta F3 800, Suzuki GSX-R750, Triumph 675R, Triumph ST765RS, Yamaha MT07, Yamaha, MT09

- g) Valves, valve guides, valve seats, valve springs and valve spring retainers must remain as homologated.
- 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 \*.

\* Camshaft timing to remain as standard for Ducati Panigale V2, Kawasaki ZX-636R, KTM 890, MV Agusta F3, MV Agusta F3 800, MV Agusta F3 800, Suzuki GSX-R750, Triumph 675R, Triumph ST765RS, Yamaha MT07, Yamaha, MT09

- 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 – Suzuki GSXR-750 ECU To be locked to a predetermined BHP Maximum of 130Bhp, Torque to be controlled With minimum weight.
- m) Transmission/Gearbox: No modifications are permitted with the exception of shifting components to invert gear selection. 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. No electronic or electrical support is allowed.
- o) Only standard / Homologated 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 is not permitted.
- t) The use of magnesium wheels are only permitted in the GP Class.
- u) Wheel Speed sensors are not permitted in any form.
- v) The use of crankcase Vacuum pump is not permitted

## 16. OIL & COOLANT REGULATIONS

Teams are reminded that due to the proximity of the Sidecar races to Superbike races on the 2026 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 one event passes and vehicle passes:

6 personnel – Rider, Passenger, 4 workers

Working Vehicle

Driver Living Vehicle

Passenger Living Vehicle

2 Private vehicle car passes

Vehicle information including registration numbers is required in advance of the season start to the Series Admin – [britishsidecarchampionship@gmail.com](mailto:britishsidecarchampionship@gmail.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

**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](http://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.

## **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 fastest laptime in the previous 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 Hoosier Tyres. Any compound is acceptable. Tyres may be sourced from any supplier.

A maximum of 4 x slick tyres are allowed at a two race event – one additional tyre allowed at three race events. This is to be policed after untimed Practice. Details of tyre Policing tbc.

## **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 2026 MRCB 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. The position of sponsors logos (supplied by the Promoter) is to be a border around each number of the machine. **THIS IS MANDATORY.** Can be supplied in a physical format or in a Digital PDF.

The Size of this will be 300mm H x 250mm W. Leaving a space approximately 200mm square for competitors race number.

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 2026 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.

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 always given to personal appearance and behavior in the paddock.

## **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 categorized 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 – [britishsidecarchampionship@gmail.com](mailto:britishsidecarchampionship@gmail.com)

There is a requirement for Teams to Register with the supplier in advance. Only the 98 Octane fuel from the official supplier will be permitted. (There is a 102 Octane version – this is not permitted)

## **33. FIRE EXTINGUSHERS**

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 – these must be adhered to. This enables all teams to be parked in a single area, aiding management of teams and issues during each event.

\*Always refer to the event Final instructions which are posted on [www.msvracing.com/bikes](http://www.msvracing.com/bikes) on the Monday/Tuesday prior to the event for access times.

## **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 British Sidecar admin group, 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 behavior. 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 –

[britishsidecarchampionship@gmail.com](mailto:britishsidecarchampionship@gmail.com)

MSVR info on the Series is on the support website at: [www.msvr.co.uk/bike](http://www.msvr.co.uk/bike)

### **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.