



# British Lawn Mower Racing Association Handbook 2016







# CHAMPIONS

## BRITISH

## WORLD



Group 2 British Champion  
Mike Cresswell



Group 2 World Champion  
Sam Ratcliff



Group 3 British Champion  
Dean Fuller



Group 3 World Champion  
Robert Rowlands



Group 4 British Champion  
Karl Selby



Group 4 World Champion  
Mark Robinson





# Handbook 2016

The information contained in this publication must not be copied or duplicated without the written consent of The British Lawn Mower Racing Association.

These Rules and Regulations become effective 1<sup>st</sup> January 2016.  
This publication supersedes any previous editions



The British Lawn Mower Racing Association (BLMRA) is a Motor Sport Association (MSA) Recognised Group and is considered the governing body of lawn mower racing by the MSA

All enquiries concerning Lawn Mower Racing should be addressed to:

The British Lawn Mower Racing Association  
Hunt Cottage  
Wisborough Green  
Billingshurst  
West Sussex  
RH14 0HN

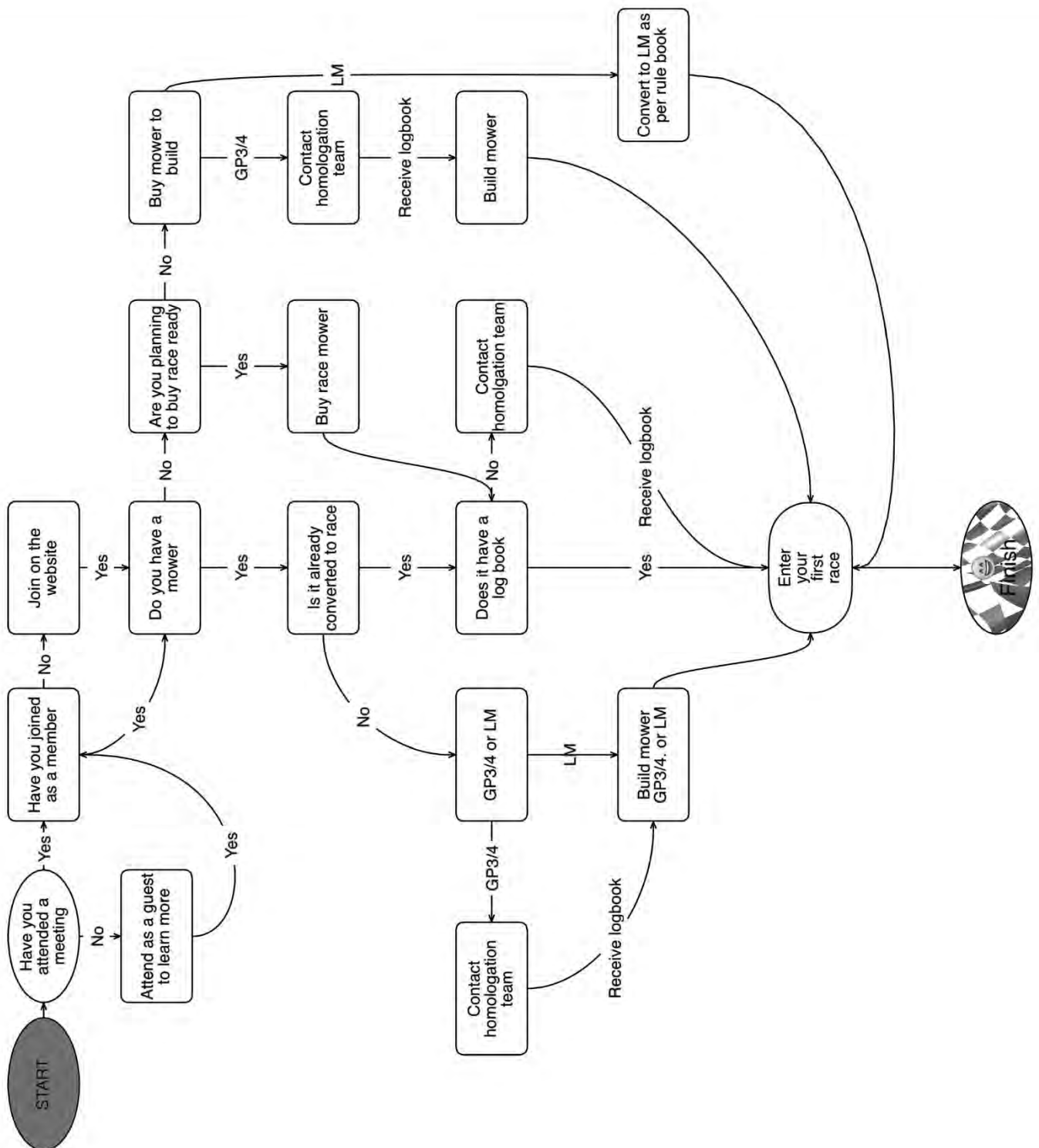
[www.blmra.co.uk](http://www.blmra.co.uk)

[info@blmra.co.uk](mailto:info@blmra.co.uk)

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# A QUICK GUIDE TO



# GETTING STARTED

## A HISTORY OF THE SPORT

The British Lawn Mower Racing Association was founded in 1973 in a local pub by a bunch of sporting enthusiasts bemoaning the ever-increasing costs in all forms of motor sport. This new and eccentric sport became an almost overnight success and after just two or three events in the first few years, soon became responsible for over a dozen events each season.

The main aims of the association are to provide keen, well organised and inexpensive motor sport. Racing usually takes place between May and October. There are weekend meetings, the season long British National Championships, the British Grand Prix, the annual 12 Hour Race and Endurance Championship, and the World Championships.

We also have an informal Noggin 'n' Natter evening on the first Monday of each month at the Cricketers Arms in Wisborough Green, West Sussex, social events such as the Grand Grass Cutters Ball.

We are a non-profit making organisation and any monies made from events are given to charities or good causes local to individual events. The BLMRA is run primarily for fun loving enthusiasts. It is an amateur sport, although run in a professional manner. There are no cash prizes and commercialism is discouraged. Anyone who wants to compete, or help run events or just be involved, will be made most welcome. The basic rules are that all mowers must be self-propelled by an engine. They must have originally been designed, manufactured and sold to mow domestic lawns.

No less a man than Sir Stirling Moss has raced lawn mowers. He has won both our British Grand Prix and our annual 12-Hour Race. Derek Bell, World Sportscar Racing Champion, has won our 12 hour twice, having had much of his training while winning the Le Mans 24 Hour Sportscar race five times.

The Guinness Book of Records has been recording our efforts for some years, and at the moment there are two separate records to aim for (speed and distance covered).

Further information and latest news is held on our web site at [www.blmra.co.uk](http://www.blmra.co.uk) where you will be able to find the race calendar, the current state of the British National Championships and race reports from each meeting. You can also follow the Club on Twitter or join the BLMRA Facebook group; simply click on the links at the bottom of the BLMRA home page.

You can e-mail us on [info@blmra.co.uk](mailto:info@blmra.co.uk) where we can point you in the right direction if you need assistance. If you don't have the necessary technology you can always write to us.



**Lawn mower racing back in the day: Sir Stirling Moss powers his way to ultimate victory at the 1978 12 Hour Race.**



# ADMINISTRATION

## **INTRODUCTION**

The British Lawn Mower Racing Association is the governing body of lawn mower racing and is recognised as such by the Royal Automobile Club Motor Sport Association (MSA). It also represents the International Lawn Mower Sporting Association.

The prime purpose of the regulations is safety and secondly the preservation of the sport as we know it. In joining the association all members are deemed to have accepted the regulations and that they are willing to abide by them and enter into the spirit of the sport.

## **RULES AND REGULATIONS**

These Rules and Regulations apply to events authorised by The Race Committee of The British Lawn Mower Racing Association (BLMRA).

The Rules and Regulations may be added to during the season at the discretion of The Race Committee, or for particular events (i.e. 12 Hour), or at the discretion of an event organiser. Any additional Rules and Regulations will be notified to all subscribing members.

These rules and regulations are reviewed annually at the end of the racing season and any changes deemed necessary are incorporated for the following season's racing. If you have any comments regarding the racing regulations please address them to the Chairman or a member of the committee.

To assist drivers in identifying recent amendments and/or additions to these regulations, the changes are shown in ***bold, underlined and italic print***

## **ANNUAL GENERAL MEETING**

After each racing season the BLMRA will hold an Annual General Meeting that will be open to all and will be advertised on the club's website, social media sites or by email. At the meeting, the season's accounts will be presented for approval, reports given, committee elected and any other important matters discussed. To be eligible to vote on any matter, you must be a current subscribing full member of the club. The minutes of the AGM will be available to any subscribing member on request.

## **COMMITTEE – NEW MEMBERS**

**Qualification** - Any subscribing and established member of the BLMRA who volunteers is eligible to be a member of the committee on election or appointment.

**Candidates** - Each candidate for election must be proposed and seconded independently by subscribing members of the BLMRA. This must be in writing or email to the chairman and must be received at least 14 days before the published date of the club's AGM (ianr@blmra.co.uk). Important - the candidate must fully understand and accept the commitment and time required.

**Election** - Normally, there will be a committee election each year at the AGM. If there is the same number of candidates as there are vacant seats, then only approval by a show of hands of club members present is necessary. If there are more candidates than seats, a confidential paper ballot will be held.

**Term of office** - The minimum term of office of a committee member is one racing season (or from one AGM to the next).

**Co-opting** - The chairman can, after consultation with the committee, co-opt or appoint any club member onto the committee whose service is expected to be beneficial to the club.

## **COMMITTEE STRUCTURE**

**Membership** - The race committee shall consist of the president, vice president in attendance and up to 12 elected members, all of whom must be subscribing members of the BLMRA.

**Representation** - Each racing group should have at least one representative on the committee. Honorary vice presidents have the right to attend any committee meeting by appointment.

**Chairman** - Each year, the committee will nominate one of their experienced members to act as chairman. This nomination should be approved by a show of hands by the club membership at the AGM. Any candidate must be able to commit to the additional administration time and responsibilities required.

**Decision making** - All decisions, rule changes or directives etc. have to be passed by a majority of the committee. In the event of an indecisive vote, the chairman shall have the casting vote.

**Publications** - The committee shall have full editorial control of the website, social media and email communications published to the membership and media outlets.

**Rotation** - Each year, two members of the committee have to stand down by rotation, but can offer themselves for re-election. The history of committee members is available on request.

**Extraordinary General Meetings** - The chairman can call an extraordinary general meeting when required or urgency dictates that a matter cannot wait until the next AGM. Alternatively, the chairman can organise, in exceptional circumstances, a postal ballot of all the members. The president and / or the vice president will be responsible for ensuring that it is carried out in a fair and democratic manner.

## **DIRECTORS**

The BLMRA is a non-profit making organisation, registered in England and limited by guarantee. There are currently two directors of the BLMRA Ltd registered with Companies House: Peter F. Hammerton and Dean A. Fuller.

## **NOGGIN 'N' NATTER**

You will find that race meetings will have 'officials' present. However you can meet them at the 'Noggin 'n' Natter' held at the Cricketers Arms, Wisborough Green on the first Monday of each month from 8.00pm onwards. New members will find that almost anyone in the BLMRA will be only too pleased to help, and you will find there is a strong social side to lawn mower racing.

## **MEMBERSHIP**

The membership year runs from the 1<sup>st</sup> December to 30<sup>th</sup> November, ***but if you join and are unable to complete your mower build before the end of that year's racing calendar, you may extend your membership to the end of the following season.*** Application is online via the web site. Members will receive a copy of the current handbook, a membership card and access to the member-only area of the website. There are four levels of membership:

### **Full Membership**

Any person wishing to race must be a fully paid up member.

### **Joint Membership**

Available to the spouse/partner of a full member. This provides free access to BLMRA events, but does not include either race participation or an entitlement to vote.

### **Single Event Membership**

This is available for those wishing to have a go at Lawn Mower Racing, with a view to becoming a full member in the future and is limited to a set number of events. Race entry requirements apply. See Section B (page 12).

### **Endurance-Only Membership**

For those wishing to participate in endurance events without incurring the cost of full membership. You may not compete in sprint meetings and you will not receive a hard copy of the handbook or membership card, but you will be provided with access to the member-only area of the website including an electronic copy of the handbook.

The BLMRA reserves the right to refuse or cancel membership where any proceeding and/or act is prejudicial to the interests of the BLMRA, where there is a failure to abide by the Rules and Regulations, or where the sport is brought into disrepute.



# CODE OF CONDUCT

The very fabric of the club is built on friendliness, honesty and fairness.

Please remember, the people who run the club and its events are all volunteers.

The BLMRA expects competitors and their associates, at all times, to:

- Abide by the rules and regulations
- Respect the decisions of event officials
- Treat all competitors, marshals and officials equally with respect
- Maintain the highest standards of driving behaviour
- Conduct themselves in a proper manner at all times
- Make every effort to minimise the impact of their activities on the environment around them.

## **ABUSE**

The BLMRA will not tolerate any form of abuse or aggression towards officials, marshals, spectators or competitors.

## **GRIEVANCES**

- If you have any general grievance, then it should be addressed to the committee.
- Race related grievances should be addressed to the Clerk of the Course. Any such grievances will then be dealt with in the appropriate manner at his/her discretion, which is final.
- Grievances against another competitor's legality at a race meeting may be subjected to a cash bond of £50. Please talk to any committee member for details.

Each of the following is a breach of the conduct expected of members of the BLMRA and will lead to disciplinary action being taken:

- Any proceeding and/or act prejudicial to the interests of the BLMRA
- A deliberate failure to abide by the Rules and Regulations
- Any abusive, violent or anti-social behaviour, in person or via publicly visible social media etc.
- Bringing the sport or the club into disrepute.

**Penalties may range from a simple exclusion from one heat up to, in extreme cases, a lifetime ban and removal of points scored. The penalty may also include a period of helping out at events before you are allowed to recommence racing. A penalty incurred within one club affiliated to Mower Racing UK will apply to all other clubs within the group. (Mower Racing UK is a steering group which currently represents five lawn mower racing clubs, with the common aim of promoting and protecting the sport.)**

## **APPEALS**

**Any member has the right to lodge an appeal and this may be made to the Chairman in writing within 7 days of any ruling.**

## **SAFETY AND INSURANCE**

### **WARNING!**

**MOTOR SPORTS CAN BE DANGEROUS AND MAY INVOLVE INJURY OR DEATH**  
**Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.**

### **HEALTH AND SAFETY POLICY STATEMENT**

The Association will endeavour at all times to operate in such a way as to provide, in so far as is reasonably practicable, a safe environment for all of its activities. Safety is of paramount importance and we have and will maintain a policy of continuous improvement. Remember – safety is the responsibility of every member! The Association will from time to time issue updated rules, regulations and guides that must be adhered to by all members or anyone else involved in running a recognised event. Our rules and regulations etc are under constant review by the race committee and any changes may need to be implemented at any time during the season. Please, if you see something that is happening that is potentially dangerous to anyone – do something about it there and then! If you have a constructive opinion regarding safety, about some aspect of the race, an activity, a track, a venue or even an individual's conduct, please talk to the organiser of the event or a race committee member as soon as possible. A copy of the Club's Risk Assessment is available from the committee on request.

### **A STATEMENT FROM OUR INSURANCE BROKERS**

The BLMRA maintains Public & Product Liability Insurance (defined broadly as damage to property or injury to persons) to a limit of £5,000,000 for any one claim or series of claims from one occurrence. The policy, which is arranged with a specialist insurance company, protects the Association and its members from claims from third parties where the BLMRA or its members are legally liable. Cover includes member to member liability but not whilst participating in events. In addition the Association buys personal accident insurance which provides a specific benefit for marshals, lap keepers and race officials. The policy applies and is operative only whilst at events organised by the BLMRA. Full details of the benefits payable are available on request.

### **COMPETING MEMBERS' INSURANCE PREMIUM**

Every competing member will have to pay an insurance premium for each day's racing, currently included in the race fee. The club will record the number of participant days for declaration to our insurers if required.

### **FUEL STORAGE**

Fuel can only be stored in purpose made containers and must be kept in a safe environment. Refuelling must only be completed with the engine stopped, away from the race track or spectators, in a safe manner and environment.

### **PRIVATE PROPERTY NOTICE**

Events are often held on private property and you are strictly forbidden to cause damage in any way. Spectators are forbidden on the course or in the competitors' paddock or to proceed beyond the spectator area, until the specified time. Persons ignoring the course marshals do so at their own risk. The promoters do not accept responsibility for any accident arising there from. It is a condition of admission that all persons having any connection with the promoter and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators or ticket holders.

### **AFTER RACING HAS FINISHED**

Any person who enters the track after racing has finished and when the track has been officially closed, does so entirely at their own risk. (Parents take note.)

### **MINIMUM AGE**

The minimum age for racing, as required by our insurers, is 18. Proof of age may be required. However under certain circumstances it may be possible to race at a lower age. Details are available upon request.

## OFFICIALS of THE BLMRA

The BLMRA is managed by a President, Vice President and an elected Race Committee of up to 12 members, one of whom will be appointed to act as Chairman.

All the officials are there to help you if you are in any doubt about the running of the association, any of the regulations, safety issues or the spirit behind the sport.

Your officials for this season and their contact details are as follows:

### **PRESIDENT**

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Jim Gavin	Wisborough Green	jim@blmra.co.uk
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### **VICE PRESIDENT and GENERAL SECRETARY**

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Pete Hammerton	Rudgwick Billingshurst	01403 823535 01403 784678	peter@blmra.co.uk
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### **RACE COMMITTEE CHAIRMAN**

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Ian Ratcliff	Leatherhead	01372 373983	ianr@blmra.co.uk
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### **RACE COMMITTEE**

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Charlie Gould	Pulborough	01798 873549	charlie@blmra.co.uk
John Lowdell	Billingshurst	07850 365341	jj@blmra.co.uk
Mark Robinson	Bucks Green	07770 875804	markr@blmra.co.uk
Les Pantry	Petersfield	07988 208050	les@blmra.co.uk
Mark Thurston	Loxwood	07817 793090	markt@blmra.co.uk
Pugs Reeves	Crawley	07547 947806	pugs@blmra.co.uk
Simon Campbell	Godalming	07748 245501	simonc@blmra.co.uk
Karl Selby	Bodiam	07753 804799	karl@blmra.co.uk

### **HONORARY VICE PRESIDENTS** Present and (Past)

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Nick Sergeant, (Stan Cooper), Simon Haysom, Dick Greengrass, Howard Annett, Chris Burrough MBE, Mick Levey, Dave Pattison, Pete Austin, Andy Stemp, Pete Longley, Hans Odoerfer, Steve Fielder, Jim Hammerton, Mick Hills, (Jason Kanabus), Colin Fox, Mark Constanduros, Tracy Mackay, Mark Akeroyd, Mark Jaffe, Chris Granville-Brown, Ian Tanswell, Andy Ashworth, Simon Funnell, Colin Clegg, Dean Fuller

### **PREVIOUS CHAIRMEN**

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Mick Levey, Pete Hammerton, Mark Constanduros



## USEFUL CONTACTS

### GENERAL ENQUIRIES

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The British Lawn Mower Racing Association  
Hunt Cottage, Wisborough Green, Billingshurst, West Sussex, RH14 0HN. E: [info@blmra.co.uk](mailto:info@blmra.co.uk)

### EVENT UPDATES

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For the latest news on events including cancellations, venue changes etc, please check our web site, our Facebook page and our Twitter account.

### WEB SITE/RACE ENTRIES

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You can apply for membership and race entry via our web site as well as view the race calendar, race results, latest news, photo gallery and the club shop: [www.blmra.co.uk](http://www.blmra.co.uk). For website support and queries contact Colin Clegg ([colinc@blmra.co.uk](mailto:colinc@blmra.co.uk) 07766 454142) or Dean Fuller ([dean@blmra.co.uk](mailto:dean@blmra.co.uk) 07775 710090).

### OFFICIAL MERCHANDISE

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Contact Les Pantry who carries stock with him at race meetings: [clothing@blmra.co.uk](mailto:clothing@blmra.co.uk)

### NEW EVENTS

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If you would like lawn mower racing at your show or you know of an event where we could race, please contact [events@blmra.co.uk](mailto:events@blmra.co.uk)

### MEDIA AND PR

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Contact Simon Funnell (07554 422954) or Mark Robinson (07770 875804): [media@blmra.co.uk](mailto:media@blmra.co.uk)

### SUPPLIERS AND SPARES

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Briggs and Stratton: Gavin Bird T:01673 844020

Bearing Boys: [www.bearingboys.co.uk](http://www.bearingboys.co.uk) - Use the discount code BLM015

Rons Bits: [www.ronsbits.co.uk](http://www.ronsbits.co.uk) - For wheels, tyres, t-drives, axles and much much more

George Carr & Sons: [www.georgecarrpowerproducts.co.uk](http://www.georgecarrpowerproducts.co.uk) - BLMRA Honda Engine Supplier T:01179 669845

Loncin engine supplies: [www.primusdanmark.dk](http://www.primusdanmark.dk)

### TECHNICAL

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All technical queries should be directed to [technical@blmra.co.uk](mailto:technical@blmra.co.uk). Group specific contacts: Group 1 Pugs Reeves (07547 947806); Group 2 Ian Ratcliff (01372 373983); Group 3 Les Pantry (07988 208050); Group 4 Mark Thurston (07817 793090); Group LM Simon Campbell (07748 245501).

### HOMOLOGATION

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All mowers other than Group LM must be homologated before you begin any race preparation on them; to have a mower homologated you must first be a club member (see details of deferred membership on page 6). There will be designated days for homologation and the dates will be announced on the website. You may also be able to bring your mower to a race meeting by prearrangement. Contact [homologation@blmra.co.uk](mailto:homologation@blmra.co.uk)

### NEWS

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To send and receive news items, please see the website, or follow the BLMRA on Facebook.

### TRANSPONDERS

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To order your Mylaps MX transponder contact W: [www.mylaps.com](http://www.mylaps.com) or [www.hssports.co.uk](http://www.hssports.co.uk)

### MARSHALS

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If you think you would like to try marshalling at BLMRA events, please contact us via [marshal@blmra.co.uk](mailto:marshal@blmra.co.uk). No previous experience is required and you would receive full training.

# CHAMPIONSHIPS and ENDURANCES

The BLMRA is responsible for the organisation and operation of:

- The World Championship
- The British Championship
- The Endurance Championship
- The British Grand Prix

## 1. The World Championship

The World Championship takes place over a two day race weekend for each of the race groups. It is governed by the BLMRA rules and regulations and involves a series of heats culminating in a World Champion for each of the groups. (Please see appendix for supplementary rules.)

## 2. The British Championship

The British Championship is run annually for each of the race groups. It is governed by the BLMRA rules and regulations and involves a series of races which take place between May and October, culminating in a British Champion for each of the groups.

The points system for The British Championship is 1<sup>st</sup> 25pts, 2<sup>nd</sup> 18pts, 3<sup>rd</sup> 15pts, 4<sup>th</sup> 12pts, 5<sup>th</sup> 10pts, 6<sup>th</sup> 8pts, 7<sup>th</sup> 6pts, 8<sup>th</sup> 4pts, 9<sup>th</sup> 2pts, 10<sup>th</sup> 1pt.

The grid format for all British Championship races will be the reverse of the Championship standings.

All competitors will drop their **four** worst scores (including DNS and DNF results). In the event of a dead heat in the final standings, the number of fastest laps will be taken into consideration.

## 3. The Endurance Championship

The Endurance Championship is based on a series of events throughout the season which varies from year to year. It may consist of a 12 Hour, 6 Hour and double 3 Hour, for example, and qualifying events will be identified in the race calendar. This is an individual rather than team championship and racers can therefore move from one team to another.

Within each endurance round, the winner will be deemed to be the team that has covered the greatest distance. Classification within individual Groups will be similarly determined.

The points system for each group is based on the standard 1<sup>st</sup> 25pts, 2<sup>nd</sup> 18pts, 3<sup>rd</sup> 15pts, 4<sup>th</sup> 12pts, 5<sup>th</sup> 10pts, 6<sup>th</sup> 8pts, 7<sup>th</sup> 6pts, 8<sup>th</sup> 4pts, 9<sup>th</sup> 2pts, 10<sup>th</sup> 1pt format as well as a multiplier based on the length of the race. Therefore in a 3 hour race, the third placed entrant would receive 3 x 15=45pts.

To qualify for points, entrants must start the race.

## 4. The 12 Hour Endurance Race

The 12 Hour Endurance Race takes place in the summer and starts on a Saturday night and finishes on the Sunday morning with teams of three drivers.

## 5. The British Grand Prix

The British Grand Prix takes place over a two day race weekend for each of the race groups. It is governed by the BLMRA rules and regulations and involves a 30 minute race on each day culminating in a winner of The British Grand Prix for each of the groups (subject to variation).

## A

## COMPETITOR SAFETY

Anyone who intends to take part in competition will need to be a member (except in the case of single event entry) and will need to be aware of the following regulations and recommendations:

### 1. SAFETY HELMETS

A safety helmet must be worn during training, practice and competition. The competitor must ensure that the helmet is of a recognised standard, that it fits properly, is secured properly and that it is in a serviceable condition. It is the competitor who must ensure the helmet intended for use is fully fit for purpose. **We advise against cameras being fitted to crash helmets as they may potentially cause point loading in the event of an accident.**

### 2. CLOTHING

In addition to a suitable safety helmet, all limbs must be covered during on track racing and practice activities. Gloves – providing suitable protection for racing and not fingerless – must be worn. **Use of stout footwear, eye protection and protective clothing, including motocross-style body armour which may prevent some types of impact injury, is strongly recommended.**

### 3. COMPETITORS MUST NOT BE UNDER THE INFLUENCE OF DRUGS OR ALCOHOL BEFORE OR DURING A RACE MEETING.

## B

## RACE ENTRY REQUIREMENTS

Anyone who is intending on taking part in competition will need to be aware of the following procedures, regulations and recommendations:

### 1. RACE ENTRY FEES

All events are subject to an entry fee, which may vary from event to event.

Once the normal entry deadline is passed, entry fees will only be refunded – either fully or partially – under exceptional circumstances, in which case the decision to refund is at the discretion of the committee. Similarly, if a meeting is cancelled at short notice or abandoned, there will be no refund of race entry fees, unless circumstances are such that all financial outlay can be recovered.

### 2. RACE ENTRY

In order to race at any event, competitors must have completed their race entry details and paid by the Monday before the event. Entry is via the website, [www.blmra.co.uk](http://www.blmra.co.uk).

### 3. SIGNING ON

All competitors are required to sign on at Race Control. Competitors will be allowed to sign on when:

- Entry has been submitted prior to the event with the correct payment.
- The mower has been through scrutineering.
- It has been signed off by the scrutineer.

## C

## GENERAL COMPETITION REGULATIONS

### **PIT and PADDOCK RULES**

Please remember the safety of others at all times; everybody must refrain from the following:

1. Speeding in the roped off safety areas.



2. Speeding in the pit and paddock area.
3. Racing during the absence of first aid cover.
4. Racing during the interval and racing after the meeting has finished.
5. All personal motorised transport is forbidden within the BLMRA controlled areas.
6. **The use of any UAVs other than the club's official drone is prohibited.**

No mower will be allowed onto the track until entry and insurance fees have been paid, the mower has been scrutineered and the driver has signed on.

Remember, don't just copy what you see others doing without checking first; (it could cause a lot of disappointment as well as wasting your money!).

### **FLAG SIGNALS**

The following flags may be used at race meetings, please observe them and the marshals. However we cannot guarantee that the track will be fully marshalled. Flags will be shown by the Clerk of the Course or at his/her instruction.

- Union Jack - Start of the race (or a light system)
- Chequered Flag - End of racing
- Yellow Flag - Slow down proceed with caution and no overtaking
- Red Flag - Stop racing, bring your mower to a stop and switch off engine.
- Black Flag - The driver to whom it is shown must pull off and report to the Clerk of the Course
- Black & Orange Flag - Indicates that your mower has a mechanical/technical problem and you must pull off the track and report to the Clerk of the Course.
- Blue Flag - Indicates that you are being lapped and should allow the faster machine to pass when it is safe to do so. The flag will be shown from Race Control.

### **RACE ETIQUETTE**

1. This is a non contact sport. Please avoid unnecessary contact regardless of what you see others doing. We all have jobs to go to and do not wish to get injured.
2. Bad driving will be penalised at the discretion of the Clerk of the Course.
3. Please get to the start line as soon as possible when it is your turn to race.
4. If you go off the designated race track (as defined by bales, cones, etc.) you must rejoin when it is safe to do so and so you do not gain an advantage.
5. For the benefit of other racers, if you intend leaving the track, please indicate this by raising an arm.
6. Race related grievances should be addressed to the Clerk of the Course; see Code of Conduct
7. The primary role of marshals is to warn drivers of an incident and it is not their responsibility to recover or restart your machine. If you are stopped on track then it is your responsibility to move your mower, as long as it is safe to do so.

### **NOVICES**

1. New racers are always welcome and wherever possible there will be races for those who wish to have a go. Refer to Entry in Section B.
2. Novices must identify themselves during the drivers' briefing.
3. Novices must wear a red hi-visibility jacket, as supplied by the Clerk of the Course on the day at all times on the track.
4. Novices will remain as such until told otherwise.
5. Any mechanics or non-regular racers must sign on and pay to enter a single invitation race.  
IMPORTANT - You must be a member of the BLMRA, have filled in a Single Event Membership Form and paid the entry fee and completed all race entry requirements in Section B.

### **SETTING UP and DISMANTLING OF THE RACE CIRCUIT**

All persons attending the race meetings will be required to help with the setting up of the track as approved by the Clerk of the Course. After the race meeting has finished all persons attending will be required to help clear away the bales / cones / tyres / ropes etc. and to put away all the equipment. Prize giving will not be carried out until all this has been done. We all want to go home after a race meeting so the more who help, the quicker things can be done. We are all members of the same club whether we are officials, racers or non racers.

## **SCRUTINEERING**

It is the intention that scrutineering will be carried out at every meeting to check for safety, legality and eligibility of mowers. In order to do this the mower must be in a clean and presentable condition.

If your machine fails scrutineering on a safety issue it will not be allowed to race until rectified. If the machine fails on any other issue it may be allowed to race on the understanding that it is rectified for the next meeting or at the discretion of the scrutineer.

The log book issued to each mower when first prepared for racing must be presented to the scrutineer at each event. If you lose your log book then you will need to pay for a replacement.

If you have made any changes to your mower since it was last scrutineered, please advise the person responsible for scrutineering and ensure you have dealt with all the issues previously noted.

All mowers may be subject to random scrutineering throughout the course of any race meeting.

## **GENERAL GRIEVANCES**

See Code of Conduct.

## **D**

## **WHAT HAPPENS ON RACE DAY**

On arrival, find out where you can park in the pits. For those camping, priority will be given to racers, officials and marshals if space is at a premium.

You will be expected to be in the race field by 9.00am unless otherwise stated. Please refer to the meeting-specific timetable published on the website prior to the event.

You will be expected to help set up and prepare the track.

At drivers'/marshals' briefing, which must be attended by everyone, you will be advised of any specific information relative to that event and any other information that is of importance.

The Clerk of the Course reserves the right to exclude any driver or team that has not attended the briefing. The Clerk of the Course's decision on any matter throughout the race weekend will be final and binding.

Prior to practice you must present your mower for scrutineering and sign on at race control. You will then have the opportunity to view the course.

You may then use the available track time for practice once the track has been opened by The Clerk of the Course.

During the course of the race meeting please listen to any announcements; they may be giving important information.

At commercial events (rather than our own closed, private events) the organisers will be expecting the Club to provide the public with a spectacle. Equally, the Club's aim is to showcase and promote the sport of lawnmower racing. Therefore, all entrants are expected to race as much as possible during a weekend and to give 'value for money', particularly if the Club has received an appearance fee. However, where possible and time permitting, every effort will be made for racers to make the most of the particular venue's attractions.

After racing has finished, you will be required to help clear up the track. Once the track is cleared away prize giving will commence, awarding those racers who have been successful, or unfortunate!

## E

## COMMON RULES AND REGULATIONS FOR MOWERS

1. Any racer who is a member of the BLMRA will have a race number and corresponding transponder which they retain for the event.
2. Your number must be clearly displayed and must be black on a white background. The number must be displayed in four places on your mower, one facing forwards, one rearward, and one to each side. The rear facing number is not compulsory for Group 1, but it is obviously in all competitors' interests to ensure that their numbers are fully legible to the lap scorers, spectators and commentators at all times.
3. When using somebody else's machine, either your race number follows you via interchangeable race number plates OR a plain white T-shirt may be worn over your race clothing with your number printed on the front and back. Race numbers must be printed at least 150mm (6 inches) high. In such circumstances, the numbers on the mower must be crossed out with black tape.
4. Cutting blades must be removed. In Group 1 only, they may be retained but must be adequately and completely guarded.
5. You are expected to carry a set of efficient and suitable mud flaps which may be required to be fitted at the discretion of the clerk of the course at any time.
6. Silencers may be required for certain events. The outlet pipe must be at least 75mm (3 inches) in length and directed downwards within the footprint of the mower. You will be advised as to which events will require silencers.
7. It is the responsibility of members to contact the race committee to agree details, dimensions, and evidence of eligibility of any lawn mower, prior to its acceptance.
8. In order to promote the good name, image and spirit of the sport, competitors are required to present their machines in a tidy and well maintained condition.
9. **IF IT DOES NOT SAY YOU CAN DO IT, YOU CAN'T DO IT.**

## F

## MOWER ELIGIBILITY

1. The organisers reserve the right to reject at any time any mower, which in their opinion represents an attempt to defeat the spirit of the regulations even though it complies with the letter of them.
2. Events will be open to all self propelled lawn mowers (except reciprocating knife type), the main proviso being that the mower must have been originally designed, manufactured and sold commercially to mow domestic lawns. It must remain as such to all intent and purposes, apart from the following permitted modifications. You may not, therefore, purpose build a mower. By lawn mower we mean domestic lawns, not games fields, golf courses or public parks.
3. Lawn mowers are divided into five main groups:
  - Group 1 run behind
  - Group 2 towed seat and roller driven
  - Group 3 small garden riders, wheel driven
  - Group 4 small garden tractor, bonneted and wheel driven
  - **Group LM small garden tractor, bonneted and wheel driven, up to 21hp, with limited modification allowed**
4. Mowers may be modified as per these and subsequent regulations, but there will also be classes for unmodified (standard) mowers at some events.
5. All mowers must be checked and passed by scrutineering before being allowed onto the race track for either practice or for racing. However it is always the entrant's responsibility to ensure the safety and legality of their mower. Mowers may also be subject to random scrutineering at any time by a committee member, race organiser, BLMRA official or nominated scrutineer. If in doubt about any of the safety aspects or the legality of your mower, check beforehand with a member of the race committee, they are there to help you!
6. The organisers reserve the right to refuse any model of mower which they deem not to be safe to race.
7. **You can only race a mower type that has been homologated by the race committee.**



**G****ENGINE SPECIFICATIONS**

The Committee has a policy of continuous review and now has a dynamometer to assess engine options. In addition, it reserves the right to test alternative engines in a live racing environment. Current engines eligible for use in Groups 2, 3, and 4 include (for any updates, please see the website):

Make	Model	Part No	Group 2	Group 3	Group 4
Honda	GXV 340 Recoil	GXV340UT2DN4OH		Y	Y
	GXV 340 Electric	GXV340UT2DNE4OH		Y	Y
	GX 240 Recoil	GX240U1QH4OH	Y		
	GX 240 Electric	GX240U1QXE4OH	Y		
	GX 340 Recoil	GX340U1QH4OH	Y	Y	Y
	GX 340 Electric	GX340U1QXE4OH	Y	Y	Y
	GXV 390 Recoil	T1 DN5		Y	Y
	GXV 390 Electric	T1 DNE5		Y	Y
Tecumseh	Enduro	113102		Y	Y
	Enduro	1142		Y	Y
Briggs and Stratton	Intek 21 Recoil	21B972 0117-E1		Y	Y
	Intek 21 Electric	21A977 0157-E1		Y	Y
Subaru Robin	EX27		Y		
Kohler	Command 12	CS12T-941501		Y	Y
	Command 12	CS12TR-941625 (2:1 reduction 'box)		Y	Y
Loncin	G340F Recoil			Y	Y
	G340FD Electric			Y	Y
	413cc Electric with standard exhaust	LC1P88F-1		Y	Y

This does not affect the older/previous engines being used of a lesser horsepower.

**Be careful to ensure that any potential Honda GX 340 purchase is of 340cc capacity, since badging may be misleading. The correct capacity is cast into the crankcase.**

**Group LM mowers may be fitted with any domestic lawn mower engine up to 21hp, including twins**

**H****LAP KEEPING and TRANSPONDERS**

All members who plan to race a mower will be required to purchase a Mylaps MX transponder or hire one from the BLMRA.

To purchase a transponder, please see the contact details on page 10. If you wish to hire a transponder, this can be done at the race meeting which you attend. However a deposit will be required against damage or loss.

The transponder becomes your responsibility and it is up to you to ensure it is in full working order prior to racing.

It will also be your responsibility to:

- Purchase and fix the transponder to the mower using the special clip.
- Attach the transponder to the mower in the position stated. (See appropriate rule for your machine)
- Ensure the R pin is pushed fully through the retaining post.
- Keep it clean during race conditions to prevent loss of signal.

**Remember – no transponder, no racing!**

All mowers will be issued with a log book and a serial number at the time of homologation (**Group LM at the first race meeting**). The log book will become your responsibility and will need to be presented to the scrutineer at each race. The serial number will be marked on the chassis and must remain legible at all times. You will need to pay for replacement log books.

**Remember – no log book, no racing!**

### J:1 WHAT IS A HOMOLOGATED MOWER?

A homologated mower is a machine that has been verified by the race committee.

**If you are preparing or purchasing a new machine regardless of type it must be individually homologated (with the exception of Group LM) and issued with a log book and serial number.**

### J:2 THE HOMOLOGATION PROCESS

1. The committee will first check that the proposed machine fits into the definition of the class in which you intend to race it (as defined by sections M & N of the rules and regulations).
2. Having established that it is eligible, the committee will ask to see the complete machine before anything has been done to it. The machine's eligibility will also be assessed on safety grounds.
3. The following dimensions will then be recorded to ensure that the machine remains as original as possible - wheelbase, front track, rear track, front tyre size, rear tyre size, front of chassis to centre of rear axle, engine alignment (centre of crank to front of chassis).

#### ***For tractor type machines (Group 4) in particular:***

- Height of rear of chassis, dash height from top of chassis, front of chassis to leading edge of dash, length of bonnet, method of drive.
  - It will normally be specified whether or not you can remove any material in the seat base area to achieve a seat height of 190mm (7.5") from the centre of the rear axle. This is done because it will be assumed that you will fit the smallest wheels permitted. This will be assessed by fitting dummy wheels and checking that there is enough clearance to remove the rear wheels from under the mudguards. Some machines do not require any material to be cut away and some do, in any event this will be strictly specified. In addition this will be done with the chassis set in a level plane at 255mm (10") from ground to top of chassis; in the event that you increase this dimension to incline the machine the dimension to the underside of the seat will change accordingly (i.e. 280mm (11") height at the rear will mean that the dimension to the underside of the seat will become 8.5").
4. Once a machine has been successfully homologated, the race committee will draw up a specification sheet with photo for that particular machine. The specification sheets for all current homologated types are held on record by the race committee and will be issued to each individual as required.

### J:3 CONTACTS

Your initial contacts for homologation are detailed on page 10.

### J:4 CURRENT MACHINES NOT ACCEPTABLE FOR RACING (at time of print)

For reasons of safety, the following machines are not acceptable for racing:

Allen National (all models), Wolf Kart and Wolf Scooter, Mustang, Templar Tracer.

**K:1 DEFINITION**

A Group 1 lawn mower is a machine designed to cut grass for domestic purposes. In standard form it will be self-propelled and roller driven.

**K:2 ENGINES**

1. The mower must be powered by a lawn mower engine.
2. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives.
3. Should the entrant be in any doubt about the legality of his/her engine, they must consult a member of the race committee.

**K:3 DRIVE**

1. The original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. If the drive was originally through a chain case on the side of the mower, it must continue to be through the chain case on the original side.
2. It must be roller driven.
3. Mowers must be fitted with an automatic throttle closing device, which will work whenever the driver's hand leaves the throttle control. Two independent throttle closing devices to be used, e.g. two springs.

**K:4 CHASSIS and GRASS BOX**

1. Grass boxes where originally fitted must be retained and securely fastened.

**K:5 SAFETY**

1. All mowers must have an ignition cut out. This must be hand controlled and will stop when the runner loses contact with the machine. (i.e a dead man's handle).

**L:1 DEFINITION**

A Group 2 lawn mower is a machine designed to cut grass for domestic purposes. In standard form it will be self-propelled and roller driven but for racing it will have a towed seat. In Group 2 you may either use a tuned engine (see L:2) or an untuned engine (see L:3). Before purchasing a potential machine for conversion, please contact the Group 2 representative who can advise you on side plates. Similarly, before starting work, you must contact the homologation team by e-mailing [homologation@blmra.co.uk](mailto:homologation@blmra.co.uk).

Remember, if it doesn't say you can do it, you can't do it.

**L:2 TUNED ENGINES**

1. The upper horsepower limit (manufacturer's rating) is 6hp and must have been originally offered by the manufacturer.
2. The engine must be retained in its original position, or if an optional engine is used the crankshaft must be on the original axis.
3. The original block, crankcase and cylinder head must be retained.
4. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives.
5. Should the entrant be in any doubt about the legality of his/her engine, they must consult the race committee.

**L:3 UNTUNED ENGINES**

1. Please refer to section G.
2. Engines must remain as standard apart from the following:
  - The exhaust pipe and silencer may be altered or changed.
  - The governor may be removed or disconnected.**No other alterations, modifications or "blue printing" are allowed.**

3. Should a rebore become necessary because of wear or damage, only the manufacturer's standard or 'oversize' piston and rings etc, or pattern parts to the original design, may be used as replacements.
4. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives.
5. Should the entrant be in any doubt about the legality of his/her engine, they must consult the race committee.

**L:4 DRIVE**

1. The original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. If the drive was originally through a chain case on the side of the mower, it must continue to be through the chain case on the original side.
2. A gearbox may only be used if originally fitted, and then it must be standard and to the original specification. No variable transmissions, i.e. torque converters or variable pulleys, are permitted.
3. Drive rollers must be in their original position and must not be less than 2/3 (66%) of their original width. Rollers may be modified to improve grip but this will only be by the addition of rubber; the maximum tread depth must not exceed 20mm. Securing bolts (holding the rubber to the roller) must not protrude above the depth of the tread.

## **L:5 SAFETY**

1. Mowers must be fitted with an automatic throttle closing device, which will work whenever the driver's hand or foot leaves the throttle control. Two independent throttle closing devices to be used, e.g. two springs.
2. An ignition cut out, which will work under any circumstances should the driver lose contact with the mower, must be fitted. A noose around the driver's wrist is not acceptable. The cut out connection must be positively fastened to both the driver and the cut out and must not extend further than 1 metre.
3. Starting circuits must be disabled when the mower is left unattended (using an Anderson plug on the battery or a master switch, for example).
4. No sharp edges, protrusions or bumpers/fenders are allowed.
5. An efficient braking system must be fitted and operational at all times.
6. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.

## **L:6 CHASSIS and GRASS BOX**

1. Handle bars and controls may be lowered and altered, but the overall profile must remain that of the standard lawn mower. All levers must be ball-ended.
2. Grass boxes where originally fitted must be retained and securely fastened. They must be as near as possible in the original position, except that some grass boxes may have to be fitted slightly lower than standard. If it becomes necessary to replace the grass box, the replacement must be as wide as the side plates and it must look, as closely as possible, like the original grass box.
3. When the mower is stationary, the grass box should rest on the ground. With the driver seated and the handle bars pulled back into the racing position, the bottom of the grass box must not be higher than 76mm (3") from the ground.

## **L:7 TRAILER and SEAT**

1. The design of towed seats is free. They may be lowered and the choice of roller or wheels is optional. Trailer wheels must be guarded to avoid contact from the rear.
2. The driver's foot rests may be moved from the tow bar to the back of the mower but may not be any further forward. They must not protrude outside the side plates.
3. The overall width of the trailer (to the outside edge of the rear tyres) must not be more than 152mm (6") wider than the mower (measured between the side plates).
4. The seat may be changed or modified but the back rest may not be higher than the driver's shoulder blades.
5. Towed seats must be secured to the mower by two separate linkages. The first is, as on a normal mower, to pull the seat along. It can be modified or replaced as long as it is strong enough to satisfy the scrutineers. If a nut and bolt is used at the end, holding the linkage to the mower, then the nut must be secured by a split pin or similar. The second linkage is primarily a safety one, which will allow the driver to retain control, at least until the mower is brought to a halt, should the main linkage break. This 2nd linkage must not inhibit the mower to seat movement through any of the 3 planes:
  - Side to side (as in steering)
  - Pulling back/pushing forward the handle bars (lifting/lowering of the grass box except for the 3")
  - Rocking from side to side (either side of the mower can be lifted at least 3" without the seat lifting in standard or racing position).

## **L:8 TRANSPONDERS**

The transponder must be securely fixed to the back of the seat and positioned in such a way that it will avoid damage in the event of a collision.

**M:1 DEFINITION**

A Group 3 lawn mower is a garden ride-on, wheel driven machine, with a chassis designed for an engine up to 18hp, with no obvious bonnet and designed to cut grass for domestic purposes.

Anyone preparing a new Group 3 mower **must** first contact the homologation team by e-mailing [homologation@blmra.co.uk](mailto:homologation@blmra.co.uk).

Remember, if it doesn't say you can do it, you can't do it.

**M:2 ENGINES**

1. Please refer to section G.
2. The engine must be retained as close to its original position as possible.
3. The engine orientation can be changed from vertical to horizontal, and vice versa.
4. Engines must remain as standard apart from the following:
  - The exhaust pipe and silencer may be altered or changed unless a specific restriction has been stated in the engine homologation list (see page 16).
  - The governor may be removed or disconnected.

**No other alterations, modifications or "blue printing" are allowed.**

5. Should a rebore become necessary because of wear or damage, only the manufacturer's standard or 'oversize' available piston and rings etc may be used as replacements.
6. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives. LPG is not acceptable.
7. Should the entrant be in any doubt about the legality of his/her engine, they must consult the race committee.
8. Fuel tanks must be designed specifically as a fuel tank and must be no more than 4.5 litres in capacity.
  - Vacuum pumps must be removed as gravity feed is the only allowable option (**however, fuel pumps may be considered on a case by case basis – please contact the homologation team**)
  - Tanks must be fitted forward of the dash/steering frame.
  - Original fuel tanks supplied with the machine may be considered at homologation (but they must be no more than 4.5 litres in capacity).
  - Fuel tanks and filler cap fastenings must be appropriate for the application and will be subjected to random scrutineering.
  - Any machine considered unsafe will not be allowed to continue racing. Please note this is a safety requirement.

**M:3 DRIVE**

1. The intention is that, the original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. If the drive was originally through a chain case on the side of the mower, it must continue to be through the chain case on the original side.
2. A gearbox may only be used if originally fitted, then it must be standard and to the original specification. No variable transmissions, i.e. torque converters or variable pulleys, are permitted.
3. Lawn mower tyres and wheels must be used and must be the same size / dimension as those the manufacturer fitted as standard. Cleated or quad tyres and snow tyres are forbidden.



#### **M:4 SAFETY**

1. Mowers must be fitted with an automatic throttle closing device, which will work whenever the driver's hand or foot leaves the throttle control. Two independent throttle closing devices to be used, e.g. two springs.
2. An ignition cut out, which will work under any circumstances should the driver lose contact with the mower, must be fitted. A noose around the driver's wrist is not acceptable. The cut out connection must be positively fastened to both the driver and the cut out and must not extend further than 1 metre.
3. Starting circuits must be disabled when the mower is left unattended (using an Anderson plug on the battery or a master switch, for example).
4. No sharp edges, protrusions or bumpers /fenders are allowed.
5. An efficient braking system must be fitted and operational at all times.
6. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.
7. Particular attention should be paid to the fixing of the wheels to the axles.
8. Cutting blades must be removed.
9. Any use of lithium polymer batteries is not allowed.

#### **M:5 CHASSIS and BODYWORK**

1. The overall chassis profile may not be altered from standard. By chassis we mean the basic chassis specification, i.e. body, fairings, mudguards etc, as produced by the manufacturer. By profile we mean lengths, widths, heights, thickness, types of material, and visual appearance etc. The **only** exceptions are as follows:
  - Discreet out of sight strengthening to the chassis.
  - Discreet transmission accommodation i.e. if a large drive pulley will not fit in the chassis without removing the metal, then this may be done, but only as much as necessary.
2. Seats may be lowered, but only to the seat panel; seat panel to axle centre may be checked by referring to the homologation details provided.
3. The actual seat may be modified or changed but the backrest may not be higher than the driver's shoulder blades. Measured from the ground, the top of the seat back must be no less than 735mm (29 inches) high across the majority of the seat's width. The seat back must be made of a material sufficiently robust to support the weight of the upturned mower and offer adequate protection to the spine; open loops must therefore be filled in.
4. Discrete seat suspension may be fitted. However the seat must pivot from the front with the suspension / damping limited to the rear in a vertical axis. The underside of the compressed seat must be no lower than the homologated dimension. Scrutineers will pay particular attention to the integrity of the system.
5. **If originally fitted with a steering wheel, then it must retain a steering wheel which must be circular and not take the form of modified handlebars.**
6. If your machine suffers panel damage during racing, you may be able to have them replaced with remanufactured items, but please contact the committee first.

#### **M:6 HOMOLOGATION**

It is the responsibility of members to contact the race committee to agree details, dimensions, and evidence of eligibility of any lawn mower, prior to its acceptance.

#### **M:7 TRANSPONDERS**

1. The transponder must be securely fitted to the front of the rear panel, just above the footplate or as directed by the scrutineers.

**N:1 DEFINITION**

A Group 4 mower is a lawn tractor with a chassis designed for an engine up to 18hp, which has been designed to cut grass for domestic purposes. It will have the engine situated in front of the operator, covered by an obvious bonnet. A rotary blade cutting deck will be suspended under the chassis between the front and rear wheels. The original tyre sizes will have an obvious size difference front to rear emulating a 'baby' agricultural tractor.

Anyone preparing a new Group 4 mower **must** first contact the homologation team by e-mailing [homologation@blmra.co.uk](mailto:homologation@blmra.co.uk).

Remember, if it doesn't say you can do it, you can't do it.

**N:2 ENGINES**

1. Please refer to section G.
2. The engine must be retained as close to its original position as possible.
3. The engine orientation can be changed from vertical to horizontal, and vice versa.
4. Engines must remain as standard apart from the following:
  - The exhaust pipe and silencer may be altered or changed unless a specific restriction has been stated in the engine homologation list (see page 16).
  - The governor may be removed or disconnected.

**No other alterations, modifications or "blue printing" are allowed.**

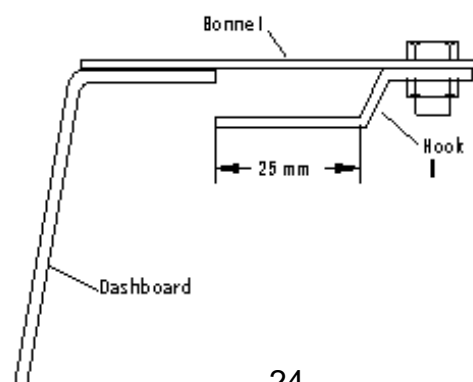
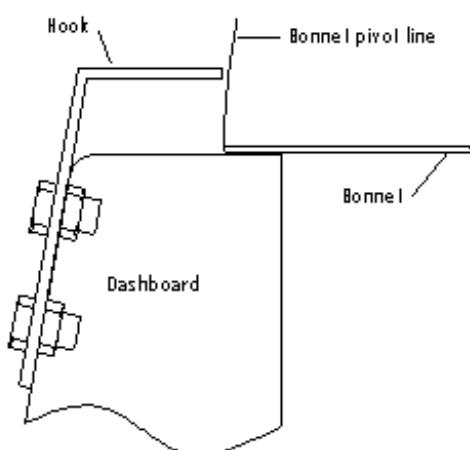
5. Should a rebore become necessary because of wear or damage, only the manufacturer's standard or 'oversize' available piston and rings etc may be used as replacements.
6. The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives. LPG is not acceptable.
7. Should the entrant be in any doubt about the legality of his/her engine, they must consult the race committee.
8. Fuel tanks must be designed specifically as a fuel tank and must be no more than 4.5 litres.
  - Vacuum pumps must be removed as gravity feed is the only allowable option **(however, fuel pumps may be considered on a case by case basis – please contact the homologation team).**
  - Tanks must be fitted forward of the dash/steering frame and located within the bonnet area.
  - Original fuel tanks supplied with the machine may be considered at homologation (but they must be no more than 4.5 litres in capacity).
  - Fuel tanks and filler cap fastenings must be appropriate for the application and will be subjected to random scrutineering.
  - Any machine considered unsafe will not be allowed to continue racing. Please note this is a safety requirement.

**N:3 DRIVE**

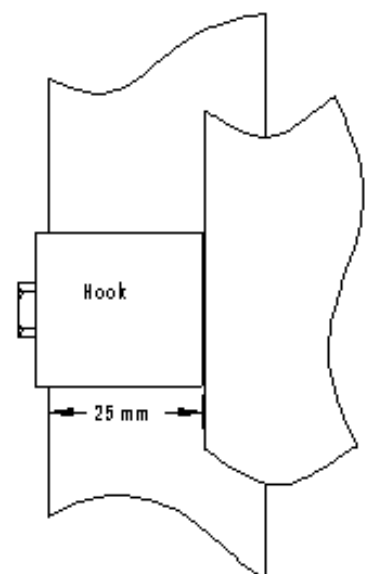
1. The intention is that the original type of drive i.e. belts, chains, gears or whatever, must be retained. Pulleys, gears etc, may be changed for bigger or smaller ones to alter ratios. If the drive was originally through a chain case on the side of the mower, it must continue to be through the chain case on the original side. In any event, the original method of drive must constitute at least 80 per cent of the drivetrain.
2. A gearbox may only be used if originally fitted, then it must be standard and to the original specification. No variable transmissions i.e. no torque converters or variable pulleys are permitted.
3. Lawn mower tyres and wheels must be used and be of the size stated on the homologation details. Cleated or quad tyres and snow tyres are forbidden.

#### N:4 SAFETY

1. Mowers must be fitted with an automatic throttle closing device, which will work whenever the driver's hand or foot leaves the throttle control. Two independent throttle closing devices to be used, e.g. two springs.
2. An ignition cut out, which will work under any circumstances should the driver lose contact with the mower must be fitted. A noose around the driver's wrist is not acceptable. The cut out connection must be positively fastened to both the driver and the cut out and must not extend further than 1 metre.
3. Starting circuits must be disabled when the mower is left unattended (using an Anderson plug on the battery or a master switch, for example).
4. No sharp edges, protrusions or bumpers/fenders are allowed.
5. An efficient braking system must be fitted and operational at all times.
6. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.
7. Particular attention should be paid to the fixing of the wheels to the axles.
8. Cutting blades must be removed.
9. Any use of lithium polymer batteries is not allowed.
10. Ideally all bonnets will be rigidly fixed with at least four bolted fixtures. However if the bonnet is hinged it must be mechanically fixed and prevented from travelling rearwards in the event of an accident, and designed to the satisfaction of the scrutineers (see drawings below).
  - The intention is to provide a second means of bonnet retention that will prevent the bonnet from opening or moving rearwards in the event of an accident.
  - If the rear of the dashboard is filled in, cut a hole to allow the hooks to engage in the event of the bonnet moving rearwards.
  - Hooks to be made of mild steel, minimum 3mm thick and two of them required, one either side of the steering wheel.



#### PLAN VIEW



## N:5 CHASSIS and BODYWORK

1. The overall chassis profile may not be altered from standard. By chassis we mean the basic chassis specification, i.e. body, bonnet, fairings, mudguards etc, as produced by the manufacturer. By profile we mean lengths, widths, heights, thickness, types of material, and visual appearance etc. The **only** exceptions are as follows:
  - Discreet out of sight strengthening to the chassis.
  - Discreet transmission accommodation i.e. if a large drive pulley will not fit in the chassis without removing the metal, then this may be done, but only as much as necessary.
  - Front mudguards may be fitted.
  - Fuel filling flaps – please see a member of the homologation team.
2. The bodywork above the chassis line may not be altered from standard and must remain in its original position except as may be noted on its homologation details.
3. Seats may be lowered. The method of lowering the seat will be specified in the homologation list. This may only be achieved by raising the axle up into the chassis and/or by removing a minimal amount of metal directly under the seat.
4. Seats may be modified or changed but the backrest may not be higher than the driver's shoulder blades. Measured from the ground, the top of the seat back must be no less than 735mm (29 inches) high across the majority of the seat's width. The seat back must be made of a material sufficiently robust to support the weight of the upturned mower and offer adequate protection to the spine; open loops must therefore be filled in.
5. Discrete seat suspension may be fitted. However the seat must pivot from the front with the suspension / damping limited to the rear in a vertical axis. The underside of the compressed seat must be no lower than the homologated dimension. Scrutineers will pay particular attention to the integrity of the system.
6. ***If originally fitted with a steering wheel, then the mower must retain a steering wheel. This must be circular and not take the form of modified handlebars.***
7. In the event of non-metallic body parts being damaged beyond repair, replica parts may be reproduced in fibreglass from a mould of the original if these parts are not readily available from the manufacturer. You must obtain permission from the committee before proceeding.

## N:6 SAFETY GUARDS

- Safety guards must be fitted to prevent wheels interlocking.
- Cutter decks may be retained if they adequately prevent wheels interlocking and are securely fitted.
- Guards must fill 80% of the open gap between the front and rear wheels.
- Guards must be a minimum of 76mm (3 inches) in depth and present a flat face over the 75mm depth (tubing framework must be covered by this flat face) (fig.1 below).
- The outer face of the guards may be inset by no more than 25mm (1 inch) from the outer face of the rear tyres (fig.2 opposite).
- Guards must be evenly placed about the centre line of the front and rear axle.

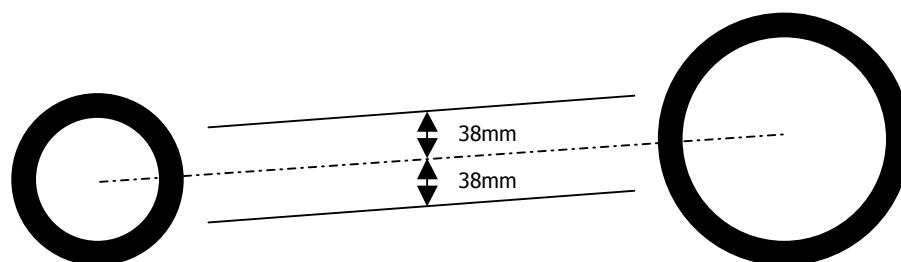
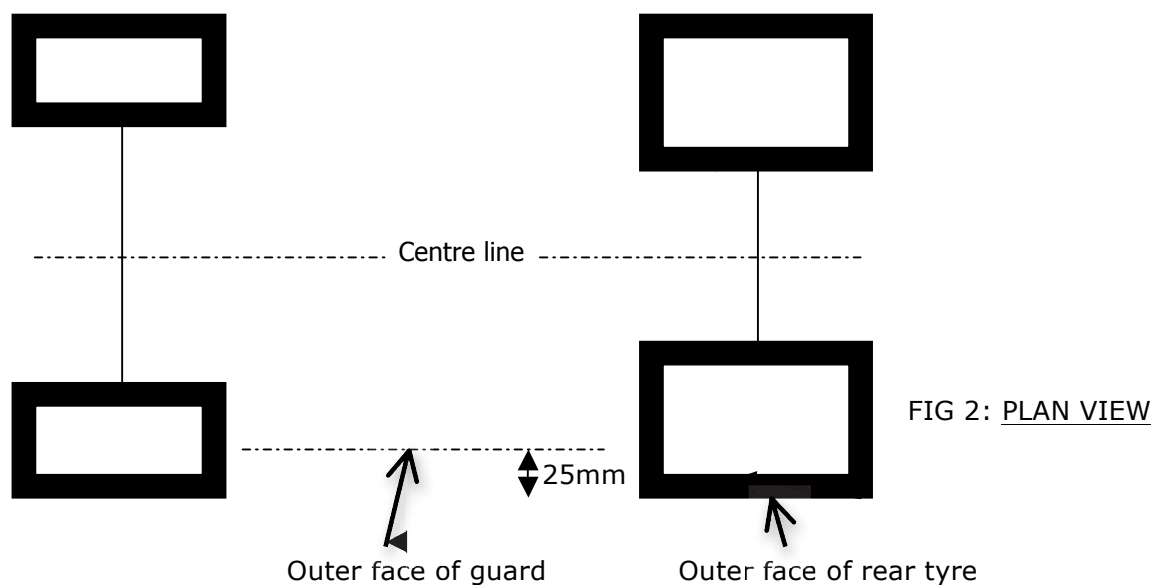
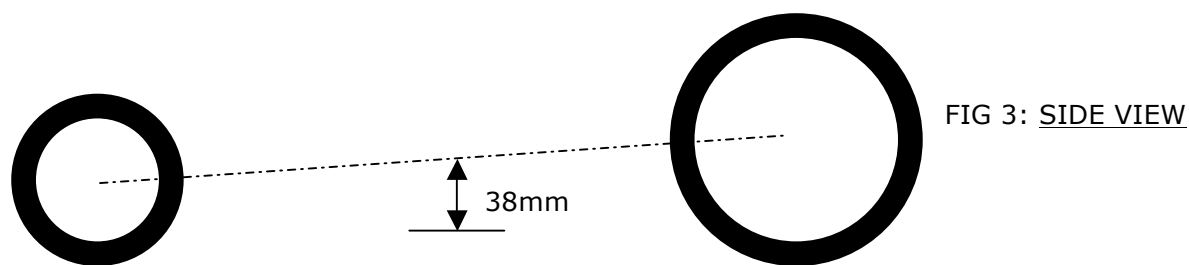


FIG 1: SIDE VIEW



#### **N:7 FOOT PLATES**

1. Mowers MAY be modified to lower the position of the driver's feet. The lowest position of your feet is 38mm (1.5 inches) below the centre line of a line projected through the front and rear axles (see fig 3 below).



2. The foot plate MAY be altered by either:
  - Boxing into the current foot plate in its original position in a discrete manner.
  - Or by lowering the entire foot plate and re-fixing it at the lowered position. You MUST re-connect the rear mudguard panel (in similar materials i.e. steel for steel in same thickness).

#### **N:8 HOMOLOGATION**

3. It is the responsibility of members to contact the race committee to agree details, dimensions, and evidence of eligibility of any lawn mower, prior to its acceptance.

#### **N:9 TRANSPONDERS**

1. The transponder must be securely fitted to the face of the dashboard.

**O:1 DEFINITION**

Designed to offer an easier transition into racing, the new LM group is open to domestic garden tractors up to 21hp, including twins; disconnection or removal of the governor is acceptable.

There will be no requirement for homologation and logbooks will be issued at the mower's first meeting.

Mowers must retain the original gearbox/transaxle and they must remain standard as manufactured, with the following exceptions:

- Pulleys in the drive system between engine and gearbox may be changed to improve gearing.
- Controls, for example pedals, may be modified or fabricated.
- Seat suspension may be removed.
- Any domestic lawn mower engine up to 21 hp may be fitted, so if you find a mower with a broken engine you can fit a different engine.

Mowers will need to comply with all of the basic safety features listed below.

**O:2 SAFETY**

1. Mowers must be fitted with an automatic throttle closing device, which will work whenever the driver's hand or foot leaves the throttle control. Two independent throttle closing devices to be used, e.g. two springs.
2. An ignition cut out, which will work under any circumstances should the driver lose contact with the mower must be fitted. A noose around the driver's wrist is not acceptable. The cut out connection must be positively fastened to both the driver and the cut out and must not extend further than 1 metre.
3. Starting circuits must be disabled when the mower is left unattended (using an Anderson plug on the battery or a master switch, for example).
4. No sharp edges, protrusions or bumpers/fenders are allowed.
5. An efficient braking system must be fitted and operational at all times.
6. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.
7. Particular attention should be paid to the fixing of the wheels to the axles.
8. Cutting blades must be removed.
9. Any use of lithium polymer batteries is not allowed.
10. Bonnets will be rigidly fixed to the satisfaction of the scrutineer.
11. Any mowers without foot plates will require them to be added to prevent feet going between wheels.

As soon as any mods are carried out beyond those above, the mower will be classed as Group 4 and must then fully comply with Group 4 rules.



## APPENDICES

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**GENERAL**

Everyone will be expected to act as a track marshal as required when not actually involved in racing or otherwise. At the C of the C's discretion racing may be suspended until sufficient marshals are in place. Please note that whilst on duty any marshal is deemed to be participating in the event.

**EQUIPMENT**

All marshal points should have the following (if not, report to race control): a powder and a foam fire extinguisher (dry powder first, then foam); a yellow flag; a whistle; a hi-visibility jacket or bib; a radio if the marshal position is out of view of the Clerk of the Course / race control.

**FLAG SIGNALS**

The following flags may be used at race meetings. They will be shown by the Clerk of the Course or at his/her instruction.

Union Jack - Start of the race (or a light system)

Chequered Flag - End of racing

Yellow Flag - Slow down proceed with caution and no overtaking

Red Flag - Stop racing, bring your mower to a stop and switch off engine.

Black Flag - The driver to whom it is shown must pull off the track and report to the C of the C.

Black & Orange Flag - Indicates that your mower has a mechanical/technical problem and you must pull off the track and report to the Clerk of the Course.

Blue Flag - Indicates that you are being lapped and should allow the faster machine to pass when it is safe to do so. The flag will be shown from Race Control.

**POINTS TO REMEMBER**

- Remember, your own safety is vital; you can't help anyone if you are injured yourself.
- Your principle role is to warn drivers of an incident.
- Observe the ground conditions / vicinity around your marshal post as you may have to get out of the way fast in the event of an incident.
- All marshal points should be attended during any race to ensure safety standards are maintained.
- Never stand with your back to the traffic. Stand sideways on or slightly towards the traffic and check for incidents behind you by glancing over your shoulder.
- Flags must be displayed clearly and in plenty of time if they are to be of any use at all. It is pointless showing a flag as the mower passes you, by then it may be too late.
- Check the track between sessions, pick up any debris, report any damage (rutting) to the Clerk of the Course. Tracks can be altered but only at the Clerk of the Course's discretion.
- When a driver gets into difficulties/crashes, the marshal should warn other drivers by showing the yellow flag. No driver may overtake another at this time and those that do should be reported.
- If the mower is damaged and not fit to continue to race, it should be removed to a place of safety until the race is finished when it can then be taken back to the pits by its driver & crew.
- If a major incident takes place on the track, a red flag will be shown by the Clerk of the Course from Race Control to stop all drivers.
- Do not attempt to move anyone who appears to be severely injured.

**INCIDENT HANDLING**

- 1** Let the dust settle.
- 2** Use the safest route to get to the driver / mower (don't cross the track unless you have to).
- 3** Act as a team if there are a couple of you.
- 4** Use the mower involved in the incident to protect you. (Keep it between you and the oncoming traffic). If needed, use a straw bale to give added protection.
- 5** Look and listen for danger at all times.
- 6** If more than one mower is involved split your resources.
- 7** Check the driver's physical condition.
- 8** Beware of very hot surfaces (exhausts, engines and brakes) and the danger of spilt fuel / oil.
- 9** Move the mower to a place of safety and shout if you need further assistance.
- 10** In the event of a major incident, you will take all instructions from the Clerk of the Course.

Camping away is a large part of the enjoyment of mower racing, therefore in the interests of everyone's health, safety and comfort, the following guidelines will apply to all events organised by the BLMRA where there is camping. Further details can be obtained from the current BLMRA risk assessment document kept in the race trailer.

### **FIELD LAYOUT**

Unless it's been previously arranged, if you arrive at an event before the race organiser, please be prepared to relocate once the field layout has been advised. Where space is at a premium, priority will be given to racers, officials and race marshals.

### **WATER HYGIENE**

Please observe the highest standards of hygiene when drawing water from any facility that may have been made available. Do not rinse out or fill toilet waste tanks directly from this facility. Never allow the end of any discharge hoses to lie on the ground. Never drink directly from any tap or hose. Any water provided from a tanker or anything other than directly from the mains supply, should be boiled before consumption.

### **TOILET WASTE**

This must only be disposed of at a purpose designated place, if available. If there are no facilities you must take it home. Please do not empty into any portable toilet facility unless you have specific permission from the provider or contractor.

### **BBQs & FIRES**

Any BBQs, either charcoal or gas fuelled, must be purpose built and stand off the ground. Please protect hot BBQs to prevent anyone being accidentally injured. Please ensure that you dispose of any charcoal waste in a responsible manner and do not tip it onto the ground. Unofficial open fires are prohibited at all BLMRA events.

### **GENERATORS**

Please carefully consider where you locate any generator so as not to cause a fire hazard from the exhaust or a trip hazard with the power cables. Generators must not be run between the hours of 11:00pm and 9:00am. The only exemption is during the 12 Hour Race or where emergency lighting/power is needed.

### **GENERAL FIRE SAFETY**

Wherever possible, please space your caravans and tents with a reasonable gap between them to help reduce the risk of a fire spreading. Always ensure that any fuel and combustibles are stored in a safe place and away from any ignition source.

### **NOISE**

Please be considerate to others and keep noise outside of racing sessions to a minimum. Music systems and other sources of noise must be turned off at 11:00pm. You must not start up racing mowers before 9:00am. On Sunday mornings, there may be further restrictions that the race organiser will announce at the event briefing.

### **RUBBISH**

Please take all your rubbish away with you at the end of the weekend unless a facility has been provided. Please ensure that you pick up all your rubbish and leave your pitch spotless, paying particular attention to cigarette ends, ring pulls and cable-tie trimmings.

### **CHILDREN AND ANIMALS**

Please ensure that your children are supervised and do not stray onto the track or adjoining private land. Everyone has a duty of care to ensure the safety of children at all times. There is a 2mph speed limit in all BLMRA paddock, pit and camping areas. Animals (dogs) should be kept under control or on a lead at all times. Any dog waste must be collected, bagged and disposed of in a responsible way.

### **UNLICENCED VEHICLES**

For reasons of everyone's safety, all forms of unlicensed powered vehicles and bikes, etc are prohibited at BLMRA events. Quad bikes & groundsmen's vehicles may be used by race organisers, marshals and helpers at the larger events like the 12 Hour and cross country etc. **The use of any UAVs other than the club's official drone is prohibited.**

**GRID POSITIONS**

One side of the start line may prove to be more advantageous than the other. Therefore grid positions will be drawn out of the hat so as not to give undue benefit to any racer.

**INITIAL HEAT**

There will be a draw to determine the driver line up in the first round of heats. Subsequent heats will be determined by finishing order.

**START**

The start procedure will consist of five red lights which will illuminate in turn. All five lights will be extinguished after a period of one to four seconds, controlled by a random timer, at which point the race starts.

Once the start procedure has commenced (i.e. first red light on) then it will run its course and any mechanical failure to mowers during this phase will not stop the sequence.

**FINISHING**

You must cross the finish line at the end of the race under your own mower's mechanical power.

**SCORING**

The first round of heats will attract equal position points for all heats. Thereafter heat A will be scored 1<sup>st</sup> 10 points, 2<sup>nd</sup> 9 points etc; heat B will be 1<sup>st</sup> 9 points, 2<sup>nd</sup> 8 points etc and so on.

**BLACK /ORANGE FLAG**

You will only be black flagged for a mechanical fault if you are a hazard to other competitors.

**RACE MOWER**

You will be allowed to change machines if yours has a mechanical failure.

**INCIDENT**

If there is an on track incident resulting in a red flag, the race will be restarted from the grid if less than 75% race distance has been completed. Beyond 75% distance the race will be declared a result.

If you are responsible for a race stop, you may be excluded from the restart at the discretion of the clerk of the course.

**ASSISTANCE**

There will be no assistance during the race either by person or mechanical aid – for example pushing the mower off a block at the start.

**DURATION**

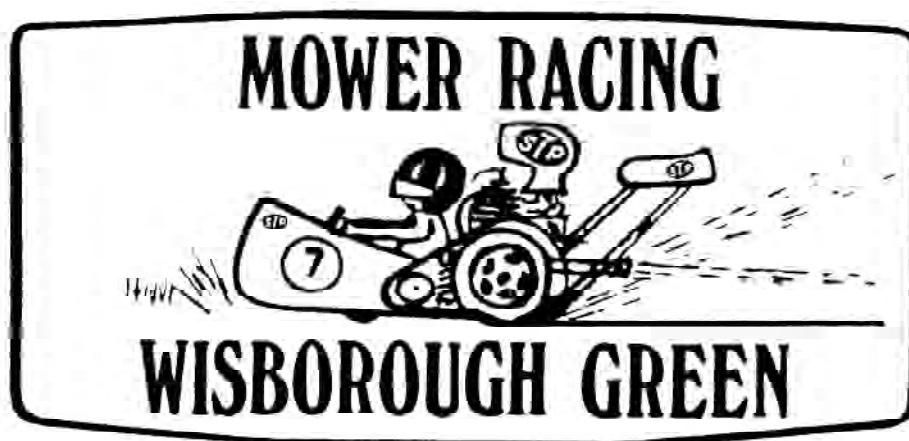
The maximum time allowed to complete the race will be determined on the day and competitors notified. This will normally be 5 minutes to enable the race programme to run smoothly, as time is at a premium at this event.

**EXCEPTIONAL CIRCUMSTANCE**

In the unlikely event that there is only one competitor in a particular heat, that person will still have to complete the heat within the time limit to score any points.

**EUROPEAN TRACTOR CUP**

This will consist of a single race at the end of the world championship. Participants will be given grid positions in reverse order of the world championship. Anyone wishing to race a different mower from that used in the worlds will start at the back of the grid.



- 1973 The British Lawn Mower Racing Association is formed. The first meeting – the 'premier Grand Prix for lawn mowers – is held on 23 June at Coldharbour Farm, near Wisborough Green. A lawn mower tug-of-war ends in mayhem and is never repeated!
- 1975 The *Sunday Mirror* reports on lawn mower racing antics.
- 1976 Club President Jim Gavin gets stuck in the lift of *Autosport* magazine's offices for over an hour.
- 1978 The first 12 Hour Endurance race is held at Wisborough Green, starting at 11pm. It is won by Stirling Moss, Derek Bell and Tony Hazlewood (designer and builder of the Westwood Lawnbug, the machine that is the mainstay of Group 3 grids). Actor Oliver Reed also participates.
- 1979 The RACMSA recognises the BLMRA as the governing body of lawn mower racing. The first Race Committee is formed along with the first Grass Cutters Ball and Noggin 'n Natter. Doug Downes wins the 12 hour on a Group 2.
- 1980 Sportscar Champion Derek Bell and Stirling Moss win the 12 hour. Derek Bell holds his first sprint race at his home.
- 1981 John Weetman wins the 12 hour on a Group 2, the last such victory for the category. The BLMRA races in Zimbabwe and Mick Levey becomes East African Champion.
- 1982 The National Motor Museum, Beaulieu hosts a race meeting.
- 1983 Lawn Mower Race at the John Player Special European Grand Prix, Brands Hatch.
- 1984 Concorde pilots enter the 12 Hour race.
- 1985 The 12 Hour is cancelled!
- 1986 The British Lawn Mower Racing Association becomes a limited company.
- 1987 The first 3 hour race is held.
- 1988 The BLMRA races in Limoges, France against the French national team.
- 1989 McLaren Formula One team enters three mowers in the 12 hour race.
- 1990 August 6<sup>th</sup>, the 12 Hour Race hits the front page of *The Wall Street Journal*.
- 1991 Ferrari, Benetton and Tyrrell Formula One teams field mowers in the 12 hour race.
- 1992 Front page of *The Daily Telegraph* and an article in *Sports Illustrated*.
- 1993 Transmitters fitted for the lap keeping of the 12 hour Race.
- 1994 Record Attempt at Ardingly for *BBC Record Breakers*.
- 1995 North meets South race at Silverstone.
- 1996 "Ride On" from Channel 4 television enter and film a team with Alain de Cadenet.
- 1997 The BLMRA celebrates 25 years with a 25 Hour endurance race.
- 1998 The BLMRA races at Charleville in Ireland.
- 1999 The Americans race in 12 Hour and BLMRA race in Luxembourg.
- 2000 The BLMRA goes to America and races in 'The Rider Cup', and wins! Another trip to Luxembourg. The 12 Hour is cancelled, a European event held instead.

.....Continued over page

- 2001 British Championship and Rider Cup cancelled due to Foot and Mouth epidemic. Oh... yet another trip to Luxembourg and they return the visit for the 12 Hour and the World Championships. Lawn Mowers race on the Goodwood Motor Circuit.
- 2002 Hans Odoerfer, our Canadian supporter starts the 12 hour race. The BLMRA invests in a new state of the art trailer. Another trip to Europe as the BLMRA goes to Beho in Belgium to race in the snow. Only problem.....no snow!
- 2003 A BLMRA Group 4 tractor wins the 6 hour race, and a team from Luxembourg win the Group 4 World Championships.
- 2004 Murray Walker, Formula One commentator, commentates at Dorchester in June and Bobby Cleveland from The United States Lawn Mower Racing Association competes in The World Championships on Andy Stemp's Group 3 Lawnbug.
- 2005 "Radio Le Mow" broadcasts on 87.7fm for the very first time at the 12 Hour Race. The commentators John Lowdell, Mark Constanduros and Ron Gray keep the public amused in this country and in the USA with a live link to the Portland Sportscar race and John Hindhaugh, the voice of Radio Le Mans. All of this made possible by Mark and Tracy Akeroyd.
- 2006 The Motor Sports Association (MSA) reaffirms that The British Lawn Mower Racing Association is a Recognised Group and is the governing body of lawn mower racing.
- 2007 12 Hour race is stopped at 1am due to the appalling weather and conditions. Chris Evans, BBC Radio 2 DJ, visits the 12 hour.
- 2008 The most successful 12 hour for years! Record entries and the closest finish as three teams fight it out for overall honours right up to the chequered flag.
- 2009 The BLMRA returns to Charleville, Ireland for a very successful and enjoyable race weekend at the County Show. After 30 years Derek Bell is reunited with his championship winning mower at the 12 hour which again is stopped due to rain after a delayed start.
- 2010 12 Hour race cancelled yet again.....lawn mowers take to Shakespeare County Raceway drag strip! The first year of the Endurance Championship taking in the 3 hour, 6 hour and 4 hour (12 hour replacement).
- 2011 The BLMRA braves temperatures of -28°C to compete in the snow in Finland and comes away victorious. The 12 Hour makes a welcome return to the race calendar and the winning team sets a new distance record of 314.1 miles.
- 2012 England's wettest year on record inevitably plays havoc with the racing calendar and memories of driving through clouds of dust are quickly forgotten. The 12 Hour Race is just one of the victims of cancellations, and perhaps as a way of seeking respite, the season sees teams travelling to Finland, street racing in Belgium and a 24 Hour race in France with a live duck as the prize for the victorious BLMRA team!
- 2013 The club's first 'taster weekend', a chance for potential racers to try out lawn mower racing using members' machines, kicks off the season. The 12 Hour is back on track and actor Warwick Davis waves the start flag. The distance record is smashed yet again, the winning team covering a total of 348 miles.
- 2014 The club performs in front of its biggest ever audience – a 56,000-strong crowd at Warsaw's Verva Street Racing petrolhead extravaganza – and puts on a race that proves to be one of the most popular performances of the evening. Elsewhere in the public spotlight, Sky F1 asks for the club's help in putting together a lawn mower race as part of their build-up to the British GP, and former F1 drivers Martin Brundle, Anthony Davidson and Johnnie Herbert, plus Ferrari's Kimi Räikkönen demonstrate their desire to win, whatever the circumstances, on BLMRA mowers. BAFTA-winning actress Julie Walters waves the start flag at what proves to be another successful 12 Hour.
- 2015 For the first time a BLMRA/Luxembourg team takes part in the Finnish 12 Hour Race held on a frozen lake in February, beating the Finns and Estonians at their own game! It's back to Warsaw for the second year running at the Verva Street Racing event and back at home the 12 Hour record falls yet again, despite some very misty conditions....354 miles.



	GROUP 2	GROUP 3	GROUP 4
2015	Mike Cresswell	Dean Fuller	Karl Selby
2014	Mike Cresswell	Dean Fuller	Richard Davies
2013	Mike Cresswell	Dean Fuller/Glynn Saunders (joint)	Mark Robinson
2012	Mike Cresswell	Dean Fuller	Mark Robinson
2011	Mike Cresswell	Glyn Saunders	Mark Robinson
2010	Mike Cresswell	Glyn Saunders	Mark Robinson
2009	Mike Cresswell	Colin Clegg	Paul Lovett
2008	Mike Cresswell	Glyn Saunders	Barrie Thomas
2007	Graham Harvey	Dean Fuller	Ron Gray
2006	Mike Cresswell	Ian Tanswell	Dean Fuller
2005	Mike Cresswell	Colin Clegg	Jason Huskinson
2004	Mike Cresswell	Ian Tanswell	Simon Chennell
2003	Mike Cresswell	Jason Huskinson	Ron Davis
2002	Mike Cresswell	Sean Jonas	Jason Kanabus
2001	No Championships – foot and mouth outbreak		
2000	Bob Wilson	Sean Jonas	Rick Pierce
1999	Mike Cresswell	Ian Tanswell	Marcus Burton
1998	Mike Cresswell	Andy Stemp	Marcus Burton
1997	Mike Cresswell	Ian Tanswell	
1996	Mike Cresswell	Andy Stemp	
1995	Terry Kirkby	Andy Stemp	
1994	John Tyson	Andy Stemp	
1993	Dean Ashley	Andy Stemp	
1992	Terry Kirkby	Andy Stemp	
1991	Dean Ashley	Andy Stemp	
1990	Howard Annett	Andy Stemp	
1989	Richard Case	Andy Stemp	
1988	Mick Levey	Andy Stemp	
1987	Simon Haysom	Andy Stemp	
1986	Roger Topping	Ian Tanswell	
1985	John Weetman	Gordon Baron	
1984	John Weetman	John Gough	
1983	John Weetman	Steven Etheridge	
1982	John Weetman	Martin Evans	
1981	Doug Downes	Burt Austen	
1980	Doug Downes		
1979	Doug Downes		

	GROUP 2	GROUP 3	GROUP 4
2015	Sam Ratcliff	Rob Rowlands	Mark Robinson
2014	Mike Cresswell	Dean Fuller	Chris Thompson
2013	Andy Saywell	Dean Fuller	Dan Jones
2012	Mike Cresswell	Dean Fuller	Karl Selby
2011	Mike Cresswell	Glyn Saunders	Mark Robinson
2010	Mike Cresswell	Dean Fuller	Mark Robinson
2009	Graham Harvey	Dean Fuller	Gary Morrad
2008	Steve Bush	Glyn Saunders	Andy Hyden
2007	Graham Harvey	Ian Tanswell	Ron Gray
2006	Mike Cresswell	Stuart Polkinghorne	Mark Sanders
2005	Graham Harvey	Stuart Polkinghorne	Gary Sanders
2004	Mike Cresswell	Stuart Polkinghorne	Ron Gray
2003	Mike Cresswell	Sean Jonas	Carlo André (Lux)
2002	Mike Cresswell	Andy Stemp	Carlo André (Lux)
2001	Mike Cresswell	Andy Stemp	Andy Graham
2000	Mike Cresswell	Ian Tanswell	Rick Pierce
1999	Mike Cresswell	Ian Tanswell	Marcus Burton
1998	Mike Cresswell	Ian Tanswell	
1997	Mike Cresswell	Andy Stemp	
1996	Mike Cresswell	Andy Stemp	
1995	Terry Sawkins	Andy Stemp	
1994	John Tyson		
1993			
1992		Andy Stemp	
1991	Dean Ashley	Ian Tanswell	
1990	Jon Venner		
1989		Andy Stemp	
1988		Andy Stemp	
1987		Andy Stemp	
1986		Ian Tanswell	

2015	Mark Rostron	Andy Rostron	Daz Whitehead
2014	Mark Rostron	Andy Rostron	Daz Whitehead
2013	Mark Rostron	Andy Rostron	Stephen Morriss
2012	<b>NOT HELD</b>		
2011	Colin Clegg	Dean Fuller	Glyn Saunders
2010	<b>NOT HELD</b>		
2009	Matt Thompson	Chris Thompson	Andy Balham
2008	Matt Treasure-Jones	Mark Seymour	Chris Johnson
2007	<b>ABANDONED – BAD WEATHER</b>		
2006	Tim Ticehurst	Alex Nicholls	Tony Kirkby
2005	Jeremy Eldridge	Matt Hunt	Pete Ramsay
2004	Colin Clegg	Gordy Huskinson	Ant Stone
2003	Sean Jonas	Robbie Jones	Colin Clegg
2002	Daz Whitehead	Steve Richardson	Robbie Jones
2001	Barry Stemp	Andy Stemp	Kevin Slyfield
2000	<b>NOT HELD</b>		
1999	Daz Whitehead	Colin Gill	Steve Richardson
1998	Steve Williams	Ian Dobson	Robert Jones
1997 ( <b>25 Hour</b> )	Barry Stemp, Andy Stemp, Trevor Stemp, Mathew Linfield, Nigel Warne, Jeff Urban		
1996	Steve Williams	Colin Fox	Ian Dobson
1995	Andy Zvirbulis	Robert Jones	Ian Tanswell
1994	Jeremy Mudie	Trevor Stemp	Barry Stemp
1993	John Gill	Robert Jones	Steve Richardson
1992	John Gill	Robert Jones	Steve Richardson
1991	Gordon Baron	Colin Fox	John Lowdell
1990	Gordon Baron	Ian Tanswell	Colin Fox
1989	Barry Stemp	Andy Stemp	Trevor Stemp
1988	Barry Stemp	Andy Stemp	Trevor Stemp
1987	Trevor Stemp	Barry Stemp	Dave Mitchell
1986	John Gough	Steve Etheridge	Martin Evans
1985	<b>NOT HELD</b>		
1984	Harry Handkammer	Simon Broad	Ray Killminster
1983	Martin Evans	Andy Avis	Steve Etheridge
1982	Burt Austen	Andy Avis	Martin Evans
1981	John Weetman	Keith Puddock	Nigel Boorer
1980	Derek Bell	Tony Hazlewood	Ray Killminster, Tony Smith
1979	Doug Downes	Roy Rogers	Brian Newman
1978	Sir Stirling Moss	Derek Bell	Tony Hazlewood







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