

1. TITLE & JURISTITION

The Lord of Lydden and Sidecar Burn Up 2026 are promoted and administered by the Lydden Hill Motorsport Club LTD in accordance with the National Sporting Code and Standing Regulations of the Auto Cycle Union and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made. The event status is a European Open event.

STATUS:	EUROPEAN OPEN	ACU PERMIT:	TBC	EMN NO:	
VENUE:	LYDDEN HILL	LENGTH:	1.0 MILES	PCL NO:	
STARTERS:	32 SOLO 20 SIDECAR	DIRECTION:	CLOCKWISE		

2. EVENT OFFICIALS

Clerk of the Course:	Fraser Greenroyd (Snr) Peter Batten-Wright (Deputy)
Chief Steward:	TBC
Chief Marshal:	Gordon Barnes
Chief Technical Official:	TBC
Secretary of the Meeting:	TBC
Timekeepers:	TSL Timing
Incident Officer:	Nick Taylor
Child Protection Officer:	C/O Lydden Hill Medical & Rescue Services

3. CLASSES

Class	
Open	Open to any motorcycle from 250GP machines up to 1200cc twins Not open to under 18's
F1/F2 Sidecars	Open to any F1 or F2 sidecar
Classic Sidecars	Open to any Classic sidecar
Classic 2-Stroke Cup	YPM-Style legacy class to accommodate heritage. Open to 2-Stroke or Liquid cooled bikes up to 350cc aged between 1975-2000.
CB500 Cup	CB500
Sportbike Cup	400-750 twins & triples 400-600 4,s,
Classic Modern Open	Legacy class to accommodate heritage for bikes aged between 1975-2000 250cc – 1200cc
Open Endurance	Open to any motorcycles from 250GP machines up to 1200cc twins for riders in teams of 2 or teams of 3. Suitable for single-bike teams or multi-bike teams
Lord of Lydden	The grid for the Lord of Lydden will be formed over the fastest 28 qualifiers (done by the fastest lap across any race over the weekend (excluding the finals and the endurance)) from the solo categories (excludes Scooters).

	The organisers reserve the right to seed entries for the Lord of Lydden races up to the maximum grid capacity for the circuit. If any of the 28 qualified riders are unable to take their place on the grid, then a random draw will be done from a pool of available entrants to determine the replacement. This 'reserve' rider will start at the back of the grid.
Sidecar Burn Up	The grid for the Sidecar Burn Up will be formed from the fastest 18 qualifiers from the F1/F2 Sidecar category. The organisers reserve the right to seed entries for the Sidecar Burn Up races up to the maximum grid capacity for the circuit.

The organisers reserve the right to amalgamate classes whilst on the circuit to make the best use of the track time available.

The organisers reserve the right to remove any class if there are less than 6 entrants.

4. COMPETITORS ELIGIBILITY

Riders & Passengers – Open to Riders and Passengers, who are current holders of a license issued by the ACU, SACU or other FIM affiliated Federations (any competitor who for whatever reason, fails to produce a current competition license, will only be allowed to take part in the competition at the discretion of the Steward of the Meeting).

Riders are responsible for declaring their eligibility to ride a specific type and size of machine at a given age on the event entry form as following current ACU License Grade & Age regulations in force at the time of the event.

For general eligibility by bike type & capacity vs. age see the 2026 ACU library or the license information at www.acu.org.uk

Competitors with licenses issued by an FMN other than ACU / SACU, must produce a 'start permission' and proof of insurance from their own FMN (this includes MCUI license holders).

NOTE: Riders & passengers under the age of 18 are not eligible to compete in this event

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.

5. ENTRIES

The official entry form must be fully completed on the LHMC online event entry system

The entry fee for the event will be as detailed on the official event entry form.

Cheques, if applying by post, must be made payable to Lydden Hill Motorsport Club

Any entry received after the closing date will be subject to a late entry fee of £20.

Following the closing date, you will receive your event tickets with one paddock vehicle parking pass. The allocation will be 3 tickets per solo entry and 6 tickets per sidecar entry.

There will be no admin charge if an entry is cancelled before 12th October 2026. In the event of a competitor wishing to cancel an entry after this date but before the closing date then a £30 admin fee will be charged. Following the closing date refunds will not be offered although the club reserves the right to review re-funds on a case-by case basis.

6. EVENTS

Meeting Date	Circuit	Open Date	Close Date	Permit No.	PCL.	EMN.
24 th /25 th October	Lydden Hill	Upon Publication	16/10/2026	TBC	TBC	TBC

7. PROGRAMME

A provisional schedule will be made available in advance of the event and be circulated to competitors with the Final Instructions for the event.

All classes, with the exception of the Endurance class, will have to follow the following race format;

- 1 Qualifying Practice
- 3 Heats
- 1 Final

All races will be run over a minimum of 6 laps and a maximum of 15 laps. The exception to this being the Lord of Lydden & Sidecar Burn Up races on Sunday whereby the number of laps to be run will be confirmed in the final instructions for the event.

Should any race be stopped section 10 of the ACU Road Racing regulations will apply when deciding on restart lengths.

For the Endurance class, the race format will be as follows:

- 3 Qualifying Practice (1 per rider, each rider must partake in at least 1 session. Teams with 2 riders may choose to use the third session as an extra session if they wish)
- 1 3-hour Endurance Race (for the purposes of trophies this will be considered a 'final')

8. AWARDS

Trophies will be awarded to the first three finishers in each **FINAL ONLY**, including the Lord of Lydden and Sidecar Burn Up Finals. Classes of 6 riders or less will receive a first-place award only. Prize money is awarded for the Lord of Lydden final and Sidecar burn up final only. The organisers reserve the right to add prize money to any class if a sponsor chooses to incorporate such within any sponsorship.

9. TECHNICAL INSPECTION

The time and location of technical inspection will be in the event final instructions. Machines will be checked for eligibility and the competitors clothing and helmets will be examined; competitors must be present. 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.

Transponders – An AMB TranX260 or X2 rechargeable or direct wired transponder is required to be fitted to the machine in charged and operating condition at technical inspection.

Rain Light – All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure the light is switched on whenever a rain tyre is fitted to the motorcycle and/or when any practice or race is declared "wet" by Race Control.

Lights must comply with the following:

- a) Lighting direction must be parallel to the machined center line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine center line.
- b) Mounted on the rear seat/rear bodywork approximately on the machine center line, in a position approved by the Chief Technical Officer. In the case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
- c) Power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1/8 W (LED).
- d) The switch must be accessible.
- e) Rain light power supply may be separated from the motorcycle main wiring and battery.

Any machine involved in an accident must be re-inspected before resuming racing.

No rider will be deemed to have finished a race until the machine has been submitted and passes the final examination at parc ferme, if so, required as detailed on the event timetable.

In signing the entry form, competitors are deemed to declare and confirm that all customs and excise duties have been paid on the fuel being used.

Oil Containment – As described above, all riders have a responsibility to ensure their machines are fit for purpose. This extends to consideration towards the other racers to ensure the oil containment measures on machines are checked and maintained. Items such as: sump plugs, oil top up points and oil filters should be checked, tightened and lockwired. Oil coolers checked for leakage and external pressurized oil lines protected with braided steel outers with permanent end fittings installed by a reputable supplier, e.g. swaged couplings fitted by Pirtek or Goodridge. Documentation certifying the construction of these lines should be retained.

Substantial track time can be lost to oil spillages, often traced to poor maintenance. Riders causing such delays if found to be caused by poor maintenance risk disqualification from the meeting and/or a significant fine to be determined by the Clerk of the Course.

10. REPLACEMENT MACHINES

Riders may change machines during the event as long as the machine is of the same type and has complied with section 9 above. A change of make and type of machine is only permissible if the rider has qualified on that machine at the event or receives written dispensation from the Clerk of the Course, such dispensation will only be given with reasonable cause and where no advantage is sought.

11. CIRCUIT ENTRY

To enter any circuit, all personnel will need a circuit admission pass issued by the organisers.

Allocation:

Solos: 3 passes per competitor.

Sidecars: 6 passes per team.

On entering the circuit, competitors and officials should follow the instructions given to them on arrival.

Paddock Parking – A paddock plan will be in place to ensure vehicles are parked appropriately.

Full access details will be confirmed in the Final Instructions.

All circuit access must be via the A2, entry via Wootton and surrounding villages may result in exclusion from the event.

The circuit entrance has moved. To access the circuit you will be using the new entrance road on Gedding Lane. Use CT4 6RY for directions.

12. 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.

All competitors must provide a small first aid kit within their paddock area for minor injuries and ailments.

If a competitor falls / loses contact with his machine during practice / racing, if able to do so, he is to give the Marshals 'the thumbs up' to indicate he is unhurt. If, however, the competitor is unable to do this, the Marshals will react in the normal manner. Medical support will be deployed as per the request of Marshals to Race Control.

13. BRIEFINGS

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

Riders partaking in the Endurance class will have a mandatory briefing, the time of which will be outlined in the final instructions.

14. PRACTICE/QUALIFYING

Each rider must complete the practice/qualifying session for their Class.

The practice / qualifying schedule will be printed on the official timetable.

Grid Positions will be allocated by the organisers for the first race for each class based on the best time achieved in the class's qualifying session.

Subsequent races will grid according to the fastest lap achieved by each rider in the previous race, even if the rider falls or suffers a mechanical failure that causes a DNF, the best lap time scored will be used. If a rider fails to register a lap time, their grid position for the following race will be at the back of the grid.

Riders who are late to the collecting area may have to start from the back of the grid.

15. ROOKIE ORANGE JACKETS

It is a requirement of the ACU's Standing Regulations that Rookies must wear an orange jacket when on the track at all times.

16. GRID FORMATION

Grid formation will be as per the ACU Track License stipulations.

17. STARTS

The starting grid should be published as soon as possible subject to any judicial action being undertaken at the time.

Starts are made with engines running for all machines.

18. START PROCEDURE – non-Endurance classes

1. Riders collect in the Assembly Area and proceed when directed to the Grid to take up their allocated Grid positions.
2. An Official will signal all the Riders to proceed on a warm-up lap (of the circuit being used for the race) by waving a Green Flag. On completion of the warm-up lap the riders each return to their allocated Grid positions.
3. Riders who do not go on to the Grid may join the warm-up lap from the Pit Lane on the instruction of the Officials, but in this case must start the race from the back of the Grid.
4. On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid.
5. When the grid is re-formed the Official with the Red Flag will leave the Grid indicating to the Riders that the race is about to commence.
6. Any Rider who stalls his engine on the Grid, or who has other difficulties, must remain on his motorcycle, and raise an arm. It is not permitted to attempt to delay the start by any other means.

7. A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.
8. After the Riders have started the race, any riders waiting in the Assembly Area may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.
9. Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. The Clerk of the Course may decide that the Riders will complete another warm-up lap and the race distance may be reduced.

19. START PROCEDURE – Endurance class

1. Riders collect in the Assembly Area and proceed when directed to the Grid to take up their allocated Grid positions in a Le-Mans style start.
2. An Official will signal all the Riders to proceed on a warm-up lap (of the circuit being used for the race) by waving a Green Flag. On completion of the warm-up lap the riders each return to their allocated Grid positions.
3. On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid.
4. The Riders will then switch off their machines and place them in the hands of their designated team-mate to hold, before crossing to the opposite side of the circuit to their starting position.
5. When the grid is re-formed the Official with the Red Flag will leave the Grid indicating to the Riders that the race is about to commence.
6. At the fall of the National Flag, riders will run across the track to their machines and start the machine. Riders should then pull away towards the opposite side of the track (where they ran from) to leave space for riders still crossing and starting their machines. At this point the race has started.
7. Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. The Clerk of the Course may decide that the Riders will complete another warm-up lap and the race distance may be reduced.

19. TYRE WARMERS

Tyre warmers are not allowed inside the assembly area or on the grid.

20. 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. Those riders who complete a similar number of laps having their position determined by the order in which they finished. Only riders crossing the finish line within the time limit and/or distance laid down by the 2026 ACU Library 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 – or before the scheduled race time has been completed, 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. If the chequered flag has been given to a competitor other than the leader then the result will be from 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.

21. EVENT STICKERS

The organisers may wish competitors to carry sponsors decals/logos, if required, this will be mandatory. Penalties will be applied if competitors are found to have breached this requirement.

22. RESULTS

All practice timesheets, grids and result sheets are deemed provisional until all machines are released by technical officials after post practice/race checks and after completion of any judicial or technical procedures.

23. WET & DRY RACES

All practice sessions and races will be categorized as “DRY” unless a “WET RACE” board is displayed in the collecting area. Under “DRY” conditions the event will be terminated or interrupted by the Clerk of the Course 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 riders’ responsibility to make a selection from the type of tyre available to them under the class regulations and to adjust their riding to accommodate the weather conditions, even if they change. Riders who wish to change tyres must use the paddock to do so. When a wet race has been declared the rear facing red warning light must be switched on and remain on for the duration of the race.

24. FUEL

Competitors must affirm that all duty on fuel to be used at the events has been paid in accordance with the National Sporting Code.

Paddock Facilities / Etiquette – Refreshments and toilet facilities and protocols for use of these facilities will be confirmed in the Final Instructions.

Please note there is no fuel available on site, the nearest petrol stations are as follows;

Arter Bros Ltd
Barham Services,
Folkestone Road, Barham
Canterbury, CT4 6EX

Tesco Extra
White Cliffs Business Park
Honeywood Rd, Whitfield
Dover, CT16 3PS



Lord of Lydden & Sidecar Burn Up
24th/25th October 2026
Supplementary Regulations

25. FORCE MAJEURE

Notwithstanding the provisions of the ACU Standing Regulations for Road Racing and the National Sporting Code, in the event that the Lydden Hill Motorsport Club is unable to complete all or part of a meeting due reasons of force majeure including but not limited to, climatic conditions or the closure of the circuit by external authorities, the club shall not be liable to refund entry fees.