

The British Lawn Mower Racing Association Handbook 2025



THE BRITISH LAWN MOWER RACING
ASSOCIATION

2024 CHAMPIONS

Group 2 Championship winners



Group 2 British Champion, Jenson Cresswell



Group 2 World Champion, Paul Johnson

Group 3 Championship winners



Group 3 British Champion, Dean Fuller



Group 3 World Champion, Sean Tanswell

Group 4 Championship winners



Group 4 British Champion, Alfie Smith



Group 4 World Champion, Alfie Smith

We'd like to thank the following for kindly allowing us to reproduce their photographs within the Handbook: Max Dench (The Beardy Photographer) (front cover shot), Rob Bayes Photography, Paul Burgman, Steve Hughes, Jason Ingold, Dan Jones, Ian Roberts, Raife Smith, Michael Thornber, Yasmin Thornber and Julia Wainwright.



Handbook 2025

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 1st January 2025.
This publication supersedes any previous editions



The British Lawn Mower Racing Association (BLMRA) is a Motorsport UK Association Ltd Recognised Group and is considered the governing body of lawn mower racing

All enquiries concerning Lawn Mower Racing should be addressed to:

The British Lawn Mower Racing Association
10 Thurne Way
Rudgwick
Horsham
West Sussex
RH12 3ER

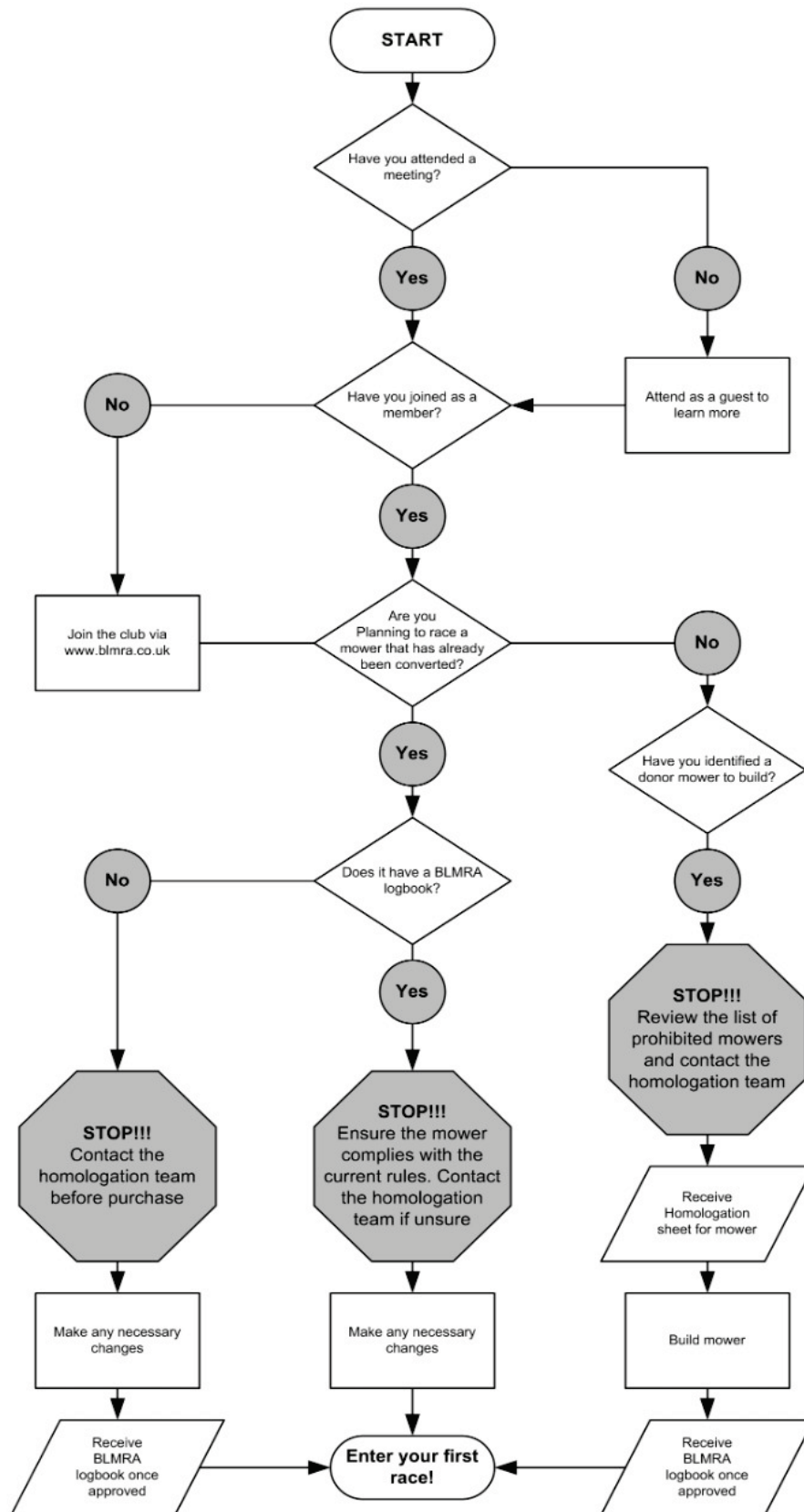
www.blmra.co.uk

info@blmra.co.uk

INDEX

Section	Title	Page
	Getting Started: A Flow Chart	3
	A History of the Sport	4
	Administration	5
	Code of Conduct	7
	Safety and Insurance	8
	Officials of the BLMRA	10
	Useful Contacts	11
	Championships and Endurances	12
A	Competitor Safety	13
B	Race Entry Requirements	13
C	General Competition Regulations	14
D	What Happens on Race Day	15
E	Common Rules and Regulations for Mowers	16
F	Mower Eligibility	16
G	Engine Specifications	18
H	Lap Keeping and Transponders	19
I	Log Books and Serial Numbers	19
J	Homologation Guidelines	
J:1	What is a Homologated Mower?	19
J:2	The Homologation Process	19
J:3	Contacts	20
J:4	Current Machines Not Acceptable for Racing	20
K	Group 1 Rules and Regulations	
K:1	Definition	21
K:2	Engines	21
K:3	Drive	21
K:4	Chassis and Grass Box	21
K:5	Safety	21
L	Group 2 Rules and Regulations	
L:1	Definition	22
L:2	Tuned Engines	22
L:3	Untuned Engines	22
L:4	Drive	22
L:5	Safety	22
L:6	Chassis and Grass Box	23
L:7	Trailer and Seat	23
L:8	Transponders	23
M	Group 3 Rules and Regulations	
M:1	Definition	24
M:2	Engines	24
M:3	Drive	24
M:4	Safety	24
M:5	Chassis and Bodywork	25
M:6	Homologation	25
M:7	Transponders	25
N	Group 4 Rules and Regulations	
N:1	Definition	26
N:2	Engines	26
N:3	Drive	26
N:4	Safety	26
N:5	Chassis and Bodywork	27
N:6	Safety Guards	28
N:7	Foot Plates	29
N:8	Homologation	29
N:9	Transponders	29
APPENDICES		
1	Marshalling Guidelines	31
2	Camping Guidelines	33
3	World Championship Supplementary Rules	34
4	Club Chronology	35
5	The 2024 Season Review	37
6	British Championship Winners	39
7	World Championship Winners	40
8	12 Hour Winners	41
9	Les Pantry: An Appreciation	42

A QUICK GUIDE TO



GETTING STARTED

A HISTORY OF THE SPORT

The BLMRA was founded in 1973 in The Cricketers Arms in Wisborough Green, West Sussex by a bunch of sporting enthusiasts that included Irishman Jim Gavin just back from a rally recce in the Sahara. While bemoaning the ever-increasing costs in all forms of motor sport, they looked across the village green and noticed the groundsman mowing the cricket pitch. In a eureka moment, it dawned on them that everyone had a lawn mower in their garden shed. Why not race them? A local venue was found and 80 mowers turned up for that first meeting. This new and eccentric sport became an almost overnight success and there were soon over a dozen events each season. Jim Gavin was appointed club President, only retiring in 2016, when club stalwart Pete Hammerton took over the role.

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 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).

2023 marked the club's 50th anniversary and to celebrate this remarkable milestone, the traditional 12 Hour race was replaced with the one-off BLMRA 500. More punishing still than the traditional through-the night 12 Hour, the 52 teams were asked to race over 500 laps. The victorious team had managed to cover 377.5 miles (607.5km) when the chequered flag finally came down after 14 hours and 4 minutes. That's not too dissimilar from travelling from London to Manchester and back, albeit across a bumpy field with no suspension!



The very first lawn mower race, held at Coldharbour Farm near Wisborough Green, West Sussex in June 1973.

ADMINISTRATION

INTRODUCTION

The British Lawn Mower Racing Association is the governing body of lawn mower racing and is recognised as such by the Motorsport UK Association Ltd (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 (e.g. the 12 Hour or World Championships), or at the discretion of an event organiser. Any additional Rules and Regulations will be notified to all subscribing members.

There is an annual review 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 and/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 (committee@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 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 president and/or chairman can call an extraordinary general meeting when required or urgency dictates that a matter cannot wait until the next AGM. Alternatively, the president and/or chairman can organise, in exceptional circumstances, a postal ballot of all the members, with responsibility for ensuring that it is carried out in a fair and democratic manner.

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.

SOCIAL MEDIA

There is a very active BLMRA Facebook group; 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 1st November to 31st October and application is online via the website. 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. This is limited to Full and Joint Memberships only and can be carried forward for one season only. Members will receive an electronic copy of the current handbook and a membership card. There are four levels of membership which may be upgraded where applicable:

Full Membership

Any person wishing to race on a regular basis must be a fully paid-up member. Includes a spouse/partner and up to four children under the age of 18. Voting rights are restricted to the racing member. Gives full camping entitlements. **Members aged 15-18 must provide proof of age and parental/guardian consent to race.**

Endurance Membership (including 12 Hour)

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 membership card, but you will be provided with access to the member-only area of the website. Gives full camping entitlements.

Camping Membership

Gives full camping entitlements throughout the season for (two adults and up to four children under the age of 18) Subject to weekend camping fees and acceptance of venue terms. At some meetings with restricted space camping entry will only open after the closure of race entry and numbers may be limited. **Any visitors aged 18 and over spending a significant time at an event and particularly camping overnight must be registered on the Alpha system and be a camping member. This is to ensure compliance with the Club's insurance policy.**

Single Event Membership

This is available for those wishing to try lawn mower racing with a view to becoming a full member and is limited to one weekend sprint event only. Race entry requirements apply. See Section B. Gives full camping entitlements.

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.

GDPR STATEMENT

By registering with the BLMRA the member is granting permission for the BLMRA to securely store their personal data electronically and for it to be used strictly for club administration and news purposes only. The data stored will be the absolute minimum needed to run the club effectively. Only club officials who need access to the records to perform their duties will be granted access with appropriate security controls in place. The BLMRA's membership information records will never be disclosed to any third parties.

Members have the right to withdraw their consent for the club retaining their personal details at any time; however, it is mandatory for active club membership. Please make any requests to webmaster@blmra.co.uk. Annually at the time of membership renewal the BLMRA will contact members with expired membership reminding them of the opportunity to remove their personal data if they wish to do so.

	CODE OF CONDUCT
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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 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

EQUITY POLICY

The BLMRA is committed to the treatment of everyone equally in all its activities, regardless of sex, ethnic origin, religion, disability, age, sexual orientation or political persuasion and fully recognises Motorsport UK's definition of Equity.

Our policy is all about fairness, equality of access, recognising inequalities and taking steps to address them. It is about changing the culture and structure of the sport where necessary to ensure it is equally accessible to all members of society.

The BLMRA is committed to everyone having the right to enjoy lawn mower racing in an environment free from the threat of discrimination, intimidation, harassment or abuse.

Members have a responsibility to challenge discriminatory behaviour and promote equality of opportunity where applicable. Any incidents of discrimination will be dealt with according to the club's disciplinary procedures (see below).

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 their 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 must be made to the chairman and/or president in writing within 7 days of any ruling.

	SAFETY AND INSURANCE
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**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.

It is the competitor's responsibility to ensure that they and their team comply with all safety specification rules **at all times** (including scrutineering, practice and racing).

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 PREMIUMS

Insurance premiums are paid from membership and race entry fees. The club will record the number of participant days for declaration to our insurers if required.

FUEL STORAGE

Fuel must 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. Every entrant must have an in-date dry powder or CO₂ fire extinguisher with a minimum 2kg capacity. It must be kept within the pits of the entrant at all times, especially when refuelling.

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 normal minimum age for adult racing is 15. Members aged 15-18 must provide proof of age and parental/guardian consent to race.

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:

FOUNDER

Jim Gavin
Mary Gavin – First Lady

PRESIDENT and GENERAL SECRETARY

Pete Hammerton	Rudgwick Billingshurst	07740 082588/01403 823535 01403 784678	peter@blmra.co.uk
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VICE-PRESIDENT

Charlie Gould	Pulborough	07850 246324	charlie@blmra.co.uk
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RACE COMMITTEE CHAIRMAN

Dean Fuller	Guildford	07775 710090	dean@blmra.co.uk
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RACE COMMITTEE

Richard Atherton	Arundel	07759 446171	richard@blmra.co.uk
Stuart Johnson	Redhill	07904 419516	stuart@blmra.co.uk
Graham Tibbenham	Greatstone	07786 260689	graham@blmra.co.uk
Vikki Reeves	East Grinstead	07903 573243	vikki@blmra.co.uk
Carl Williams	Yateley	07432 642446	carl@blmra.co.uk
Mark Akeroyd	Horsham	07771 690500	mark@blmra.co.uk
Barrie Thomas	Conisbrough	07948 376528	barrie@blmra.co.uk
Callum McIntyre	Cricklade	07562 523905	callum@blmra.co.uk

CHILD PROTECTION/SAFEGUARDING OFFICERS

Vikki Reeves and Michelle Covey

HONORARY VICE PRESIDENTS Present and (Past)

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, Chris 'Tiff' Johnson, Pugs Reeves, Bruce Kaufman [US], Kerry Evans [US], Manny Torres [US]

PREVIOUS CHAIRMEN

Mick Levey, Pete Hammerton, Mark Constanduros, Ian Ratcliff

USEFUL CONTACTS

GENERAL ENQUIRIES

The British Lawn Mower Racing Association
10 Thurne Way, Rudgwick, Horsham, West Sussex, RH12 3ER. E: info@blmra.co.uk

EVENT UPDATES

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

WEB SITE/RACE ENTRIES

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. For website support and queries contact Carl Williams (07432 642446 carl@blmra.co.uk) or Mark Akeroyd (07771 690500 mark@blmra.co.uk).

OFFICIAL MERCHANDISE

Go to the shop on the BLMRA website.

NEW EVENTS

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

MEDIA AND PR

Contact Callum McIntyre (07562 523905): media@blmra.co.uk

SUPPLIERS AND SPARES

BLMRA Loncin engines: engines@blmra.co.uk

Bearing Boys: www.bearingboys.co.uk – use the discount code BLM015

R&M Racing: www.randmracing.co.uk – parts and machining services

George Carr & Sons: www.georgecarrpowerproducts.co.uk - BLMRA Honda engine supplier T:01179 669845

The Belt Doctor: www.thebeltdoctor.com – use the discount code BLMRA25. T:01384 389112

TECHNICAL

All technical queries should be directed to technical@blmra.co.uk. Group specific contacts: Group 1/Group 2 Graham Tibbenham (07786 260689); Group 3 Stuart Johnson (07904 419516); Group 4 Barrie Thomas (07948 376528).

HOMOLOGATION

All mowers 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). You may also be able to bring your mower to a race meeting by prearrangement. Contact homologation@blmra.co.uk

TRANSPONDERS

To order your own Mylaps MX transponder contact W: www.mylaps.com (see section H).

MARSHALS

If you think you would like to try marshalling at BLMRA events, please contact us via info@blmra.co.uk. No previous experience is required and you will receive suitable instruction.

CHAMPIONSHIPS and ENDURANCES

The BLMRA is responsible for the organisation and operation of:

- The World Championship
- The British Championship
- The Animal Endurance Championship
- The 12 Hour
- The British Grand Prix
- Other endurance races

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 usually take place between May and October, culminating in a British Champion for each of the groups.

The points system for The British Championship is 1st 25pts, 2nd 20pts, 3rd 15pts, 4th 13pts, 5th 11pts, 6th 10pts, 7th 9pts, 8th 8pts, 9th 7pts, 10th 6pts, 11th 5pts, 12th 4pts, 13th 3pts, 14th 2pts, 15th 1pt.

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

You must cross the finish line at the end of the race under your own mower's mechanical power and within 5 minutes of the leading mower crossing the line.

Over a season, 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 Animal Endurance Championship

The Animal Endurance Championship runs throughout the year with one round held on the Saturday at each meeting. Each round will be of a maximum 40 minutes duration. All the rules specific to the British Championship also apply to the Animal Endurance Championship. Points are awarded to the entrant and not the mower, therefore you are permitted to swap to a mower of the same group during the race to increase your chances of a finish.

The points system for each group are 1st 10pts, 2nd 8pts, 3rd 7pts, 4th 6pts, 5th 5pts, 6th 4pts, 7th 3pts, 8th 2pts, 9th 1pt. To be classified, competitors must have completed $\frac{3}{4}$ of the race distance covered by the winning mower in their class. Overall first, second and third place trophies are awarded at the end of the season.

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 up to three drivers. The overall winner is deemed to be the team that has covered the greatest distance, whether or not their mower is still running at the completion of the race. Final classification within individual groups requires competitors to cross the finish line with their mower under its own mechanical power within 5 minutes of the leading mower crossing the line. Supplementary regulations are issued prior to the event.

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).

6. Other races

These vary in format from year to year: examples include cross country races, the Double 3 Hour and Double 4 Hour. Final classification is similar to that of the 12 Hour (see above).

Perpetual trophies presented during the season remain the property of The BLMRA and recipients are responsible for their return, suitably engraved and in a clean condition.

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. CRASH HELMETS

A crash 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. DRUGS/ALCOHOL

No competitor or official shall be present within the prohibited area during the Race Day while under the influence of drugs or alcohol or take drugs or alcohol before the end of the Race Day (except alcohol as part of an end of day fun race, after which no further racing or practice is allowed). Any competitor or official found contravening these rules will be excluded from the prohibited area for the remainder of the Race Day and may be subject to further disciplinary action as seen fit by the Clerk of the Course and The Committee.

The BLMRA carries the facilities for the testing of drugs and alcohol. Competitors and officials will be liable to testing when it is considered that an individual may be a danger to the safety of themselves or others or where there are grounds to suspect that the actions of the individual have led to an incident/accident.

B**RACE ENTRY REQUIREMENTS**

Anyone who intends to take 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. The Club will not repay any admin charges incurred.

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.

3. SIGNING ON

All competitors are required to sign on online ahead of the event.

PIT and PADDOCK RULES

Please remember the safety of others at all times; everybody must refrain from the following (penalties will be applied):

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.

In addition:

5. All personal motorised transport is forbidden within the BLMRA controlled areas.
6. The use of UAVs other than the club's official drone is prohibited without prior committee approval.
7. During the racing programme no one is allowed to enter the track unless they have previously signed on at race control.

No mower will be allowed onto the track until the full race entry fee has 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!).

SIGNALS

The following flags may be used at race meetings, please observe them and the marshals. Flags will be shown by the Clerk of the Course or at their instruction. While it's not always practicable to have a marshal on each corner, the Clerk of the Course will ensure that sufficient marshalling points are in place to provide full coverage.

- 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; on observing the yellow flag, raise one hand to alert following drivers
- Red Flag - Stop racing, bring your mower to a stop and switch off engine.
- Black Flag (Stan's) - 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.
- White Flag - Indicates last lap of the race

Some events will have remotely controlled course lights.

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.

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 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.

To mitigate damage to the race field and to maximise the chances of the Club's return to the venue, all racers are required to bring with them a garden rake in order to repair the track where possible when racing has finished.

SCRUTINEERING

It is the intention that scrutineering will be carried out at every meeting to check for safety 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. Where camping space is at a premium, priority will be given to racers, officials and marshals.

You will be expected to be in the race field for Drivers' Briefing at 9.30am unless otherwise stated. Please refer to the meeting-specific Event Sheet published prior to the event.

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

At the event briefing, which must be attended by everyone, you will be advised of any event-specific information 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 be signed on.

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 their own race number and corresponding transponder which they retain for the event. This includes those racers sharing a mower at sprint events who must have their own race number and transponder.
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. Race numbers must be printed at least 125mm (5 inches) high. 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. **Your displayed numbers must correspond to the race number assigned to you in the administration system; this will be checked at scrutineering.**
3. Cutting blades must be removed. In Group 1 only, they may be retained but must be adequately and completely guarded.
4. You must carry a set of efficient mud flaps for the rear wheels which you may be required to fit at the discretion of the clerk of the course at any time. Mud flaps should be substantial and as a minimum cover the width of the tyre and remain within 50mm of the ground at all times.
5. Silencers will be required at all events to ensure engine noise falls below 90dBA when measured at a distance of 1 metre.
6. 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.
7. 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.
8. **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 proviso being that the mower must have been originally designed, manufactured and sold commercially to mow domestic lawns. It must remain as such other than the 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 four 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
4. Mowers will 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.
- 8.** Grandfather rights do not exist and current rules apply to all mowers.

G:1 ENGINE APPROVAL

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:

Make	Model	Orientation	CC	Exhaust	Group		
					2	3	4
Honda	GXV 340	Vertical	337	Open		✓	✓
	GX 340	Horizontal	337*	Open	✓	✓	✓
	GXV 390	Vertical	389	Open		✓	✓
	GX 390	Horizontal	389	Standard	✓		
Tecumseh	Enduro 113102	Vertical	358	Open		✓	✓
	Enduro 1142	Vertical	358	Open		✓	✓
Briggs & Stratton	Intek 21	Vertical	344	Open		✓	✓
Subaru	Robin EX27	Horizontal	265	Open	✓		
Kohler	Command 12 CS12T	Horizontal	357	Open		✓	✓
	Command 12 CS12TR	Horizontal	357	Open		✓	✓
Loncin	G340F	Horizontal	337	Open	✓	✓	✓
	G390F	Horizontal	389	Standard	✓	✓	✓
	LC1P88F	Vertical	413	Standard		✓	✓

*Later Honda GX340s are 389cc and are treated as a GX390 regardless of badging. The cubic capacity is cast into the crankcase.

Older engines of lesser horsepower that were approved previously can still be used.

G:2 GOVERNERS

Governor may be removed or disconnected. Where an engine is fitted with an ignition coil that incorporates an electronic governor (i.e. Honda GX390), it is permitted to swap this and the flywheel to the non-governed type, providing standard specification Genuine or pattern parts are used.

G:3 FUEL

The fuel for any engine must be ordinary pump fuel and be free from any performance / power increasing additives. LPG is not acceptable.

G:4 EXHAUST

For engines where a 'Standard Exhaust' is specified, this refers to an exhaust originally supplied with the installed engine when new, and normally constitutes a short cast elbow and a fabricated exhaust box. In such a case, the exhaust may be extended in length as required, but all components of the 'Standard Exhaust' must be present, fitted in the same order and flowing in the same direction. Only a single flow-path is permitted and it must be through these components. All 'Standard Exhaust' components must remain unmodified, with only the addition of bracketry, a tail pipe and removal of the spark arrester mesh from the exit of the silencer permitted. If any of these requirements prove problematic on Group 3 machines, you should seek the advice of the technical committee.

For engines where an 'Open Exhaust' is specified, the only restriction is the 90dB noise limit (see E3). Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.

G:5 ENGINE REPAIR

Where required, Genuine or pattern replacement parts can be used, but these must be like-for-like and not performance enhancing, i.e. same size, same material and same weight.

Should a rebore become necessary because of wear or damage, only the manufacturer's standard or 'oversize' piston and rings may be used as replacements. For Honda clones, standard oversizes are per the Honda equivalent; i.e. +0.25mm, +0.5mm & +0.75mm.

No other alterations, modifications or "blue printing" are allowed. Should the entrant be in any doubt about the legality of their engine, they must consult the race committee.

H**LAP KEEPING and TRANSPONDERS**

All members who plan to race a mower will be required to buy a Mylaps MX transponder, lease one from that company or hire one from the BLMRA if available. To lease 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 may 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. You must:

- Fix the transponder to the mower using the special clip and in the position stated.
- 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 recorded laps!

I**LOG BOOKS and SERIAL NUMBERS**

All mowers will be issued with a log book and a serial number at the time of homologation. 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**HOMOLOGATION GUIDELINES****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 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 L, 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 line of the rear axle to the underside of the seat base. 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 their 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 the machine if the runner loses contact. (i.e a dead man's handle).
2. The age of racers will be at the discretion of the Clerk of the Course.
3. Races will only take place on a closed track, usually on a short infield course.
4. Where children are racing then there will be parental one-to-one marshalling.

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.

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

L:2 TUNED ENGINES

1. The only tuned engines now allowed are the Honda GX200 and its clone equivalents. (This option currently applies to Group 2 only.)
2. The original position of the crankshaft relative to the side plates must be retained.
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 their engine, they must consult the race committee.

L:3 UNTUNED ENGINES

1. Please refer to section G.

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. As a minimum, two springs acting on and attached directly to the throttle must be used. These are in addition to existing twist grip return 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 the driver 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. All permanently live positive terminals must be suitably insulated to protect against the possibility of shorting out.
5. No sharp edges, protrusions or bumpers/fenders are allowed.

6. An efficient braking system must be fitted and operational at all times.
7. 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.

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)
 - 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. **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. Fuel tanks must be designed specifically as a fuel tank, sourced from a recognised manufacturer and no more than 4.5 litres in capacity. 'Cut and shut' fuel tanks are not permitted.
 - 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).
 - Fuel tank location will be considered on a case by case basis.
 - 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. An automatic throttle closing device must be fitted which works whenever the driver's hand or foot leaves the throttle control. As a minimum, two springs acting on and attached directly to the throttle must be used. These are in addition to existing pedal/hand throttle return 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 the driver 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. All permanently live positive terminals must be suitably insulated to protect against the possibility of shorting out.
5. No sharp edges, protrusions or bumpers /fenders are allowed.
6. An efficient braking system must be fitted and operational at all times.
7. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.
8. Particular attention should be paid to the fixing of the wheels to the axles.

9. Cutting blades must be removed.

10. 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 a minimum seat width of 200mm. 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

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. **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. Fuel tanks must be designed specifically as a fuel tank, sourced from a recognised manufacturer and no more than 4.5 litres in capacity. 'Cut and shut' fuel tanks are not permitted.
 - 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.
 - 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.

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. The original method of drive must constitute a majority of the drivetrain – a guideline ratio is 60:40.
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

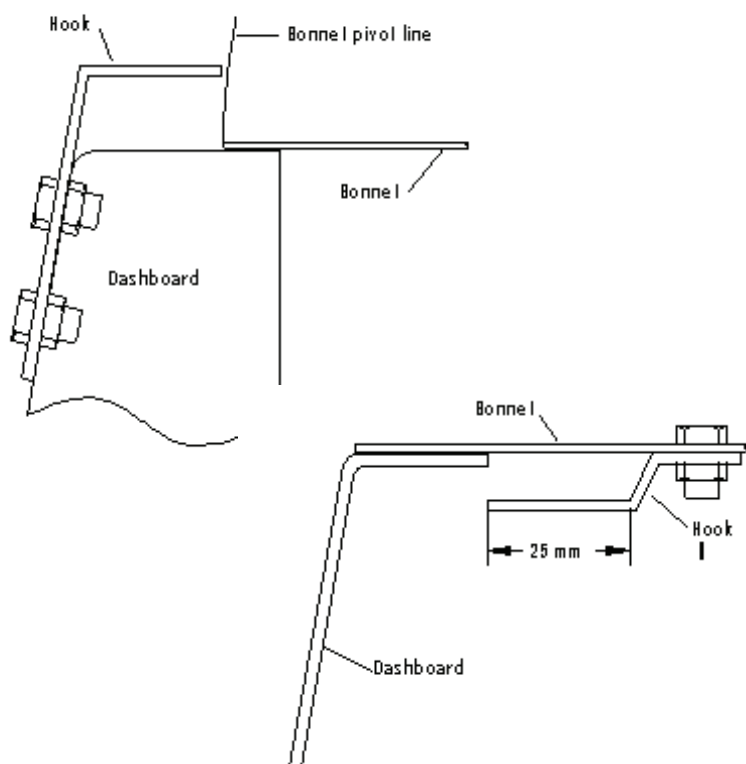
1. An automatic throttle closing device must be fitted which works whenever the driver's hand or foot leaves the throttle control. As a minimum, two springs acting on and attached directly to the throttle must be used. These are in addition to existing pedal/hand throttle return springs.
2. An ignition 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 the driver 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. All permanently live positive terminals must be suitably insulated to protect against the possibility of shorting out.
5. No sharp edges, protrusions or bumpers/fenders are allowed.
6. An efficient braking system must be fitted and operational at all times.
7. Any part of the exhaust pipe that could be used as a grab handle must be wrapped or guarded.
8. Particular attention should be paid to the fixing of the wheels to the axles.

9. Cutting blades must be removed.

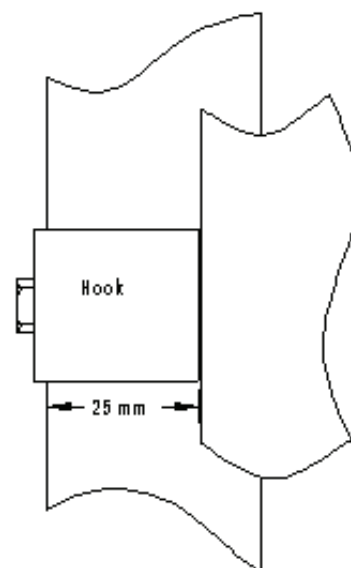
10. Any use of lithium polymer batteries is not allowed.

11. 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 a minimum seat width of 200mm. 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 76mm 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.

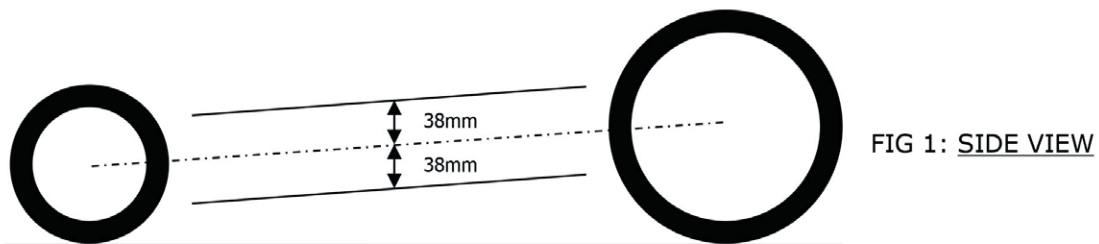


FIG 1: SIDE VIEW

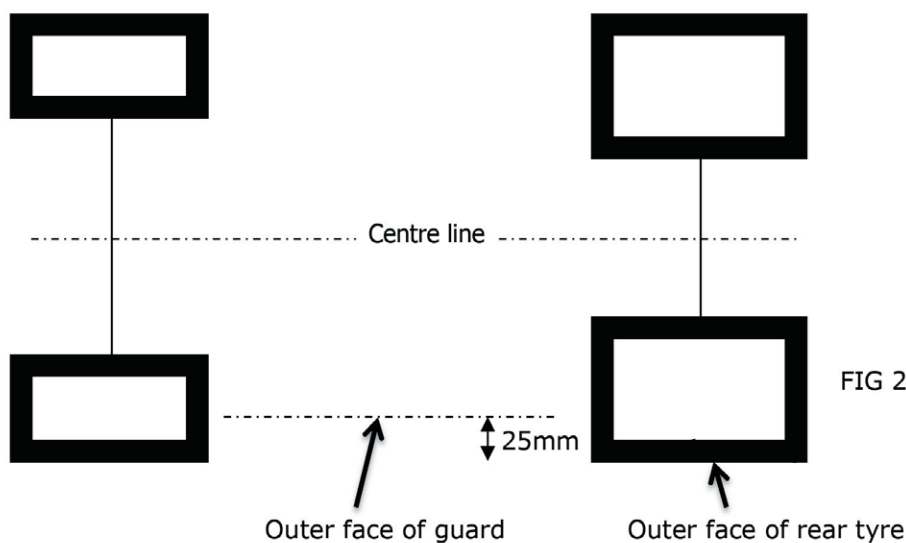
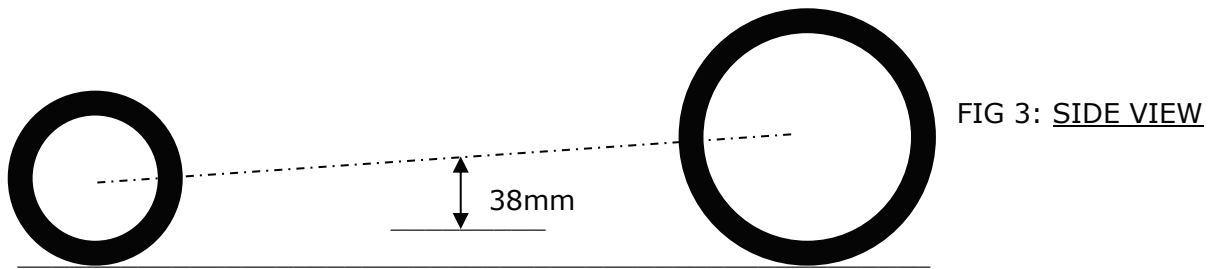


FIG 2: PLAN VIEW

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. It is preferred that the original foot plates are retained, but if this is not possible, footplates may be fabricated.
3. Original foot plates 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 and using similar materials e.g. steel for steel in same thickness).
4. Any holes or gaps in or around the foot plates must be less than the diameter of a standard golf ball.

N:8 HOMOLOGATION

1. 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.

APPENDICES

1	Marshalling Guidelines	31
2	Camping Guidelines	33
3	World Championship Supplementary Rules	34
4	Club Chronology	35
5	The 2024 Season Review	37
6	British Championship Winners	39
7	World Championship Winners	40
8	12 Hour Winners	41
9	Les Pantry: An Appreciation	42

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. All marshals must be signed on.

There is a minimum age requirement of 15 for marshalling and no one under that age is permitted trackside. All marshals and any children in race control must be signed on (by their parent or guardian in the case of children).

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 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 by the Clerk of the Course or at their 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; on observing the yellow flag, raise one hand to alert following drivers.

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.

White Flag - Indicates last lap of the race.

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 quickly 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. Drivers should respond by raising one hand to alert following drivers. 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 verbally.
- 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 and officials.

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 without prior committee approval.

GRID POSITIONS

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

TRACK

The start line will be set back from the main circuit to allow following grids to queue prior to race start. The track will include a joker lap which must be used in each heat once only on any chosen lap.

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 and within 5 minutes of the leading mower crossing the line.

SCORING

The first round of heats will attract equal position points for all heats. Thereafter heat A will be scored 1st 10 points, 2nd 9 points etc; heat B will be 1st 9 points, 2nd 8 points etc and so on. For every 10 rounds of heats, competitors will drop their lowest score.

BLACK /ORANGE FLAG

You will only be 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

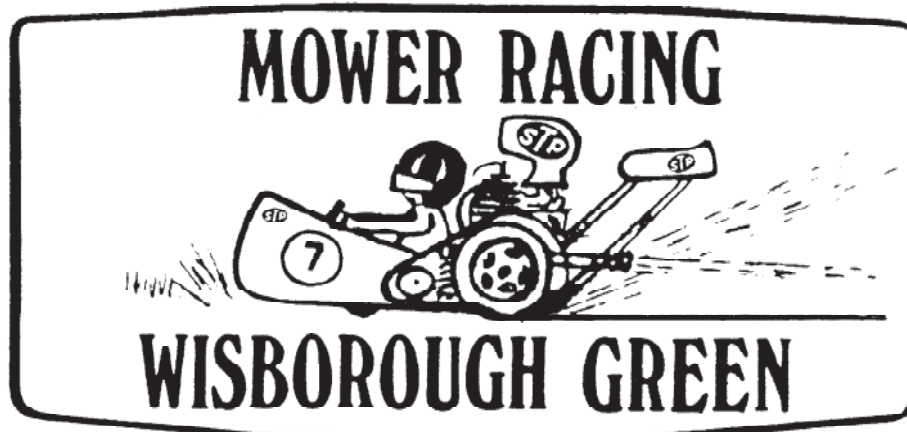
There will be no assistance during the race either by person or mechanical aid – for example pushing the mower off a block at the start.

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.



- 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 6th, 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.
- 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.
- 2016 It's the end of an era as Club stalwart and lynchpin Jim Gavin decides to stand down. Pete Hammerton takes over as Club President and Jim is honoured with the title of Club Founder. Model and racing driver Jodie Kidd is this year's starter at the 12 Hour and that distance record creeps up yet again – by half a mile to 354.5 miles! The BLMRA capture first and second places in the French 24 Hour race and a live turkey – Bernard – is this year's prize for the victorious team.
- 2017 A party from the BLMRA are honoured to join the US Lawn Mower Racing Association as they celebrate their 25th anniversary. Members are paired up with American teams and provided with mowers on which to race at the Bowles Farm, St Mary's County race track in Maryland. An official invitation is extended to the USLMRA to come over to the UK to join in the BLMRA's 50th anniversary celebrations in 2023.
- 2018 For the first time in the event's history, the 12 Hour is won by an overseas entrant – the Luxembourg team headed by Bob Koedinger has come oh-so-close to victory on several previous occasions. Lawn mower racing gets the Red Bull treatment as the sponsored 'Cut It' event comes to Cheddar and racers are put through a variety of challenges for the honour of being called Red Bull champion.
- 2019 Finland's 12 Hour ice race is cut short after 7 hours as rising temperatures turn the track into a boating lake, giving rise to safety concerns. The leading BLMRA team are declared winners. An old favourite returns to the calendar in the shape of the cross-country, negotiating trees and crossing streams. The second running of the Red Bull Cut It event produces some spectacular scenes as mowers are taken over a specially constructed 'jump' built around a shipping container.
- 2020 Covid 19 puts paid to the domestic racing season leaving February's Finnish 12 Hour as the one bright spot of the year, all the more so since the BLMRA provides the winning team. Yet even that event gives cause for concern as the usual frozen lake venue falls foul of above average temperatures, forcing the organisers to switch to a street race format. Further evidence of global warming?
- 2021 Despite the continuing pandemic and the moving feast of show cancellations, the committee's dogged determination sees a meaningful race programme put in place. The BLMRA take first and third places in the WMLMRA 555 endurance race, but given the uncertainty over Covid restrictions it is decided not to proceed with the staging of the 12 Hour.

- 2022 The start of the year brings the sad news of the death of Jim Gavin, the club's founder and long term president, who will be remembered for his vision, charisma and sense of humour. His affable nature, input and welcoming smile will be much missed. For an in depth profile of Jim, please refer to the back of this Handbook.
With Covid in abeyance, the Club is back to a full race calendar, but lack of a venue rules out the 12 Hour. The BLMRA are once again victorious in the French 24 Hour, and yes, there's a live turkey for the winning team.
- 2023 50 years of the BLMRA are celebrated with the through-the-night, one-off BLMRA 500. Teams are required to race over 500 laps of a 1.215km track and the victors manage to cover 377.5 miles (607.5km) in just over 14 hours. That's not far off travelling from London to Manchester and back again. Teams from the USA, Belgium, France, Germany and the Channel Islands help the club to mark this milestone year. Once again the BLMRA are victorious in Finland's 12 hour ice race.

5

THE 2024 SEASON REVIEW

Another year in the bag, and one certainly not without its ups and downs (*writes Graham Tibbenham*). Even before the traditional season kicked off eight British teams made the annual pilgrimage to Finland in February for the 12 hour ice race. With a spate of unseasonably warm temperatures in Lavia resulting in race abandonments and a number of years held off the ice all together, this year the venue moved even further North to Paltamo, ensuring the race would return to its frozen roots. And boy did it deliver! The substantially sub-zero temperatures (-32°C!) caused frosting issues for machine and man, many of which sounded thoroughly unpleasant and well worth hearing from the afflicted if you get the chance.

Back to the UK, and after several years of trying, the weather finally permitted us two solid days racing at our opening event at Spring Live in Ardingly at the end of April, with Alfie Smith, Dean Fuller and Graham Tibbenham taking wins in Groups 4, 3 & 2 (the latter win from a tie break, foreshadowing the season to come) from a total of 34 entrants. Much to the 'relief' of campers, despite once again being relegated to the car park, we did make sure that we had 24 hour access to toilets!

There was then a break from sprint racing whilst we held an early Double 4 at Matterley Basin near Winchester attracting 27 teams, with the seemingly unstoppable Bullseye racing taking the overall and Group 4 win, Gash It and Bash It taking the tourist trophy, Algirdas Races taking Group 3 and local boys Smoking Grass Racing the sole representative of Group 2. Thrills and spills abounded, particularly around the gravel sections of the track. An understandably touching moment saw our friend, long term committee member and endurance enthusiast Les Pantry starting the Saturday race, mere days before we lost him to pancreatic cancer.

23 racers attended Alfold in late May, which this year we'd selected to host the World Championships. Last year the field proved to be very bumpy and dusty; this year, however, whilst still very bumpy, the weather made for some fairly boggy sections and saw Sean Tanswell's tow rope come out for the first time of the season! Paul Johnson took a long overdue win in Group 2, Alfie Smith took Group 4 and the aforementioned Tanswell took both Group 3 and the European Trophy. The major change this year was the introduction of a joker lap in every race to try to prevent the final result being decided at the first corner. We think it worked, but welcome feedback.

Slightly less hot and dry than the previous year, but hard and fast none the less, 26 racers made the journey to Motorfest near Chelmsford. Alfie won Group 4, Dean Group 3 and Graham Group 2. Having not raced at Blake House Craft Centre for some years now (watch this space), it seemed only right that this alternative venue should host the Horn Race, which is an Essex native and was won by Rob Rowlands.

West's Wood Fair was our first new venue of the year and proved to be a good one, even if we were a fair distance from the show itself (something they've promised to look at for next year). 28 racers took on the hard, flinty and hilly ground, with some nasty off camber bends, which caused some issues throughout the day, including Mike Cresswell's Group 2 getting some air off a felled Graham Tibbenham! The event also hosted the Les Pantry memorial jumble sale, with all proceeds going to his family. Alfie won Group 4, Dean Group 3, Jenson Cresswell Group 2 and Graham a cracked rib.

The Dauntsey Festival of Transport was our second new venue of the year and our most westerly event of the season, offering spectacular M4 views. The show itself perhaps suffered from the draw of a rival show less than two miles away (including Mower Madness!), but this had little effect on our weekend's racing, which took advantage of a whole field to ourselves and attracted 24 competitors. Kenny Goodesmith took the win in Group 4, Dean Group 3, and Jenson Group 2.

As is customary, perhaps even mandatory in every race calendar, in July we took our annual Reservoir Dip. In what was proving to be a very damp year, and this being a venue that suffers from such conditions, this proved to be probably the hottest meeting of the year, with dust to suit. The meeting attracted 33 entrants, Alfie winning Group 4, Dean Group 3 and Charlie Thurston Group 2.

There then followed a 12 Hour for the history books, which for the first time ever was not what most would call 'local'; indeed it was some 20 miles away as the crow flies at Trooper field near Petersfield. Attracting a very healthy 45 teams across all groups, the distance was apparently not a deterrent, particularly in the case of team "In Memory of Les" who travelled some 4000 miles to give Les's Wheel Horse one last spin before it emigrated to the USA. While on the face of it the firm ground conditions seemed ideally suited to the abuse we were set to give it, this soon proved not to be the case as ruts appeared and the hard crust bunched up in corners making for particularly gruelling conditions. This was made worse by a fog that descended over the track during the night. Reigning champions Bullseye Racing unfortunately suffered from a number of issues that saw them lose their early lead quite early on and their dreams of reclaiming the title fully dashed later in the night, finishing 33rd. Ultimately NORTHERNERS KICK grASS took the overall win after turning 405 laps, equivalent to around 297 miles and just two laps more than their nearest competition, the local supergroup SDS Racing. AR Racing took third place at 396 laps, with the top three places all taken by Group 4 entrants. No Limit Racing took the tourist trophy from Old Farts Cart and Arm Chair Racing, having turned 386, 355 & 345 laps respectively. Mow Fear took Group 3 from Mower with Attitude and Smokin Grass with 371, 369 & 271 laps respectively. Group 2 was taken by The Knight Riders from The Battle of Britain Mow-morial Flight and OMAH Racing at 253, 228 & 222 laps, respectively.

The long break from sprint racing was made longer by the weather, resulting in the dropping of one event from the calendar. Hence the British Championship culminated at Blacklands Farm at the end of September, almost two months after the preceding rounds. The weather leading up to the event was not particularly clement, leading to a fairly soggy track on Saturday which was turned into a bog after very heavy rains through the night into Sunday. With the weekend suitably truncated, the weekend winners were Paul Johnson in Group 2, Sean Tanswell Group 3 and Alfie Smith Group 4. Sean Tanswell's rope came out again and unfortunately I think the mess we made may see this venue and the excellent facilities it comes with struck from the calendar in future.

As a very special treat, we returned to Trooper field in early October for a Cross Country event, which was by far the biggest event in terms of acreage we've held in a decade or more! Long, long straights and sweeping bends were married with tight technical sections and mixed with some variable moistness, which made for a challenging track, with speeds well in excess of 40mph in places. This was a one-off fun event, which attracted 53 entrants from far and wide. Whilst, there were the inevitable breakdowns and a few unfortunate incidents, including a fire and Mr Ratcliff taking an unusual racing line which included a tree, I don't think there was anyone not smiling ear to ear, making it the perfect end, to a slightly imperfect season. Group 3 put on quite a good show, with Sean Tanswell taking the most points of the weekend, consequently winning his Group, Mike Cresswell taking Group 2, Kenny Goodesmith Group 4 and Josh Le Cras the Tourist trophy.

The proximity of the Trooper Inn and it not being a Championship meeting made the Cross Country the obvious choice for the end of season party and prize giving. This saw Jenson Cresswell crowned British Champion in Group 2, Dean Fuller in Group 3 and Alfie Smith in Group 4. Seconds went to Graham Tibbenham, Stuart Johnson & Kenny Goodesmith. Thirds to Mike Cresswell, Sean Tanswell, Richard Atherton. The party went on well in to the night, which did result in some no shows on the Sunday...

	GROUP 2	GROUP 3	GROUP 4
2024	Jenson Cresswell	Dean Fuller	Alfie Smith
2023	Graham Tibbenham	Dean Fuller	Alfie Smith
2022	Graham Tibbenham	Dean Fuller	Alfie Smith
2021	Graham Tibbenham	Dean Fuller	Alfie Smith
2020		Not held – Covid 19	
2019	Mike Cresswell	Dean Fuller	Gary Botting
2018	Mike Cresswell	Sean Tanswell	Gary Botting
2017	Mike Cresswell	Stuart Johnson	Daniel Godden
2016	Mike Cresswell	Dean Fuller	Daniel Godden
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
2024	Paul Johnson	Sean Tanswell	Alfie Smith
2023	Mike Cresswell	Sean Tanswell	Alfie Smith
2022	Graham Tibbenham	Sean Tanswell	Kenny Goodesmith
2020-21		Not held – Covid 19	
2019	Mike Cresswell	Dean Fuller	Carl Andrews
2018	Mike Cresswell	Sean Tanswell	Bob Koedinger (Lux)
2017	Ian Ratcliff	Max Fandrejewski	Bob Koedinger (Lux)
2016	Mike Cresswell	Glynn Saunders	Bob Koedinger (Lux)
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	

2024	Mark Rostron	Daz Whitehead	James Pawley
2023 (BLMRA 500)	Kenny Goodesmith	Alfie Smith	Jack Smith
2022		Not held	
2020-21		Not held – Covid 19	
2019	Matthew Cable	Carl Dimmock	Geoff Bishop
2018	Bob Koedinger	Christian Kaiser	Jeff Wilmes (Lux)
2017	Mark Rostron	Daz Whitehead	James Pawley
2016	Mark Rostron	Daz Whitehead	James Pawley
2015	Mark Rostron	Andy Rostron	Daz Whitehead
2014	Mark Rostron	Andy Rostron	Daz Whitehead
2013	Mark Rostron	Andy Rostron	Stephen Morriss
2012		Not held	
2011	Colin Clegg	Dean Fuller	Glyn Saunders
2010		Not held	
2009	Matt Thompson	Chris Thompson	Andy Ballam
2008	Matt Treasure-Jones	Mark Seymour	Chris Johnson
2007		Abandoned – bad weather	
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		Not held	
1999	Daz Whitehead	Colin Gill	Steve Richardson
1998	Steve Williams	Ian Dobson	Robert Jones
1997 (25 Hour)	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		Not held	
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

Whether through his unstinting loyalty to the club or simply his regular presence competing on instantly-recognisable yellow mowers in both Groups 3 and 4, long-standing member and committee stalwart Les Pantry will be a much-missed character throughout the world of lawn mower racing.

A skilled engineer, he spent many years in the aviation industry including working alongside former racer and committee member, Mick Hills, at Hunting Aviation. There he was part of a team overhauling and testing gas turbines – from aircraft including Viscounts and C130s as well as industrial derivatives.

It was another former committee member, Colin Fox, who, together with his brother, first introduced Les to mower racing in the late 90s. "As was the way with Les," recalls Colin, "his persistence meant that he blagged a bug chassis from my collection and then spent some time badgering me for parts and build tips along the way. I used to babysit for his children Alexander and Anastasia from time to time after we had become pretty good mates. He was a great guy. If he had been around during the War, I reckon he would have been the spiv to get anything you couldn't get from your ration cards. He was as tight as feck but a fantastically good-natured man."

Les had a natural propensity to speak his mind, including to his employers, which not surprisingly led to several career changes. Those included a stint for grocery delivery group Ocado at their Andover warehouse where he maintained the order-picking robots. After he left them to go to a much better management post, the facility was consumed by fire and legend has it that his well-maintained robots kept working through the flames and spread the fire throughout the whole building!

It's fair to say that diplomacy and nuance weren't Les's strong points and he certainly wasn't backwards in coming forwards. Matched with a sharp wit and a veneer of charm – even if his tongue remained firmly in cheek - it's perhaps understandable that he was so well known outside of the BLMRA. Indeed, his friendships among European lawn mower racing clubs, meant that he became our unofficial 'international ambassador'. Those relationships helped to bring many overseas entries, particularly to the 12 Hour, while several trips to the US meant that he became very close to the RobbinDreams Mowersports racing team of Derrick and Angeline Robinson and family. So much so, that when Les's Group 4 tractor was auctioned upon his death, Derrick put in the winning bid. It was thus lovely to see an entry from them at the 2024 12 Hour, when they flew over specially to race Les's Wheel Horse under the team name 'In Memory of Les'. The mower now resides in the US.

While not a regular winner, his involvement was everything to Les and his competitive spirit would remain undiminished. It was Les who provided one of the funniest lawn mower moments to be captured on video. Racing in the confined setting of the field at the Bat and Ball pub, a particularly nasty bump saw the front end of his Lawnbug become airborne, depositing him into the middle of the track and leaving him in a sitting position with legs splayed, while the mower continued merrily on its way.

In 2017 he had a nasty racing accident at Capel, breaking his collar bone and several ribs. After being carted off to hospital, he ended up appearing on Channel 4's *24 Hours in A&E*, where he appeared moaning away merrily and chatting up the nurses, at which point it was clear he was going to be okay! And indeed, the next season he was back on the track, fighting fit.

For Les, if things were going to be done, they had to be done correctly. He had an amazing work ethic and once he set his mind to a task he would have a terrier like obsession to see the job through with a level of thoroughness that few could match. This was exemplified by his organisation of the annual trip to the Finnish 12 hour ice race, but particularly after Brexit when the administration and paper work for trips abroad with lots of equipment became onerous. Yet he would persevere when others might be tempted by short cuts.

It was at the 2019 Finnish race that Les and his team claimed victory at the curtailed event when the frozen lake threatened to become more boating lake than race track. He was joined by Mick Hills on the trip over, towing the mowers and equipment via Germany. "On the long drive home through Europe with the trailer, Les only used the words 'I won' 153 times, but to be fair, he did have to listen to a CD of my recordings for 12 hours, so I think it was a score draw. But I was pretty proud of Les;

not because he won the race, but because he made sure everything was done for everybody, so we all knew where we were sleeping, when we were eating, where the pits were going; and he did it all because he cared and he worried about everybody.”

Sadly, he was diagnosed with pancreatic cancer in 2023 and reluctantly gave up the committee chairmanship of that year’s BLMRA 500/12 Hour as well as plans to head the race committee in 2025. While the event was a great success, it was immediately apparent to the organising committee, if ever proof were needed, just how much Les’s input would be missed.

His health continued to deteriorate but he stoically fought on. Thankfully, in May, he was able to get along to the Double Four at Matterley Basin near Winchester and, in an emotional moment for all present, he signalled the start of the race; sadly, it was only days later that he succumbed to his illness.

Fittingly, Les’s family requested that they be allowed to spread his ashes in the 12 Hour field which they duly did at the start/finish line prior to the race. That he could keep a watchful eye on proceedings at an event in which he played such a pivotal role and which was so close to his heart seemed particularly apposite.

The last words go to club president, Pete Hammerton: We know that Les is now in a better place because there are rumours that the Pearly Gates now hang millimetre perfect and they don’t squeak anymore.

“He was a real star, had a heart of gold and certainly left his mark.”

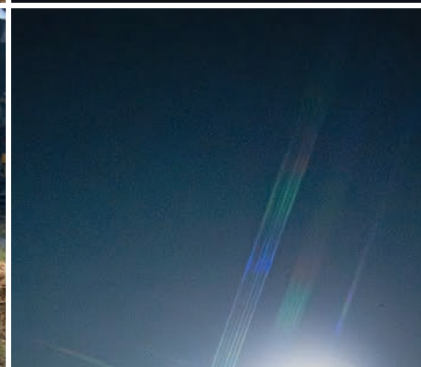
Our sincere condolences go out to Les’s family.



Clockwise from bottom left: A well earned rest after Finnish victory; ‘assisting’ the Sussex Slackers; Les, the Super Mario brothers and random priest at one of the French 24 hour races; his Group 3 phase; PC Pantry in charge at the 12 Hour; and one of his forays to the USA









THE BRITISH LAWN MOWER RACING
ASSOCIATION



Les Pantry August 1960 - May 2024



Mark Rostron (Rozza) July 1989 - August 2024