



THE **VINTAGE MOTOR CYCLE CLUB** LTD

THE 76th BANBURY RUN

SUNDAY 7th June 2026

SUPPLEMENTARY REGULATIONS

ACU Permit Number #206640

MSUK Event Number 29342JU7

The 76th Banbury Run will take place on Sunday 7th June 2026, at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ. The event is a **Club Restricted Motorcycle Road Trial** held under the National Sporting Code of the Auto-Cycle Union, the relevant ACU Standing Regulations and these Supplementary Regulations.

The Banbury Run is a competitive Regularity Run for motorcycles and three-wheelers manufactured before 31st December 1930. Entrants can choose to ride untimed, but in all other respects must still comply with the National Sporting Code, the Standing Regulations and these Supplementary Regulations.

1 Officials

- 1.1 Event Organisers: Annie Durrant and Bob Clark
- 1.2 Stewards: Ralph Coldwell (ACU Clerk 124811); Georgina Coldwell (ACU Clerk 301378)
- 1.3 Event Director and Chief Marshal: Annie Durrant (ACU Clerk 304786)
- 1.4 Secretary of the Meeting: Bob Clark (ACU Clerk 311632)
- 1.5 Clerk of the Course: Harry Wiles (ACU Clerk 139574)
- 1.6 Assistant Clerk of the Course: Stuart Elliott (ACU Clerk 310590)
- 1.7 Safety, Technical, Sound and Environment Officer: Stuart Elliott
- 1.8 Chief Timekeeper: Tim Mitchell
- 1.9 Press Officer: Dave Calderwood
- 1.10 Child Protection Officer: Annie Durrant
- 1.11 Breakdown Officer: Gary Sleeman
- 1.12 Signing-on Team Leader: Karen Tyler
- 1.13 Judges: Dennis Frost, James Robinson, Bill Bewley, Neil Lewis
- 1.14 Trophies: Madalina Matei
- 1.15 Autojumble Organiser: Chris Bennett
- 1.16 Commentator: Jono Yardley
- 1.17 Archives and Records: Annice Collett

2 Contact Information

2.1 To contact the Event Organisers or any other Official, to ask questions about the event, or request information, send an email to banbury@vmcc.net. This email address is monitored daily, and replies are generally sent within three days.

2.2 Staff at Allen House can provide general information about the event over the telephone, but cannot respond to substantive or specific questions. Written communications concerning the event

should be sent by post to: The Banbury Run, VMCC, Allen House, Wetmore Road, Burton on Trent, DE14 ITR. They will then be forwarded to the Event Organisers.

3 Eligibility

3.1 The event is open to current members of the VMCC riding a solo or sidecar motorcycle, tricycle or three wheeled cyclecar manufactured before 1st January 1931.

3.2 Riders must produce a current VMCC membership card when signing on.

4 Entries

4.1 All entries must be made online, through the link provided at <https://www.banbury-run.co.uk>. Entries submitted on paper or in any other way will not be accepted. Entries will open on 1st January 2025 and close when 400 entries have been received, or at 12 noon on 11th May 2026. A Reserve List will be kept, with places allocated in order as they become available. Late Entries will be accepted after 11th May at the discretion of the Secretary of the Meeting, but cannot be included in the Programme and riders may not be able to ride timed.

4.2 Entries will not be accepted from any person on the ACU list of banned riders, and only persons proposing to ride may enter. Acceptance of all entries will be at the discretion of the Secretary of the Meeting. All entry fees must be paid before an entry will be accepted.

4.3 Where the rider or any passenger is under 18 on the day of the event, they will only be permitted to participate with the signed consent of a person with parental responsibility or of another person over 18 who presents signed authority from a person with parental responsibility authorising them to act on their behalf in this respect and for this event.

4.4 Changes of machine are permitted after entry up to 2nd June 2026, provided they have been notified to and approved by the Secretary of the Meeting via email.

4.5 Riders will receive instructions for attending the event by email in late May. Vehicle and personal passes for the site at Gaydon will be sent by post, again in late May: each rider receives one vehicle pass and two personal passes, with additional personal passes for each registered passenger.

5 Teams and Start Groups

5.1 A Team consists of three timed riders, from any class or classes. The members of a Team do not start together. Teams compete for a Trophy, with the winning Team being the one with the lowest aggregate score. Teams must be named, and each Team member must state this name within their entry.

5.2 Teams entered by Clubs or VMCC Sections are encouraged and will be particularly welcome. Special arrangements apply to Club or Section Teams, and a representative of any Club or Section Team should contact the Secretary of the Meeting by email before Team Members submit their individual entries.

5.3 A Start Group consists of up to five untimed riders following the same route who wish to start and ride together. Start Groups must be named, and each Start Group member must state this name within their entry.

6 Entry Fees

6.1 The Entry Fee for all riders on all routes is £45. The Entry Fee for each pillion rider or sidecar passenger over 18 is £8; pillion riders or sidecar passengers under 18 are free.

6.2 Refunds can only be considered for entry cancellations received by email before 5pm on 27th April 2026, and will be subject to a £10 administration charge.

7 Classes

7.1 Class A, Veteran Machines manufactured before 1st January 1915. The average speed to be maintained is 15mph, or 4 minutes a mile. The route does not include Sun Rising Hill.

7.2 Class AI, Veteran Machines manufactured before 1st January 1915. The average speed to be maintained is 18mph, or 3.33 minutes a mile. The route does not include Sun Rising Hill.

7.3 Class B, Early Vintage Machines manufactured between 1915 and 31st December 1924. The average speed to be maintained is 20mph, or 3 minutes a mile.

7.4 Class C, Late Vintage Machines manufactured between 1st January 1925 and 31st December 1930. The average speed to be maintained is 24mph, or 2½ minutes a mile.

7.5 Class CI, Late Vintage Machines manufactured between 1st January 1925 and 31st December 1930. The average speed to be maintained is 30mph, or 2 minutes a mile.

7.6 One of three Class Variations can be requested on the Entry Form:

- Riders may enter any Class higher than the machine's eligibility by date: the rider of a Class A machine can choose to ride in Classes AI, B, C or CI: a Class B machine may be ridden in Classes C or CI.
- Riders of machines of 250cc or less, and sidecar combinations or three-wheelers, may enter one Class lower than the machine's eligibility by date: Class C machines can be ridden in Class B, Class B machines in Classes A or AI.
- Riders older than 70 years may enter any Class.

Any Class B or C rider younger than 70 years who is generally fit to ride in accordance with regulation 8.1, but who as a result of disability or infirmity considers they could not manage the longer route, should email the Secretary of the Meeting (banbury@vmcc.net) to request permission to enter Classes A or AI instead.

8 Riders and Machines

8.1 Riders must:

- hold a current full Driving Licence, valid in the UK, for the machine they are riding;
- hold a current motorcycle insurance policy valid for them on the machine they are riding;
- be physically and mentally capable of riding in this event, not be suffering from any infirmity which should have been notified to DVLA, and not be subject to medical advice that they should not ride;
- on event day, not have impaired faculties as a result of the consumption of alcohol or drugs, or the use of prescribed medication;
- comply with the directions and instructions of event officials and marshals, and ensure that their pillion and passengers do likewise;
- wear a helmet at all times during the event while riding on the public roads or riding anywhere on site at Gaydon: this applies also to pillion and passengers.

8.2 The machine must comply with all relevant legal requirements for use on public roads, must be road registered and taxed, and cannot be ridden on trade plates.

8.3 Lever throttles are permitted if they formed part of the machine's original control equipment.

8.4 Riders must sign on following their arrival at the event, before 9.30am. By signing on, a rider makes a declaration in law that they and their machine comply with regulations 8.1-8.3. Riders must also sign off after returning from the run, before leaving Gaydon. Any rider who fails to sign off will be automatically disqualified.

8.5 Where an event official considers that any rider or machine does not comply with legal requirements and these Supplementary Regulations, the rider will not be permitted to start.

8.6 Riders and their assistants are expected to show a high degree of care when preparing machines for the run, to prevent the spillage of oil or petrol. A purpose-designed absorbent mat must be placed on the ground underneath a machine whilst adding petrol or oil.

8.7 Riding Numbers, red for timed riders and black for untimed riders, will be supplied when signing on. They are to be displayed on the front of the machine for the duration of the event including concours judging.

8.8 All machines must be on their marked plots no later than 9.30am. After the run machines must be returned to their marked plots and remain there until 3pm. Non-compliance with this regulation risks disqualification.

8.9 In advance of the event, riders will be notified of their approximate start time, and this will also be printed in the programme. On the day, the first entrant will start at 10.00 am and riders will be called forward from the Assembly Area in approximate numerical order as the Starter is ready for them. Riders are requested to be ready to start 10 minutes before their approximate start time, and to move forward immediately when called.

8.10 Within the Assembly Area engines may be started to warm them up, but machines must not be ridden within this area.

8.11 Riders may choose to cross the Start Line with a dead engine and start their machine on the course. Pushers will be available at the Start Line to assist those riders whose machines are reluctant to start. They will intervene to assist unless asked not to do so – the Pushers will be alert for the shouted instruction “NO” from the rider. A mechanised roller starter will be located just beyond the Start Line, to assist any rider who considers this necessary.

8.12 Pushers will also be available on Sun Rising Hill to assist those riders whose machines are struggling with the gradient. They will intervene to assist unless asked not to do so – the Pushers will be alert for the shouted instruction “NO” from the rider.

8.13 A rider must use the same machine throughout the run. A machine must be ridden by the same rider throughout the run.

8.14 Any rider who, during the event, is shown to have exceeded a signed speed limit or the national speed limit or to have ridden in a manner liable to cause public criticism, will be reported to the Clerk of the Course, and may face disqualification and/or being banned from the event for life.

8.15 Any rider or passenger who behaves in an abusive or discourteous manner towards event officials or museum staff will be reported to the Clerk of the Course, and may face disqualification and/or being banned from the event for life.

9 Insurance

9.1 The event is run under the terms of an ACU Permit. The permit automatically provides all riders with the minimum RTA insurance required by law during the actual event itself from the Start line to the Finish line. Regulation 8.1 requires all riders to hold a current motorcycle insurance policy valid for them on the machine they are riding, to at least cover them whilst on the Gaydon site or riding to and from the event. Policies held by riders insured through VMCC Motorcycle Insurance (the Club insurance scheme) are known to be fully valid for the whole event, but those provided by other brokers may exclude the actual run itself on the basis that it is a competition. Such riders may choose to rely on the insurance provided through the ACU during the run itself, on

the basis of a knowing acceptance that its scope is limited to the minimum third-party liability cover required by law. It is the responsibility of riders not insured through VMCC Motorcycle Insurance to find out in advance whether or not their policy is valid for participation in this event.

9.2 Only riders and passengers who are individual ACU members will be covered by the ACU against Personal Accident risks whilst taking part in this event.

10 Cameras

10.1 Helmet cameras are permitted only if the camera forms an integral part of the helmet as manufactured. Separate helmet cameras, helmets fitted with the brackets for helmet cameras, and cameras attached to the body of the rider or a passenger, are prohibited. Cameras attached to the machine are permitted, but only if the camera and mounting were designed to be used together and for this purpose.

10.2 Riders wishing to use a camera must say so when signing on, complete and return the relevant form, and ensure they are available for their equipment to be inspected by the Technical Officer.

11 The Routes

11.1 The routes for Classes A and A1, and for Classes C and C1, are in each case the same, with only the average speeds being different. The routes will be approximately 40 miles for Classes A and A1, 60 miles for Class B and 70 miles for Class C, all over roads of good or reasonable surface. The A/A1 route will avoid steep hills wherever possible and does not include Sun Rising Hill.

11.2 The route sheets are prepared in line with the long-established principles of Regularity Runs. A Regularity Run is in part a test of navigational skills and route-finding from a "Tulip Route", and in part a test of the rider's ability to maintain a set average speed. Riders who choose to ride untimed are deemed to have accepted that in all other respects they are taking part in, and must conform to the norms of, a Regularity Run.

11.3 The route sheets show diagrammatic representations of every junction where the rider must turn off the road they are already on, or any place where the road layout does not make it clear to the rider in which direction they should go. The mileages between each directional instruction are not shown. The route sheet states the total length of the run, and the mileage since the previous checkpoint is displayed at each checkpoint.

11.4 The route is issued only on the morning of the run, and then only on paper for use with a handlebar-mounted "roller route". It cannot be made available as a digital file, or in advance. This is because Regularity Run routes are always kept confidential before the day of the event, to preserve the element of competition. The expectation is that riders will not be familiar with the area, and will also not know the route in advance. By entering the event, all riders, tied or untimed, are deemed to have understood and accepted these principles.

11.5 Riders are responsible for following the correct route in accordance with the route sheet. At junctions which have been recognised as being more difficult to identify correctly, a small colour-coded pointer will be displayed: this will be marked on the route sheet.

11.7 The routes will be checked seven days before the event. The organisers cannot be responsible for changes to road signs, new roadworks or diversions which take place after this point.

11.8 The course will be traversed by Travelling Marshals. A breakdown service will be provided, and the number to ring for breakdown assistance will be on the route sheet. The Travelling Marshals and breakdown drivers use the *what3words* app to identify the precise location of riders requiring assistance. If at all possible, riders with smartphones are advised to download and familiarise

themselves with this app in advance of the event, and to use it to pinpoint their location if they telephone for assistance.

12 The Timed Run

12.1 This section applies only to those riders who have chosen to ride timed, and their machines.

12.2 The rider's objective is to correctly navigate the route on the sheet whilst maintaining the average speed set for their class. The routes are each divided into three sections, and the length of each section is measured to the nearest 1/10th mile. The Head Timekeeper's calculations then determine how long riders should theoretically take to complete each section at each of the set average speeds.

12.3 A rider's time is recorded when they cross the Start Line, at two intermediate checkpoints, and at the Finish Line. These timings are reported digitally to the Head Timekeeper: riders no longer have to carry a paper Timing Card.

12.4 At the intermediate checkpoints and the Finish, riders must stop at the marked line with one foot on the ground for at least five seconds, until signalled away again by the Timing Marshal. Any rider seen to be stationary at the approach to a checkpoint will be recorded as having arrived at that check point at the time observed.

12.5 At each checkpoint, a signboard will be displayed stating for each route the distance between the previous checkpoint and this checkpoint. Timings are recorded between one checkpoint and the next, not cumulatively over the whole run. A rider who is early or late at a checkpoint thus cannot correct this by riding slower or faster in the next section.

12.6 The actual time a rider takes to complete a section is compared to the theoretical time and a score is calculated: one penalty point for each minute or part-minute early, and one for each minute or part-minute late. The scores are added together to give a total for each rider.

12.7 Riders may not take more than 30 minutes longer than the theoretical time to complete a section. Checkpoints close 30 minutes after the last rider was due to pass.

12.8 A machine being ridden by a timed rider may be fitted with a speedometer of a type available before 1931, but if such a speedometer is fitted the mileage distance counters within it must be covered with tape.

12.9 A timed rider may carry and refer to a watch worn on the person or attached to the machine with a mount designed for the purpose, but any such watch must display time in essentially the same manner as watches available before 1931.

12.10 A timed rider who:

- carries or uses any form of electronic speedometer or GPS device; or
- who sets their speed to match that of an accompanying pacemaking vehicle;

will be reported to the Clerk of the Course, and may face disqualification and/or being banned from the event for life.

12.11 A rider who seeks to find out, or who receives outside assistance to learn, the locations of the intermediate checkpoints, will be reported to the Clerk of the Course and may face disqualification and/or being banned from the event for life.

13 Awards

13.1 To qualify for a Timed Award:

- The rider must have entered to ride timed, and must go to the Start Line when called.

- The machine must travel the entire route under its own power, through the exertion of the rider and passengers, or as a result of the forces of nature.
- The rider must have been recorded at both intermediate checkpoints, have approached both such checkpoints from the correct direction, and must sign off after crossing the Finish Line.

13.2 A rider who complies with the regulations, finishes the course, and was not more than five minutes early or late at any time check, will receive a Gold Award.

13.3 A rider who complies with the regulations, finishes the course, and was not more than five minutes early or fifteen minutes late at any time check, will receive a Silver Award.

13.4 A rider who complies with the regulations, finishes the course, and was not more than five minutes early or thirty minutes late at any time check, will receive a Bronze Award.

13.5 A rider who does not finish the course, was more than 30 minutes late at a checkpoint, misses a checkpoint and/or does not sign off, will not be eligible to receive an award for Timed Riding.

14 Trophies

14.1 **The Peter James Insurance Trophy** will be awarded to the Club that presents the best display group of Veteran and/or Vintage machines.

14.2 Timed riders who have complied with these regulations, and qualified for a Gold, Silver or Bronze Award or been recorded as a Finisher, are eligible for the following Performance Trophies:

- **The Bill Moore Trophy:** to the rider who is nearest to schedule at one or more checks and who qualified for a Gold Award.
- **Len Wills Trophy:** awarded for the best performance on a Veteran machine.
- **Vintage Tyre Scheme Trophy:** awarded for the best performance on an Early Vintage machine.
- **Ken Cobbing Trophy:** awarded for the best performance on a Late Vintage machine.
- **Rotherham Cup:** awarded to the youngest female rider qualifying for a Gold or Silver Award.
- **Joe Tite Memorial Trophy:** awarded to the youngest male rider qualifying for a Gold or Silver Award.
- **The Timothy Smith Memorial Trophy:** awarded to the rider achieving the lowest score on a Veteran Triumph.
- **The Wootton Trophy:** awarded to the rider from outside the United Kingdom of Great Britain and Northern Ireland achieving the lowest score.
- **The Kevin Thomas Trophy:** awarded to the Team achieving the lowest total score.
- **The Newcomers Trophy:** awarded to the entrant on their first run achieving the lowest score.
- **The Susan Moore Memorial Trophy:** awarded to the youngest rider on their first run who qualifies for at least a Bronze Award.

14.3 All riders who start the run are eligible for the following General Awards:

- **The Percy Wheeler Memorial Trophy:** awarded to the entrant whose age plus that of their machine totals the greatest number of years.
- **The Drayton School Trophy:** awarded to the youngest entrant riding the oldest machine – the greatest difference in years.
- **The Banbury Town Trophy:** for the entrant best dressed in period attire in keeping with their machine.

14.4 All riders who start the run are eligible for the following Concours Awards:

- **The Past Masters' Class:** Entrants or machines which have previously won the Feridax Trophy, the Best Opposite Class Trophy or any of the four Class Concours Awards, are eligible for the following two awards:
 - **The Harold Scott Trophy:** for the solo machine in the best condition in relation to the original specification and any accessories fitted.
 - **The Arthur Mortimer Shield:** for the combination or three-wheeler in the best condition in relation to the original specification and any accessories fitted.
- **The Feridax Trophy:** for the machine in the best condition in relation to the original specification and any accessories fitted. No machine that has within the last ten years won this award, the Opposite Class Trophy or a Class Concours award will be eligible.
- **The Opposite Class Trophy:** for the machine in the best condition in relation to the original specification and any accessories fitted, and from the Opposite Class to the machine that wins the Feridax Trophy. The Opposite Class Trophy is the runner-up to the Feridax Trophy. If the Feridax Trophy is awarded to a Veteran machine, the Opposite Class Trophy will be awarded to an Early or Late Vintage machine and vice-versa. No machine that has within the last ten years won this award, the Feridax Trophy or a Class Concours award will be eligible.
- **The Sheldon Trophy:** for the machine which in the opinion of the judges is of the greatest technical interest. No machine that has within the last ten years won this award will be eligible.
- **The Brough Superior Award:** for the best Brough Superior machine.
- **The Scott Shield:** for the best Scott machine. No machine can win this award for more than three consecutive years.
- **The Ivor Mutton Founder's Award:** for the best Royal Enfield machine.
- **The Twycross Trophy:** for the best Veteran machine.
- **The Jack Groves Memorial Trophy:** for the best Early or Late Vintage machine.
- **The Miniature Cup:** for the best machine not exceeding 200cc or 1¾hp.
- **Class Concours Awards:** for the best machines in each of the three solo Classes and the best sidecar combination or three-wheeler.

15 Results

15.1 After the concours judging is complete, rosettes marked "Winner" will be attached to all relevant machines. The full results, including the Awards and Trophies, will be displayed at the Sign-on and Control Marquee by 3.00pm on the event day.

15.2 A prizegiving ceremony will take place in the museum building at 3.30pm on the event day. It is the responsibility of each rider, particularly those to whose machines "Winner" rosettes were attached, to check the Results list and to attend the prizegiving ceremony. Any Trophy winner who cannot be present in person should arrange a substitute to collect it on their behalf. Trophies not taken on the day can be collected later from Allen House, but cannot be sent by post or courier.

15.3 The full results will be published online at www.banbury-run.co.uk by 14th June. A report on the event and a list of the awards will be published in the July issue of the VMCC magazine, and thereafter online at www.banbury-run.co.uk.

16 Protests and Appeals

16.1 Any rider wishing to make a protest about, or appeal against, any decision by an event official is entitled to do so, in accordance with systems laid down for such situations by the Auto-Cycle Union.

16.2 The Event Director will on request provide information on how to lodge a protest or appeal, but thereafter it is for the rider alone to progress the matter if they wish to do so.

17 Site Access and Overnight Accommodation

17.1 Each rider will receive wristbands for themselves, and their pillion or passengers or one assistant, and one vehicle pass. Any rider intending to ride in on their entered machine and arrive separately to their support vehicle should contact the Secretary of the Meeting by 15th May so that an additional vehicle pass can be issued.

17.2 These wristbands and vehicle passes will allow site access from 12 noon on Saturday 6th June. No vehicle of any type will be permitted access to the site without a vehicle pass, and will be directed to the museum's public car park.

17.3 Wristband holders can book and pay to camp at Gaydon on the Friday, Saturday and/or Sunday nights (arrival must be by 8pm), and should do so by telephoning the museum on 01926 895295.

17.4 Additional admission and camping tickets can be purchased through the museum's website at <https://www.britishmotormuseum.co.uk/whats-on/banbury-run>.

12th December 2025