

Estonian Motorcycling Federation Road Racing Regulations

These regulations apply to all the competitions that are organized in accordance with the Estonian Motorcycling Federation (EMF).

Road Racing (hereinafter referred to as RR) is a motor racing competition held on a paved circuit.

1. MOTORCYCLES AND CLASSES

1.1. Motorcycles will be divided into classes according to the Estonian Championship and Cup Regulations.

2. COMPETITORS

2.1. Riders who compete in RR for the first time must have completed the instruction course that will be organized by EMF RR Commission.

3. CIRCUIT

3.1. Competitions are organized on closed circuits that must have been inspected and approved by the EMF.

4. PRACTICE SESSIONS

4.1. Practice sessions include free practice, warm-up and timed practice or qualification races.

4.2. The time allocated for practice sessions will be published in the supplementary regulations (hereinafter SR) of the event or in the appendices of the SR.

4.3. Each class has at least two practice sessions, one of which is the qualification race. The combined duration of the practice sessions must be at least 25 minutes.

4.4. The practice session starts when the green light is on or green flag are waved at the pit lane. 2 minutes before the end of the practice session the green flag is removed or the green light is shut off.

4.5. The end of the practice session is signaled by the waving of the chequered black/white flag at the finish line.

4.6. When the practice is interrupted due to an accident or for some other reason, the red flag will be waved at the finish line and each flag marshal post. Riders must immediately return to the pits, taking care of their own and others' safety. In case the practice will be continued, all riders in the pits will be notified with a clearly legible board the remaining time of the practice. In order to keep the time schedule of the competition under control it is permitted to add the reminder of the practice time to the next practice session of this class.

4.7. In case the transponder time-keeping system is used during the practice, each competitor is responsible for attaching the transponder to their bike.

5. PADDOCK

5.1. General safety, fire safety and environmental code regulations must be followed on the paddock.

5.2. Competitors and their teams must follow the instructions of the race director and marshals. Not following the instructions might result in the disqualification from the race.

5.3. For every competitor in the paddock tent there must be in a visible place at least one fire extinguisher with the minimal chemical weight of 6 kg. The extinguisher must be specified for the use of burning liquids etc, it must be in working order and controlled according to the rules.

5.4. Official noticeboard.

5.4.1. The location of the noticeboard will be determined in the SR.

5.5. Parc Fermé.

5.5.1. After the race it is compulsory for all riders to remain in Parc Fermé. At any other time the competitors and their team members are allowed in Parc Fermé only by the permission of the Race Director or the Technical Steward.

6. START

6.1. The competition consists of one or several starts that take place on the same day or several consecutive days. Generally each start is designated for one competition class but joint starts of different classes are also possible.

6.2. Accepted riders and starting positions.

6.2.1. A competitor has the permission to start when he/she has completed at least 3 (three) laps at the time practice. The number of compulsory laps may also be higher if it is so stated in the SR's of the competition.

6.2.2. The grid positions are determined according to the time practice (qualification) results. The results of the time practice will be published in the minutes.

6.2.3. In the SR's of the competition the maximum number of competitors permitted to participate in each class may be specified. The riders are qualified for the race according to their lap times in Qualifying Practice. The time practice lap time must be at least 115% of the time recorded by the fastest rider in the same session. In an endurance race the time practice lap time must be at least 120% of the time recorded by the fastest rider in the same session.

6.2.4. In case the riders of the time practice are divided into two groups, the starting grid is composed based on combined practice times of both groups.

6.2.5. In case the conditions for various groups differ significantly, equal number of riders from both groups will be permitted to the start. In such a case the pole position will be given to the first competitor of the fastest group, the second grid will be given to the first competitor of the slower group, the third grid to the second competitor of the fastest group, etc.

6.3. Start Procedure.

6.3.1. In RR two start procedures are used:

6.3.1.1. Mass start with engines running – used at all RR competitions except endurance competitions.

6.3.1.2. Start at an 45° angle („Le Mans“start) – used at endurance competitions.

6.4. Mass start with engines running.

6.4.1. The positions at the starting grid will be based on the qualifying results. The rider with the fastest result will start at the pole position. In case there are several classes taking part in a race, the positions at the starting grid will also be determined by the lap times irrespective of the class.

6.4.2. The grid will be arranged in the (4-4-4-4) configuration. There will be a distance of 9 m between each row for the solo motorcycles.

6.4.3. For the sidecars the grid will be arranged in the 3-2-3-2 or 1-2-3-2-3-2-3 configuration. Sideways the distance for the solo motorcycles will be 1,5m between each motorcycle and for the sidecars 2,5 m between each motorcycle.

6.4.4. 10 minutes before the start.

6.4.4.1. Riders must gather in the Waiting Zone at the Pit lane.

6.4.5. 10-5 minutes before the start.

6.4.5.1. Pit lane exit opens for the sighting lap. The sighting lap is not compulsory. A rider may part for the sighting lap from the Pit lane after the other riders have passed with the permission of the marshal at the Pit lane exit.

6.4.5.2. If the rider has technical problems with the bike, they can pass through the Pit lane where they can make adjustments or reparations.

6.4.5.3. When riders reach the grid after the sighting lap they must take up their positions on the grid. Officials will indicate the starting positions to the riders and signal to the Race Director when all riders have taken their positions.

6.4.5.4. Refuelling is absolutely forbidden. Repairing the motorcycle is only allowed on the Pit lane.

6.4.6. 7-5 minutes before the start.

6.4.6.1. The Pit lane exit will be closed. After that the 3 minutes board on the grid will be displayed.

6.4.6.2. At this point, all persons except the rider, maximum two mechanics per motorcycle and one person holding the umbrella for the rider must leave the grid. At the same time

it is advisable to display the board with the helmet, which indicates that the riders should check the fastener of their protective helmet.

6.4.6.3. 1 minute before the start of the Warm Up lap the 1 min board will be displayed on the grid and all except the riders must leave the grid.

6.4.6.4. 30 seconds before the start of the Warm Up lap the 30 sec board will be displayed at the Start.

6.4.7. 2 minutes before the start.

6.4.7.1. The riders will commence for the Warm Up lap row after row. The marshal on the starting line runs in the middle of the grid against the riding direction, holding a red flag in each hand. When the marshal raises the flags in front of the row of riders, it is the signal that this row can start moving. The riders who start the Warm Up lap from the Pit lane, are allowed to enter after the riders from the grid have gone through.

6.4.7.2. If the engine of the motorcycle stalls and the rider is unable to start it himself, must raise an arm and move safely to the side of the track at his starting grid with one mechanic. If the engine does not start even with the help of a mechanic, the rider must go to Pit lane.

6.4.7.3. The rider who is not joining the others on the Warm Up lap, must start from the Pit lane after the other competitors.

6.4.7.4. On returning from the Warm Up lap the riders must take up their positions on the grid, stop and keep their engines running.

6.4.7.5. As each row of the starting grid is completed, the Start marshal will move to behind the grid and lower the board.

6.4.7.6. If the engine of the motorcycle stalls when the rider takes up the position on the grid or the rider is unable to start for some other reason, he must raise an arm. The marshal of this row will notify the Starter (hereafter the Race Director) of the situation by holding up the board or raising it again. The rider must move as quickly and safely as possible to the side of the track.

6.4.7.7. An official will stand at the front of the grid holding a red flag, who will wait for the riders to take up positions on the grid until the safety car (hereafter SC) following the competitors has taken up position at the back of the grid or the assistant of the Starter at the back of the grid waves a green flag. If any rider arrives after that signal, it is the duty of the Starter's assistant to ensure that they start from behind the SC (if such is used) or behind the rest of the grid.

6.4.7.8. When all the boards are lowered and the SC or the Starter's assistant waves the green flag, the marshal at the Start will step to the side of the track, holding up the red flag and lowers the red flag.

6.4.7.9. After that the Starter will display a red light. It will go out after 2 to 5 seconds.

6.4.7.10. The rider starting from the Pit lane may start after the official situated there has given them permission to start after all the other riders have started.

6.4.7.11. In case the motorcycle of a rider moves forward after the red light has been displayed but before it has gone out, they will receive a penalty for anticipation.

6.4.7.12. The penalty constitutes 20 seconds added to the race time of this rider or a ride through the Pit lane by this rider – as stated in the Supplementary Regulations of the competition.

6.4.7.13. The crew of the rider and the rider himself will be notified of the penalty at the earliest possibility by displaying an “Anticipation” or “Jump Start” board with the race number of the rider at the Start.

6.4.7.14. If any rider on the grid has some difficulty that might influence the safe start of the race, the Starter and/or Race Director may decide to stop the start procedure in the following manner:

1. If the red light has not yet been displayed, a yellow light will start flashing. The marshal displaying the red flag will return to the starting line.
2. If the red light has been displayed, it will stay on and a yellow light will also start flashing. The marshal displaying the red flag will return to the starting line.
3. In both cases a board “Start delayed” will also be displayed on the starting line.

4. In both bases the engines must be stopped and the start procedure will be restarted at the 3 minutes board and the distance of the race will be shortened for 1 lap.
5. If the engine of a motorcycle has been stalled at the grid after the red light has been displayed, the officials must push it to start it in the race direction. If the engine does not start, it must be pushed the shortest possible distance to the Pit lane, where mechanics can continue trying to start it.
6. A rider cannot enter the start after the leader of the race has passed the Pit lane exit after the first lap.

6.5. Start with a grid at 45° angle (“Le Mans” style start).

6.5.1. 10 min before the start.

6.5.1.1. The riders must gather in the waiting zone at the Pit lane exit.

6.5.2. 5-7 min before the start.

6.5.2.1. The riders are allowed on the track and they will take one sighting lap.

6.5.2.2. The motorcycles will be arranged behind the start on one side of the track at an 45° angle. There will be a distance of at least 2 m between the motorcycles. One assistant can hold up the motorcycle. Ignition can be switched on.

6.5.2.3. The riders are positioned on the other side of the track opposite and facing their motorcycles.

6.5.2.4. No person is allowed on the track.

6.5.3. The start is indicated by a waving flag, after which the riders run towards their machines, start the engines and start the race.

7. FLAGS AND SC

7.1. The flag marshals and other race officials display flags, lights and/or noticeboards during both practices and races and these signals provide at all times the same information.

7.2. The flag dimensions are at least 60x60 cm and their colors must be clear and vivid.

7.3. Flag marshals posts must be positioned at the locations approved during the homologation. The flag marshals posts can be changed at the suggestions of the observers before the start of the race.

7.4. The national flag of the organizing country.

7.4.1. The national flag of the organizing country may be waved to signal the start of the race.

7.5. Green flag.

7.5.1. The track is clear. The flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags. The flag indicates that overtaking is no longer forbidden.

7.5.2. The flag must be shown motionless at each flag marshal post for the first lap of each practice session and for the sighting lap.

7.5.3. When the Pit lane exit is open, this flag must be waved at the Pit lane exit. The flag stays in sight to indicate the duration of a practice session or a race.

7.6. Green light.

7.6.1. At the Pit lane exit this light may be switched on instead of the green flag with the same indication.

7.7. Yellow flag (waving) or two yellow lights (flashing).

7.7.1. Shown waved at the flag marshal post, this flag indicates that there is a danger ahead.

7.7.2. The yellow flag is waved in at least two flag marshal posts preceding the danger zone.

7.7.3. The riders must slow down and be prepared to stop.

7.7.4. Overtaking is forbidden up until the point where the green flag is shown.

7.7.5. In case a rider is considerably slower than the others and has raised his hand, this rider can be overtaken in the yellow flags zone.

7.7.6. Any infringement of the rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.

- 7.7.7. In case of infringement of the rule during the race, the rider will be inflicted with a time penalty of 20 or ride through the Pit lane. The penalty is decided by the Race Director.
- 7.7.8. In each case other penalties may be imposed.
- 7.7.9. If immediately after having overtaken, the rider realizes that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

7.8. Yellow and Red striped flag.

- 7.8.1. The adhesion on this section of the track could be affected by any reason other than rain (oil, water, sand, etc). This flag must be shown motionless at the flag marshal post.

7.9. Red flag or Red flashing lights.

- 7.9.1. When the race or practice is being interrupted at the decision of the Race Director, the red flag will be waved at each flag marshal post. Riders must return slowly to the pits.
- 7.9.2. In the Pit lane or at the track leading to the Pit lane the red motionless flag indicates the location in front of which the rider must stop.
- 7.9.3. The red flag will be shown motionless on the starting grid at the end of the sighting lap and warm up lap.
- 7.9.4. The permission to start for the sighting lap is indicated in the following manner: the official standing at the start is running opposite the riding direction, holding red flags in both hands. The official raises the flags at each row of the grid and with this the row has permission to start moving.
- 7.9.5. The red flag in Pit lane or at the Pit lane exit indicates that the riders must stop and it is forbidden to pass the red flag.
- 7.9.6. The red flashing lights indicate the start of the race. The red lights are switched on for about 2-5 seconds and when the lights go off, they indicate the start of the race.

7.10. White flag.

- 7.10.1. White flag indicates that there is a slow vehicle on the track (for example, a medical vehicle).
- 7.10.2. White flag is waved from the moment the vehicle has passed the flag marshal post until the moment it reaches the next post.
- 7.10.3. The Race Director must be sure that the flag marshal post, from which the vehicle enters the track, is aware of the fact.
- 7.10.4. It is forbidden to overtake any competitors in the white flags zone.
- 7.10.5. It is permitted to overtake the slow vehicle.
- 7.10.6. The flag zone is effective up to the flag marshal post that does not wave the white flag. The flag zone ends sooner if the rider has overtaken the slow vehicle causing the signal.
- 7.10.7. The penalty for infraction of the overtaking rule is the same as with yellow flags.
- 7.10.8. As soon as the ambulance or other such vehicle has stopped on the track or beside the track, a yellow flag is waved with the white flag.
- 7.10.9. The overtaking is now ruled by the yellow flags.

7.11. Blue flag or blue flashing light.

- 7.11.1. Shown waved at the flag marshal post, this flag, or the blue flashing lights, indicate to a rider that he is about to be overtaken by one or more motorcycles.
- 7.11.2. This flag or the blue flashing lights will be shown waved to a rider leaving the Pit lane if traffic is approaching on the track and these riders should not be disturbed.

7.12. Black flag.

- 7.12.1. This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number (on the board).
- 7.12.2. This flag with the board will be shown at the finish line. The rider must stop at the pits at the end of the current lap.

7.13. Mechanical flag (Black flag with orange disk).

- 7.13.1. This flag is displayed motionless, it has an orange disk (ø 40 cm) in the middle and it is displayed together with the rider's number (on the board). This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others and he must immediately leave the track to a safe place.

7.14. Use of Safety car (SC) during the race.

- 7.14.1. For the safety of the race the SC can be used during the race. In this case in all the flag marshals posts the yellow flag will be shown.
- 7.14.2. At the main flag marshal post (and if possible, at other posts) the “SC” board will be shown.
- 7.14.3. The SC will enter the track from the Pit lane and if possible, will position itself in front of the motorcycle that is leading the race.
- 7.14.4. On the roof of the SC at least one yellow hazard light is switched on or the yellow flag will be shown from the window.
- 7.14.5. As a rule it is forbidden to overtake the SC. It is only permitted to overtake the SC one by one if the SC has given a clear sign to do so either by hand or by a green light.
- 7.14.6. The penalty for overtaking the SC without permission is 20 seconds additional time.
- 7.14.7. During the time the SC is on the track it is forbidden to overtake any competitors. The infringement of such rule will result in a penalty of 20 seconds additional time to the race time of this rider.
- 7.14.8. Behind the SC the riders must follow one another in a row.
- 7.14.9. The race is continued after the SC has left the track.
- 7.14.10. The SC will leave the track into the Pit lane (the same way the riders do).
- 7.14.11. Approximately half a lap before the SC leaves the track the yellow light on the roof of the car will be switched off or it will stop to show the yellow flag.
- 7.14.12. When the SC leaves the track, the flag marshals will stop showing the yellow flag and at the main flag marshal point the green flag will be waved. Overtaking will be allowed after the riders have passed the main flag marshal point where the green flag is shown.
- 7.14.13. The laps that were completed during the time that the SC was on the track are counted towards the result of the race.
- 7.14.14. During the time that the SC is on the track the riders are allowed to enter the Pit lane.
- 7.14.15. When the riders re-enter the track they must position themselves in the end of the row of competitors.

8. OFFICIALS

8.1. The clothing of the officials.

- 8.1.1. The officials must wear clothing that is not the same color than the signal flags.
- 8.1.2. If the officials use a uniform clothing it must be either white or orange.

8.2. The licenses of the officials.

- 8.2.1. The professional level and training of the officials is regulated by the RR Commission of the EMF.

9. COMPETITIONS

9.1. Distance.

- 9.1.1. The race distance of all the races of the Estonian Championships will be determined by the general regulations. The race jury or the Race Director may shorten the distance during the race due to bad weather or other circumstances.

9.2. Behavior during practice sessions and races.

- 9.2.1. The riders must follow the instructions given by flags, lights and information boards.
- 9.2.2. During the practice sessions and races the riders must behave in a way that is not dangerous on the track and at the pits.
- 9.2.3. The riders must follow the regulations of the EMF and they should not behave in an unsportful manner.
- 9.2.4. In the pits the maximum riding speed is 50 km/h (if not stated otherwise by signs).
- 9.2.5. Riders should ride in the pits in a way that does not cause danger to other competitors, their assistants or officials.
- 9.2.6. It is forbidden to ride through the Pit lane without stopping.
- 9.2.7. Riders should only use the track and the Pit lane during the race and practice.

- 9.2.8.** If a rider accidentally leaves the track (in case of a fall for example), he may rejoin it at the place indicated by the officials or at the first possibility (without shortening the race distance) or he must quit the race.
- 9.2.9.** The flag marshals and marshals may assist the rider to the extent of helping him to lift the motorcycle and holding it whilst any repairs and adjustments are made. There may be absolutely no other outside assistance to the rider. The marshals may also assist the rider to re-start the motorcycle.
- 9.2.10.** If the rider intends to retire the practice or the race for technical reasons, then he must park the motorcycle at the side of the track in a safe place.
- 9.2.11.** The riders retired from the race must leave the track with their motorcycles to such a place that it does not cause danger to the other competitors.
- 9.2.12.** Riders who are returning slowly to the pits should ensure that they travel as far as possible off the racing line and that they hold their hand raised in the air.
- 9.2.13.** It is forbidden to ride or push the motorcycle in the opposite direction of the circuit.
- 9.2.14.** Riders are not allowed to transport another person on their solo motorcycle.
- 9.2.15.** Riders should not stop on the track during the practice or the race unless instructed so by the officials.
- 9.2.16.** Start practice is only allowed after the chequered flag has been waved on the so-called cool-down lap, off the racing line.
- 9.2.17.** Any rider who leaves the Pit lane to the paddock during the race is considered retired.
- 9.2.18.** A rider may also not go to the pits when the race is interrupted without clear information that the race will not be re-started or until the Race Director gives permission to leave to the pits.
- 9.2.19.** A rider may only have outside assistance or refuel the motorcycle only in the area allocated for him in the pits, only 3 (three) mechanics are allowed.
- 9.2.20.** The mechanics can repair the motorcycle, make adjustments and add fuel. The engine must be stopped during re-fuelling and one assistant must have in a reaching distance a fire extinguisher with a minimal capacity of 6 kg.
- 9.2.21.** During the practice sessions a rider may use up to 2 motorcycles considering that both have passed Technical Control as the motorcycle of this rider.
- 9.2.22.** It is not allowed to exchange motorcycles between riders.
- 9.2.23.** In the race is interrupted, it is allowed to change the motorcycle before the re-start only if the motorcycle has passed Technical Control and the rider has used the motorcycle in practice.
- 9.3. Interruption of a race and re-starting a race that has been interrupted.**
- 9.3.1.** If the Race Director decides to interrupt a race due to weather conditions or some other reason, then red flags will be displayed at the finish line and at certain flag marshal posts and/or flashing red lights. Riders must immediately stop racing, slow down and return to the Pit lane. The results will be established according to the classification at the end of the last laps of the race (in case there was a race) before the moment the red flag was displayed.
- 9.3.2.** For partial or complete classification a rider must be participating in the race at the moment when the red flag is displayed and he must enter the Pit lane no later than 5 minutes after the red flag was first displayed.
- 9.3.3.** If 3 laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, the race will be re-started. The second part of the race must be at least 5 laps and maximum two-thirds of the original race distance. The complete classification will be established by combining both partial classifications as per lap/ time procedure. If it is found impossible to re-start the race, then the results will count and half points will be awarded in the Championship/Cup series.
- AN EXAMPLE OF A 15 LAP RACE:**
- If the red flag is displayed at the moment, when the leader is on the 10th lap and has completed 9 full laps, but the other riders have not completed 9 full laps, the results of this part of the race will be established by the classification after the 8th lap and the distance of

the second part of the race will be 5 laps.

If the race is interrupted at the moment the leader and the other riders are on the 4th lap and they have completed 3 laps, the results of this part of the race will be established by the classification after the 3rd lap and the distance of the second part of the race will be maximum 7 laps.

- 9.3.4.** If the results calculated show that two-thirds of the current race distance rounded down to the nearest whole number of laps (or race time) have been completed by the leader of the race and by all the other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship/Cup series points will be awarded.
- 9.3.5.** If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Director will announce a time for the new start procedure which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.
- 9.3.6.** The results of the first race must be available to teams before the second part of a race can be started. The start procedure will be identical to a normal start with sighting laps, warm up lap, etc.
- 9.3.7.** Conditions for the re-started race will be as follows:
- 9.3.7.1.** Less than 3 laps completed.
1. All riders may re-start.
 2. Motorcycles may be repaired, tyres/wheels may be changed.
 3. Refuelling is permitted.
 4. All repairs and adjustments must be made in the pits.
 5. If the motorcycle is changed, the spare motorcycle must be in the pits already at the time of the original start.
 6. The number of laps will be maximum two-thirds of the original race distance rounded down to the nearest whole number of laps.
 7. The grid positions will be as for the original race.
- 9.3.7.2.** 3 laps or more and less than two-thirds completed.
1. Only riders who are classified as finishers in the first race may re-start.
 2. Motorcycles may be repaired, tyres/wheels may be changed.
 3. Refuelling is permitted.
 4. All repairs and adjustments must be made in the pits.
 5. If the motorcycle is changed, the spare motorcycle must be in the pits already at the time of the original start.
 6. The minimum number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance.
 7. The grid positions will be as for the original race.
 8. The complete classification will be established by combining both partial classifications.
 9. If riders have completed the same number of laps, their classification will be established by combining both partial classifications as per time.
 10. If the times overlap, the classification is established according to the best result in the second part of the race.

9.4. Wet and dry races.

9.4.1. General.

- 9.4.1.1.** All races (starts) will be categorized as either wet or dry according to the decision of the Race Director.
- 9.4.1.2.** A race is classified as wet, is usually commenced in varying or wet conditions.
- 9.4.1.3.** A board may be displayed in the Pit lane to indicate the status of the race (wet race or dry race).
- 9.4.1.4.** The board must displayed at least 10 minutes before the start of the race.
- 9.4.1.5.** If no board is displayed, the race is classified as dry.
- 9.4.1.6.** The purpose of the classification is to indicate to riders the consequence of varying climatic conditions during the race.

9.4.2. Dry race.

9.4.2.1. A race classified as dry may be interrupted for climatic reasons.

9.4.3. Wet race.

9.4.3.1. A race classified as wet race will not be interrupted for climatic reasons.

9.4.3.2. In all cases where the first race is stopped for climatic reasons, then the restart will automatically be a wet race.

9.4.4. The first rainfall of the race weekend.

9.4.4.1. If during the official practice sessions or warm-up of the competition class there has been no rain and before the start the race of this class is declared a wet race, the riders must be given 3 sighting laps before the start procedure begins.

9.4.4.2. The race distance will be shortened for 3 laps.

9.4.4.3. The same will also happen if the race is interrupted due to the first rainfall.

9.5. Finish of a race.

9.5.1. When the leading rider has completed the designated number of laps for the race or completed the most laps during the designated race time he is the winner of the start.

9.5.2. In case of electronic time-keeping the finishing moment is the moment the time-keeping transponder crosses the finish line.

9.5.3. In case the length of the race is defined by a certain amount of laps all the riders who have crossed the finish line after the leader are considered as finishers.

9.5.4. In case the length of the race is defined by a certain amount of time the race is declared finished after the time has been completed and the leader has finished.

9.5.5. Only the riders who cross the finish line after the leader are qualified as finishers.

9.5.6. The results will be based on the number of laps completed.

9.5.7. The results of the riders who finish at the same time with the leader are based on the order in which the riders cross the line.

9.5.8. If the chequered flag is accidentally shown to someone other than the leader of the race, the race will be considered finished at the moment when the leader of the race crosses the finish line.

9.6. Accidental finish of a race.

9.6.1. If the chequered flag is accidentally shown too late, the race will be considered finished at the moment the leader of the race completed the original number of laps and crossed the finish line.

9.6.2. If the race is interrupted at the moment some riders have already been shown the chequered flag, the final result will be considered for the riders who got the flag the order in which they crossed the line and for all others the last completed lap of the race.

10. RESULTS

10.1. The Estonian Championship and Cup series points will be awarded according to the regulations of these series.