

2018 EMF Road Racing Regulations Version 1

These Road Racing Regulations are effective at all the events that are sanctioned by the Estonian Motorcycling Federation (hereinafter „EMF“).

Road Racing (also circuit racing) for motorcycles is an event where motorcycles race on an asphalt circuit.

1. MOTORCYCLES AND CLASSES

1.1. The motorcycles will be divided into classes according to the General Regulations for the Estonian Championship and Cup and Technical Regulations for the classes.

2. COMPETITORS

2.1. A first time participant at a RR event must have passed the instruction organised by the EMF Road Racing Commission.

3. CIRCUIT

3.1. Events are held at closed circuits which must be inspected and approved by the EMF.

4. PRACTICE

4.1. Practice sessions consist of free practice, warm-up and timed practice i.e. qualifying.

4.2. The time for the practice sessions is published in the supplementary regulations of the event or in its official bulletin.

4.3. Each class has at least two practice sessions, one of which is the qualifying. The total time of these practices must be at least 25 minutes.

4.4. Riders will commence practice from the pit lane when the green flag or green light is displayed at the exit of the pit lane. 2 minutes before the end of the practice session the green flag will be removed or the green light turned off and entrance to the circuit will be closed.

4.5. The end of practice will be indicated with the waving of the chequered flag at the finish line.

4.6. In case practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the finish line and all marshal posts. All riders must return to pit lane at once, paying attention to the safety of themselves and others. If practice will be commenced the remainder of time will be displayed on a clearly visible board in the pit lane. In order to keep the event on schedule the remainder of time may be added to the next practice of this class or the next practice of this class may be cancelled on condition that the minimum required practice time has been met.

4.7. If the practices are run with a transponder timekeeping system each rider is responsible for fitting the timekeeping transponder to his bike during the practice. The laps that have been lapped without a transponder will not be taken into account.

5. PIT BOXES

5.1. General safety and environmental protection rules must be followed in the pit boxes.

5.2. Competitors and their teams must follow the instructions of the Race Director and pit marshals. Infringement of this rule may be penalised by the disqualification from the race.

5.3. Each competitor must have in his box in a visible place at least one hand extinguisher of at least 6 kg suitable for petrol fires. The extinguisher must be in working order and properly inspected.

5.4. Official notice board.

5.4.1. The location of the official notice board (or its web address) will be stated in the supplementary

regulations of the event; the notice board may also be electronic.

5.5. Parc Ferme.

5.5.1. After the race it is compulsory for all racers to enter Parc Ferme. Parc Ferme will be regulated with the supplementary regulations of the event. Parc Ferme area is for the technical inspection of the bikes after the race.

6. RACES

6.1. The event consists of one or several different races that take place on the same or several consecutive days. As a rule a race is for one class only, but it is also possible to have several different classes in one race.

6.2. Admission to the race and grid positions.

6.2.1. Only riders who have completed at least 3 (three) laps during the official timed practice or qualifying practice will be permitted to the start of the race. The number of compulsory laps may be higher if it is stated so in the supplementary regulations of the event.

6.2.2. Grid positions will be determined by the timed practice (qualifying practice) results. The results of the qualifying practice will be published in a protocol.

6.2.3. The supplementary regulations of the race may state the maximum number of riders permitted in the start of various classes. The riders who will be permitted to start in the races will be determined by the lap times of the qualifying races. The weakest lap time that counts toward qualification from the timed practice is 115% of the fastest lap time. In endurance the weakest qualifying lap time will be 120% of the fastest lap time.

6.2.4. In case the riders of one class are divided into two groups for the timed practice, the grid positions will be determined by the joint calculation of both groups.

6.2.5. If the conditions during the timed practices of the different classes were considerably different than an equal number of riders will be permitted to start from both groups. The fastest rider of the faster group will take the first grid position, the fastest rider of the slower group will take the second grid position, the third position will be taken by the second rider of the faster group, etc.

6.3. Start procedure.

6.3.1. Two types of start procedures are used at RR events:

6.3.1.1. Joint start with the engines running – used at all RR events except endurance events)

6.3.1.2. Starting grip positions at a 45° angle („Le Mans“ start) – used at endurance events.

6.4. Joint start with the engines running.

6.4.1. The grid positions are determined by the results of the timed practice. The rider with the best result takes the first position on the grid. If there are different classes in the start of one race, the grid positions will also be determined by the results of the timed practice notwithstanding the class of the rider.

6.4.2. The riders will be positioned on the grid in several rows (4-4-4-4). The distance between the rows must be at least 9 m for solo motorcycles.

6.4.3. Motorcycles with sidecars will be positioned on the grid in rows 3-2-3-2 or 1-2-3-2-3-2-3. The distance between the solo motorcycles sideways must be at least 1,5 m and between the sidecars at least 2,5 m.

6.4.4. 10 minutes before the start.

6.4.4.1. Riders must gather in the waiting zone on the pit lane.

6.4.5. 10-5 minutes before the start.

6.4.5.1. The pit box will be opened and the riders will go for the sighting lap. The sighting lap is not compulsory. A rider may also go for the sighting lap from the pit box after the other riders with the permission of the marshal on the pit box gate.

6.4.5.2. If a rider has technical problems with his bike he may go from the sighting lap to the pit lane for maintenance and repair works on the bike.

6.4.5.3. The riders coming from the sighting lap will take their positions on the starting grid. Officials ta the start will point out the grid positions to the riders and signal the Race Director when all the riders have taken their positions.

6.4.5.4. Refuelling is strictly forbidden. Adjustments to the bike are permitted only on pit lane.

6.4.6. (7 to 5 minutes before the start)

6.4.6.1. The pit lane gate will be closed. The 3 min board may be displayed at the starting line after that.

6.4.6.2. The start area must be vacated by all persons except the rider, up to two mechanics and one assistant who may hold an umbrella. It is advisable to display at this moment a board with the image of a helmet indicating that the riders should check the fastening of the protective helmet strap.

6.4.6.3. 1 minute before the warm-up lap the 1 min board will be displayed at the starting line and all persons except the riders must leave the grid.

6.4.6.4. 30 seconds before the warm-up lap the 30 sec board will be displayed at the starting line.

6.4.7. (2 minutes before the start)

6.4.7.1. The riders will leave for the warm-up lap row by row. The marshal on the starting line will run towards the riding direction in the middle of the track holding a red flag in both hand. If the marshal lifts the flags in front of the corresponding row this will signal that these riders should start moving. The riders who will leave for the warm-up lap from the pit lane will be permitted to the starting line after the other riders have left for warm-up.

Riders may be permitted to start for the warm-up lap en masse if the start for the warm-up is given from the Main Flag post with a green flag.

6.4.7.2. If the engine of the bike stalls and the rider cannot start the bike himself, he must raise his hand and move in a safe manner to the side of the track where his starting row was accompanied with one mechanic. If the engine does not start with the help of the mechanic, the bike needs to be moved to the pit lane..

6.4.7.3. The rider who can not complete the warm-up lap with the others will start the race from the pit lane after the other riders.

6.4.7.4. The riders returning from the warm-up lap must go to their grid positions, stop and keep their engines running.

6.4.7.5. If all the riders have taken their positions on the grid the starting marshal shall move to the side of the track behind the riders and lower the information board.

6.4.7.6. If a rider stalls his bike while taking his position on the grid or is unable to start for any other reason he must raise his hand as a signal. The starting official of this row will notify the start marshal (henceforth the Race Director) of the situation, keeping his information board up or raising the board again. The rider must move to the side of the track as quickly and safely as possible.

6.4.7.7. Start marshal with a red flag is standing on the starting line in the middle of the track who waits for the riders to take up their grid positions. Any rider that arrives after the Safety Car (hereinafter „SC“) that followed the riders or the assistant to the start marshal positioned behind the starting grid signals with a green flag the assistant to the start marshal must ensure that this rider starts behind the SC (if it is used) or the other riders.

6.4.7.8. If all the information boards of the starting officials have been lowered and the SC or the assistant to the starting marshal signals with a green flag, the marshal on the starting line will move to the side of the track, holding the red flag up and lowering it.

6.4.7.9. After that the start marshal will display the red light for between 2-5 seconds. The red light will go out to start the race.

6.4.7.10. Any riders in the pit lane can start after the other riders have started after the official at the pit lane exit has given permission to do so.

6.4.7.11. If the rider anticipates the start by moving his motorcycle forward while the red light has been displayed and before it has gone off he will be penalised for anticipating the start.

6.4.7.12. The penalty for anticipating the start is adding 20 seconds to the race time of the rider or carrying out the ride through procedure – whichever is stated in the supplementary regulations of the event.

6.4.7.13. The pit lane team of the rider will be notified of the penalty as soon as possible and the rider will also be shown the board „anticipated start“ or „jump start“ together with the race number of the rider at the starting line.

6.4.7.14. If a rider on the starting grid encounters a problem that could affect the safe start procedure the start procedure can be stopped by the decision of the Start Marshal and/or the Race Director in the following manner:

! If the red light has not been displayed yet, a yellow flashing light will be displayed. The official with the red flag will return to the starting line;

! If the red light has already been displayed it will not be turned off and in addition the yellow flashing light will be displayed. The official with the red flag will return to the starting line.

! In both cases the panel „start delayed“ will be displayed at the starting line.

! In both cases the engines must be turned off and the start procedure will be started again at the 3 min board, also the race distance will be shortened by 1 lap.

! If the rider's motorcycle has stalled at the starting grid after the red lights have turned off, the officials have to push it towards the racing direction until the engine start. If the engine does not start it must be pushed in the shortest possible distance to the pit lane where the mechanics can continue starting the engine.

! The rider cannot enter the race after the leading motorcycle has passed the pit lane exit after the first lap.

6.4.8. The supplementary regulations of the race may describe the „start delayed quick start“ procedure where the waiting time on the grid has reduced to a minimum and mechanics and assistants are not allowed at the starting grid.

6.5. Start from the starting grid at a 45° angle („Le Mans“-start)

6.5.1. 10 min before the start

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

6.5.2. Between 5 to 7 min before the start

6.5.2.1. The riders are allowed on the track and they complete 1 sighting lap.

6.5.2.2. The motorcycles are positioned behind the starting line on one side of the track in a 45° angle and with a space of minimum 2 meters between each bike. One mechanic or assistant may hold the bike up. The ignition may be on. The national flag is waved to signal the start. The riders run across the track to their bikes, start the engines and start the race.

6.5.2.3. The riders are standing in marked circles opposite their motorcycles on the other side of the track.

6.5.2.4. No one is allowed on the track.

6.5.3. The start is signalled with a starting flag. The riders run across the track to their bikes, start the engines and start the race.

7. FLAGS AND SC

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

7.2. The size of the flags is at least 60x60 cm and their colours must be clear and clean.

7.3. The flag posts must be positioned according to the approved circuit plan. At the same time it is allowed to change the flag posts according to the suggestions of official observers before the start of the event.

7.4. The national flag of the organising country.

7.4.1. As a start signal the national flag of the organising country may be waved.

7.5. Green flag.

7.5.1. The track is clear. The green flag is displayed in the first flag marshal post after the after a dangerous incident has been solved and this will end the no overtaking restriction in the yellow flag zone.

7.5.2. Green flag must be displayed in every flag marshal post during the first lap of the practice session and during the sighting lap of the race.

7.5.3. When the pit exit is opened, the green flag will be waved. The green flag will be displayed in a visible position until the practice session or the race is finished.

7.6. Green light.

7.6.1. At the pit exit a green light which conveys the same information as the green flag also may be used.

7.7. Yellow waving flag or yellow flashing light.

7.7.1. Danger on or beside the track.

7.7.2. The yellow flag will be waved at the flag marshal post preceding the danger. If the danger is of a higher degree the flag will be waved in two flag marshal posts preceding the danger.

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

7.7.4. Overtaking is forbidden up until the next flag marshal post after the danger where the green flag is displayed.

7.7.5. A rider who is moving slower than the other riders and has risen his hand as a signal can be overtaken also in the yellow flag zone.

7.7.6. An infringement of the yellow flag rule during the timed practice will result in the cancellation of the lap during which the infraction incurred.

7.7.7. An infringement of the yellow flag rule during the race will result in adding 20 seconds to the result of the rider in question or the ride through penalty. The penalty is decided by the Race Director.

7.7.8. In both cases other penalties may also be imposed.

7.7.9. If the rider who committed an infraction of the yellow flag rule realises it immediately, signals this by hand and lets himself to be passed by riders whom he overtook against the rules, then no penalties will be imposed upon him.

7.8. Yellow and red striped flag.

7.8.1. Slippery track. The adhesion on this section of this track is affected by any reason other than rain (oil, water, sand or other substances). This flag is displayed motionless.

7.9. Red flag or red (flashing) light.

7.9.1. When the race or practice is being interrupted by the decision of the Race Director the red flag is waved in each flag marshal post. All riders must return slowly to the pits.

7.9.2. When an official uses a motionless red flag in the pits or on the portion of the track leading to the pits this indicates the space in front of which the rider must stop.

7.9.3. The red flag is displayed motionless on the starting line to indicate toe sighting lap and the end of the

warm-up lap.

7.9.4. The permission to start the warm-up lap is given by the official on the starting line who runs against the racing direction holding a red flag in both hands. The marshal raises the flags at each starting roe and this gives the corresponding row permission to start moving.

7.9.5. Red flag in the pits or at the pit lane exit indicates that the riders must stop and they are not permitted to pass the red flag.

7.9.6. The red lights are also used to signal the start of the race. The light (lights) will be turned on for approximately 2-5 seconds, and turning off the light(s) signals the start of the race.

7.10. White flag.

7.10.1. White flag is displayed when there is a slow vehicle on the track, for example a medical car, tow truck, etc.

7.10.2. White flag is waved from the moment this vehicle has passed the flag marshal post until it reaches the next flag marshal post.

7.10.3. The Race Director must be certain that the flag marshal post in which zone the slow vehicle enters the track is aware of the situation.

7.10.5. When the white flags are used overtaking other riders is forbidden.

7.10.6. Overtaking the slow vehicle is allowed.

7.10.7. The penalties for infringement of the overtaking rule are the same as with yellow flags.

7.10.8. Immediately after the medical car or any other slow vehicle stops on the track or beside it the yellow flag will also be waved on top of the white flag.

7.10.9. Overtaking will then be regulated by the yellow flags rule.

7.11. Blue flag or blue flashing light.

7.11.1. Waved at the flag marshal post the blue flag indicates that to a rider that he is about to be overtaken.

7.11.2. At the pit lane exit blue flashing light or blue flag may be used to warn the rider exiting the pit not to disturb riders already on track.

7.12. Black flag.

7.12.1. Motionless black flag displayed together with the board with the rider's number.

7.12.2. Black flag with the rider's number is displayed on the finish line. This indicates that the rider in question must stop at the pits at the end of current lap.

7.13. Technical flag.

7.13.1. Motionless black flag with orange disk and the board with the rider's number. The motorcycle of the rider in question has mechanical problems endangering himself and other riders and he must leave the track at once to a safe location.

7.14. Safety Car (SC) during the race.

7.14.1. For safety reasons by decision of the Race Director the Safety Car (SC) may be used. In such a case all flag marshal posts will wave the yellow flag.

7.14.2. In the Main Flag post the board with the words „Safety Car“ or SC will be displayed, the board will also be displayed by other marshals if possible.

7.14.3. SC enters the track from the pit lane and positions itself in front of the race leader, if possible.

7.14.4. On top of the SC vehicle at least one yellow revolving/flashing light is turned on or a yellow flag is waved through the window.

7.14.5. As a rule it is forbidden to overtake the SC. It is only allowed to overtake the SC one by one after a clear signal to overtake the SC has been given by the SC marshal by hand or with a green flashing light from the roof

of the car.

7.14.6. Overtaking the SC without permission will result in a 20 second time penalty to the rider in question.

7.14.7. Overtaking fellow riders while the SC is on track is forbidden. Infringement of this rule will result in adding 20 seconds to the result of the rider in question.

7.14.8. The riders must follow the SC in single file.

7.14.9. The race will start again after the SC has left the track.

7.14.10. The SC will leave the track through the pit lane entrance (the same way the riders use).

7.14.11. About half a lap before that the yellow flashing lights on the roof of the car will be switched off or the yellow flag will be removed.

7.14.12. When the SC has left the track, yellow flags will be removed from flag marshal posts and a green flag will be waved in the Main Flag post. Overtaking will be allowed once the rider has passed the green flag.

7.14.13. During the intervention of the SC, each lap raced behind the SC will be counted as a “race lap”.

7.14.14. During the SC a rider may enter the pit lane.

7.14.15. At the moment of re-entering the track, the rider must remain at the last position of the race.

8. OFFICIALS

8.1. Apparel of the officials.

8.1.1. The apparel of the officials must be of such colour as not to match the colour of the signalling flags.

8.1.2. When a uniform apparel is used by the officials it must be either white or orange.

8.2. Licences of the officials.

8.2.1. The level of the officials in charge of the event and the procedure of their training will be approved by the EMF RR Commission.

8.3. The tasks and responsibilities of the marshals and officials servicing the race are set out in the Appendix of these rules.

8.4. There must be at least 2 marshals in each flag post. On circuits that have remotely controlled signalling lights one marshal may be used in each post.

9. RACES

9.1. Distance

9.1.1. The race distance of all the Estonian Championship round races is set out in the general regulations. The Race Director or the Jury may shorten the distance due to unfavourable weather or other conditions.

9.2. Behaviour during practice and race.

9.2.1. Riders must obey the flag signals, the light signals and the boards which convey instructions.

9.2.2. During practice and race the riders must behave in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit lane.

9.2.3. The riders must follow the EMF regulations and they must not behave in an unsportsmanlike manner.

9.2.4. The speed limit in the pits is 50 km/h (in case the supplementary regulations state otherwise).

9.2.5. The riders must ride in the pits so as not to cause danger to other competitors, their assistants or officials.

9.2.6. Entering the pit without stopping is forbidden.

9.2.7. Riders must only use the track or the pit lane during the practice and race.

9.2.8. If a rider accidentally leaves the track (for example, due to a crash) then he may re-join it at the place

indicated by the officials or at the first possible place which does not provide an advantage to him or he must retire from the race.

9.2.9. The flag marshals and marshals may help a rider to lift up the motorcycle, they may hold the motorcycle up while the rider is making adjustments or cleaning it. Nobody else may assist the competitor. The officials may also help to start the engine. For safety reasons the supplementary regulations may prohibit re-entering the track (race) after a crash. If this is the case the result of the competitor will be given according to the distance lapped.

9.2.10. If the rider retires from practice or race due to technical problems, he must ride to the side of the track and place the motorcycle in a safe place.

9.2.11. The retired riders must leave the track to such a place as not to cause danger to fellow competitors.

9.2.12. The riders who are moving slowly towards the pits must ride as far from the usual racing line as possible and hold one hand up in the air.

9.2.13. Riders must not ride or push their motorcycles in the opposite direction of the circuit.

9.2.14. Riders are not allowed to transport another person on a solo motorcycle.

9.2.15. Riders must not stop on the track during practices or races unless instructed by an official.

9.2.16. Start practice is only allowed after the finish flag on the so-called cool-down lap, outside the racing line.

9.2.17. A rider who moves from the pit lane to the pit boxes during the race is considered retired.

9.2.18. Riders may not move to the pit boxes if a race is interrupted without clear information that the race will not be continued or without permission of the Race Director to leave to the boxes.

9.2.19. A rider may receive outside assistance or refuel the motorcycle only in the pit lane area allocated to him, it is allowed to use up to 3 (three) assistants.

9.2.20. The assistants may repair the motorcycle, make adjustments and refuel it. The engine may not be running during the refuelling and one of the assistants must have at hand a fire extinguisher of at least 6 kg suitable for petrol fires.

9.2.21. The rider may use two motorcycles during the practice session on condition that both of them have passed technical inspection as the motorcycles of this rider.

9.2.22. Change of bikes between the riders is not allowed.

9.2.23. When the race is interrupted it is permitted to change the motorcycle before the new start on condition that the new motorcycle has passed technical inspection and the rider has participated with it in practice sessions.

9.2.24. The supplementary regulations (or by information distributed at the riders' briefing) it is allowed to state the place and time for the start practice. The safety of the start practice is the responsibility of the rider.

9.3. Interruption of a race and restarting a race that has been interrupted.

9.3.1. When the Race Director decides to interrupt the race due to weather or other conditions, red flag is displayed at the starting line and at certain flag marshal posts specified by the Race Director and/or the red lights will flash. Riders must immediately stop racing, slow down and return to the pit lane. The results will be the last results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed.

9.3.2. For partial or final classification the rider must actively participate in the race and must reach the pit lane in 5 minutes after the red flag was displayed.

9.3.3. If the results show that the leader of the race and fellow competitors on the same lap had completed more than 3 laps but less than 2/3 of the original distance rounded down to the nearest whole number of laps then the race will be restarted. The second part of the race must be at least 5 laps and the maximum distance can be 2/3 of the original distance. The results will be calculated by adding up the laps and times of the two starts. If a restart of the second part of the race is not possible, the original classification will count and half points will be awarded in the Championship/Cup.

EXAMPLE of a 15 lap race:

! If the red flag was displayed when the leader of the race was on the 10th lap and had completed 9 whole laps but other competitors had not yet completed 9 laps, then the results for this part of the race will be taken by 8 laps and the second part of the race will be 5 laps.

9.3.4. When the race is interrupted at a point when the leader and all the other competitors are on the 4th lap and they have completed 3 whole laps, the results of this part of the race will be taken by 3 laps and the second part of the race will be maximum 7 laps.

9.3.5. If the results calculated show that two-thirds of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader when the red flag was displayed, then the race will be deemed to have been completed and full Championship/Cup points will be awarded.

9.3.6. If a race has to be restarted, then it will be done as quickly as possible considering the condition of the track. As soon as the riders have returned to the pits, the Race Director will announce a start time of the second part of the race. If conditions allow this should take place during 20 minutes after the red flag was displayed.

9.3.7. The results of the first part of the race must be available to the riders before a restart is given. The start procedure will be identical to a normal start with sighting lap, warm-up lap, etc.

9.3.8. Conditions for the restarted race will be as follows:

9.3.8.1. In case less than 3 laps were completed.

9.3.8.1.1. All riders are permitted to start.

9.3.8.1.2. The motorcycle can be repaired or changed; wheels/tyres can be changed.

9.3.8.1.3. Refuelling is permitted.

9.3.8.1.4. All these activities must be carried out on the pit lane.

9.3.8.1.5. The motorcycle that will be used for exchange must be on the pit lane already during the official start.

9.3.8.1.6. The maximum number of laps of the second part will be 2/3 of the original distance.

9.3.8.1.7. The grid positions will be as for the original race.

9.3.8.2. In case 3 laps or up to 2/3 of the original distance was completed.

9.3.8.2.1. Only riders who are classified as finishers in the original race may restart.

9.3.8.2.2. The motorcycle can be repaired, wheels/tyres can be changed.

9.3.8.2.3. Refuelling is permitted.

9.3.8.2.4. All these activities must be carried out on the pit lane.

9.3.8.2.5. The motorcycle that will be used for exchange must be on the pit lane already during the official start.

9.3.8.2.6. The minimum number of laps of the second part will be 2/3 whole laps of the original distance.

9.3.8.2.7. The grid positions will be based on the finishing order of the first part of the race.

9.3.8.2.8. To calculate the total result the results of both parts of the race will be added up.

9.3.8.2.9. If riders have completed the same number of laps their result will be identified by adding the times of both parts of the race.

9.3.8.2.10. In case there is a tie the classification will be determined by the result in the second part of the race.

9.4. Wet and dry races.

9.4.1. General conditions.

9.4.1.1. All races (starts) may be classified as either wet or dry by the decision of the Race Director.

- 9.4.1.2. A race classified as wet in varying or wet conditions.
- 9.4.1.3. An information board (wet race or dry race) may be displayed in the pit lane.
- 9.4.1.4. The board must be displayed at least 10 minutes before the start of the race.
- 9.4.1.5. If no board is displayed the race is automatically dry.
- 9.4.1.6. The board informs the riders of the consequence of varying climatic conditions during a race.
- 9.4.2. Dry race.**
- 9.4.2.1. If a race is classified as dry the Race Director may decide to interrupt the race when climatic conditions change.
- 9.4.3. Wet race.**
- 9.4.3.1. If a race is classified as wet the Race Director will not interrupt the race when climatic conditions change.
- 9.4.3.2. If a race has been interrupted due to the weather conditions the second part of the race is automatically wet.
- 9.4.4. The first rain of the racing weekend.**
- 9.4.4.1. If there has been no rain during the official practice sessions or warm-up sessions of a particular class and the race is classified as wet before the start the riders must have 3 sighting laps before the start procedure begins.
- 9.4.4.2. The race distance will be shortened accordingly by 3 laps.
- 9.4.4.3. The same procedure applies when the event is interrupted due to the first rainfall.

- 9.5. Finish of a race**
- 9.5.1. The winner of a start is the rider who is the first to cross the finish line after having completed the designated number of laps for the race in the supplementary regulations or the rider who has covered the most distance during the designated time of the race.
- 9.5.2. When electronic timekeeping is used the moment of finish is considered the moment when the timekeeping transponder crosses the finish line.
- 9.5.3. In an event where the distance of the race is designated, all the riders are counted as finishers who cross the finish line after the leading rider.
- 9.5.4. In an event where the time of the race is designated the race will be stopped after the time has elapsed and the leading rider has finished.
- 9.5.5. Finishers are these riders that cross the finish line after the leading rider.
- 9.5.6. The results will be based on the number of laps completed.
- 9.5.7. When riders have completed the same number of laps as the leading rider their result will be based on the order in which the riders cross the finish line.

- 9.6. Accidental finish of a race.**
- 9.6.1. If the chequered flag is prematurely displayed to someone other than the leading rider the end of the race will be considered the moment when the leading motorcycle crossed the finish line.
- 9.6.2. If the chequered flag is for some reason displayed too late the race will be considered finished at the moment when the leading rider crossed the finish line while having completed the original number of laps.
- 9.6.3. If the race is interrupted at a time when some riders have already received the chequered flag the results will be counted for those who received the chequered flag according to the positions taken in finish and for the other riders according to the positions taken at the last full lap.

10. CLASSIFICATION

10.1. The classification of the Estonian Championship and Estonian Cup will be calculated according to the general regulations of these series.