

NLR26



Sporting Regulations

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These regulations are in addition to the National Sporting Code and Standing Regulations of the ACU and the No Limits Racing Supplementary Regulations, Championship Conditions, Technical Regulations and any other Final Instruction issued or Official Announcements made.

1. Paddock and pit boxes

The paddock and pit boxes will be made available to teams as soon as possible prior to the start of the event. This will be no later than 9pm on the day before qualifying commences.

2. Classes

- ACU National Endurance Championship 600
ACU or SACU Novice, Intermediate Novice, Clubman or National Licence. European FMN Licence subject to proof of insurance and written start permission to FIM Minimum Standards at the point the rider is registered to the team.
- ACU National Endurance Championship 1000
ACU or SACU Intermediate Novice, Clubman or National Licence. European FMN Licence subject to proof of insurance and written start permission to FIM Minimum Standards at the point the rider is registered to the team.
- ACU National Endurance Championship Twin
ACU or SACU Intermediate Novice, Clubman or National Licence. European FMN Licence subject to proof of insurance and written start permission to FIM Minimum Standards at the point the rider is registered to the team.
- NLR Team Sport Trophy
ACU or SACU Novice, Intermediate Novice or Clubman Licence at the point the rider is registered to the team.
- NLR Team Power Trophy
ACU or SACU Intermediate Novice or Clubman Licence at the point the rider is registered to the team.
- NLR Team Twin Trophy
ACU or SACU Novice, Intermediate Novice or Clubman Licence at the point the rider is registered to the team.

In the event of a team consisting of a mixture of licences or machines, they must compete in the highest class.

3. Rider Identification

3.01 All riders must wear an armband of a colour that does not clash with their leathers.

3.02 The armband must be worn on the arm closest to the pit wall when on track.

3.03 Each team must register a transponder per rider. This must be fitted as per the ACU regulations to the machine prior to the registered rider entering the circuit. In the event of an incorrect transponder being fitted to the machine, Race Control will inform the team via the timing screens and the team MUST instruct the rider to pit within 5 laps in order to change to the correct transponder. A penalty will be applied to the team should the rider not pit within 5 laps.

3.04 The machine must be fitted with the correct race numbers on the front and side of the machine prior to entering the circuit for all practice and races. In the event of an incorrect number being fitted to the machine, Race Control will inform the team via the timing screens and the team MUST instruct the rider to pit within 5 laps in order to correct the number. A penalty will be applied to the team should the rider not pit within 5 laps.

4. Rider Eligibility

4.01 Each must hold a valid ACU, SACU licence or European FMN Licence (subject to production of written start permission and proof of Insurance to FIM minimum standards). The Clerk of the Course or their representative is the final arbiter regarding rider eligibility and acceptance.

4.02 Each rider must be a 2026 member of No Limits Racing

5. Team Eligibility

5.01 Teams must consist of 2, 3 or 4 riders with either 1 bike per team (SOLO) or 1 bike per rider (TAG).

5.02 All teams will be eligible for points, trophies and event prizes.

5.03 Each team may use a maximum of 8 riders during the season.

5.04 Each team MUST nominate a Team Manager to be the point of contact for the team.

6. Machine Eligibility

All Machines must comply with ACU open class standing regulations and must adhere to the No Limits Racing (NLR) Endurance Technical Regulations.

Exception: Machines prepared to 2026 Endurance World Championship specifications or those conforming to the Europe Endurance Cup 2026 will be eligible in the solo bike category only.

7. Tyres

7.01 Only the tyres listed below are permitted. Use of any other brand or model will result in disqualification from final results. Tyres will be checked in Parc Ferme and periodically throughout qualifying and the race (during qualifying this may be done at the pit lane exit).

Permitted Pirelli Tyres

Diablo Supercorsa V2 – SC1 / SC2

Diablo Supercorsa V3 – SC1 / SC2 / SC3

Diablo Supercorsa V4 – SC1 / SC2 / SC3

Diablo Superbike Slick – SCQ / SCX / SC0 / SC1 / SCD / SC2 / SC3

Diablo Rain – SCR1 / SCR2

Diablo Wet (Intermediate)

Permitted Metzeler Tyres

Racetec RR – KD / K1 / K2

Racetec RR Slick – KD / K0 / K1 / K2

Racetec TD Slick – TD

Racetec Rain – KR1 / K2

Racetec Intermediate

7.02 Penalties:

- During Qualifying: Must start race from the back of the grid
- During Race: Exclusion from race results

In the exceptional event of a Pirelli or Metzeler tyre not being available for the machine, the NL Race Support Manager may authorise an alternative product in consultation with the Chief Technical Officer

8. Team Registration

8.01 All teams must appoint a team manager. The Team Manager is the person responsible for ensuring that all entries are completed in a timely manner and in any case before the closing date for the event. The Team Manager is the team's official point of contact prior to and during the event. The Team Manager will be issued with all accreditation for the team for each event and should be available during the event for any matters relating to the team.

8.02 All teams must register using the online form prior to entry into any event. Team Registration opens 1st December 2025 and remains open until the closing date for the final event of the 2026 season.

8.03 All team registrations must include at least the information of 2 riders, who are 2026 members of No Limits Racing.

8.04 Riders may be registered to ride in more than one team.

9. Team Entries

9.01 All entries must be made online on the NLR Entries Platform, over the phone or in person at race administration no later than 60 minutes prior to the scheduled qualifying start time.

9.02 The number of teams entered cannot exceed the number written in the Circuit Licence or in the Supplementary Regulations.

9.03 An individual rider may only be permitted to ride at any event in a single team.

9.04 All entries must be paid for or invoiced at the time of entry or a card registered to the team manager available in the Vault to secure the entry. Any entry to be invoiced, MUST be paid by a minimum of 7 days prior to the start of the event. Any outstanding balance for the team will be charged to the registered card 30 minutes prior to qualifying. Should the registered card payment fail, the team will not be permitted to enter the circuit.

9.05 All teams must confirm their riders a minimum of 60 minutes prior to the start of qualifying. After this point, teams may not be changed.

Exception: Should a team need to remove a rider, they may do so as per item 22. A team however, must start the qualifying practice as per 5.01.

10. Briefings for riders and team managers

10.01 A compulsory briefing for all riders who are participating and team managers must be held prior to qualifying.

10.02 The date, time and place of these briefings will be indicated in the Final Instructions for each event.

10.03 Failure to attend the briefing in full will result in a penalty for the team.

10.04 Each rider must present their 2026 membership QR code for scanning upon exit of the briefing.

11. Practice and Qualifying Options.

11.01 The timetable will list whether qualifying will be run with four individual sessions or one combined session.

11.02 If the four individual session method is to be used, prior to the event riders will be allocated a rider number (1, 2, 3 or 4) and must qualify during the relevant session.

11.03 Four stage dry Qualifying

The grid will be determined by the fastest lap time of each rider divided by the number of riders within the team, each rider will be allocated a session from the timetable.

11.04 Single/Wet Qualifying

If the timetable dictates a single qualifying session may be used or if the four stage process has been timetabled but the track is wet or rain is forecast (using raceweather.co.uk forecast) for anytime during the scheduled qualifying or if time constraints dictate, the Clerk of the Course will declare wet qualifying on the timing screens and over the tannoy at least 15 minutes prior to the scheduled start time. The decision of the Clerk of the Course in this matter is final and there is no right of protest. Qualifying will be a minimum 40 minute continuous session where teams can send riders in any order, a maximum of one rider per team may be on circuit at a time. The grid will be determined by the fastest lap time of each rider divided by the number of riders within the team.

11.05 To qualify for the race, a rider must have competed, during qualifying practice. To be judged as competing, the rider must have left the pit lane exit during the correct qualifying practice session on the machine they intend to race. The rider must have also completed the requirements as set out in the ACU Road Racing Standing Regulations in order to be eligible to compete at the event.

11.06 Should a rider enter the circuit but not set a qualifying time, then a lap time equivalent to 150% of the fastest lap time from the team will be awarded to the rider as a way of a penalty.

11.07 A rider must achieve a time at least equal to 110% of the time recorded by the fastest rider of his/her group and of his/her class. The Clerk of the Course or their representative is the final arbiter regarding rider acceptance.

12. Grid Positions

The definitive starting grid will be published a minimum of 60 minutes prior to the race start time, the time will be listed in the event timetable.

13. Race duration or distance

a. Specific duration: the race must last a minimum of 1.5 hours and a maximum of 12 hours.

OR

b. Specific distance: the race distance must not be less than 300 km and must not be more than 1500 km.

14. Race Start Procedure

Pit lane opens 10 minutes before the race start time and remains open for 5 minutes only.

- The team member holding the bike for the start must make their way to the grid as directed by the start line officials.
- During the 5 minutes, riders are permitted to pass through the pit lane, but must make sure that they exit the pit lane before it closes.
- On arrival at the grid the rider should line up at a 45 degree angle against the white line adjacent to their respective grid marker.
- The pit lane will close and a 3 minute board will be shown to the grid, indicating to riders that the warm up lap will start in 3 minutes.
- A 1-minute board will be shown indicating to riders that the warm up lap will start in 1 minute.
- A green flag will be shown to start the warm-up lap. Riders should proceed on the warm-up lap in the grid order. Riders should wait for the grid position prior to them to go before they leave. If the rider has a problem on the grid, they must raise their hand to signal the next rider to go. Any riders that signal, and then fix the issue must then wait for the last rider to pass them before joining the warm up lap. At the end of the lap riders will return to the grid.
- Upon returning to the grid the rider should line up at a 45 degree angle against the white line adjacent to their respective grid marker. The engine must be switched off. The team member will stand behind the bike and hold the bike while the rider proceeds quickly across the circuit to the start position. Any rider intentionally delaying the start of the race will be penalised.
- The rider must stand behind the white line opposite his/her machine.
- Once all riders are behind the white line, the official with the red flag will leave the front of the grid
- The starter will stand in the middle of the grid with the national flag, when the grid is ready, they will raise the national flag.
- When the national flag is lowered, the rider must run to the bike, get on it, start it and start the race.
- Should there be a need to start the race using lights, this will be communicated to teams at the riders briefing and by bulletin.
- Following the start, the team member that was holding the bike must clear the grid immediately, removing the grid marker and return this to an official at the access point to the grid.
- Any team whose machine will not start must wait until a yellow board bearing the word "PUSH" is shown from the starters gantry, before assisting the rider to start the machine. *Penalties may be applied.*

N.B. The start procedure may be accelerated by the Clerk of the Course without prior notice at any time; however, the order of the procedure will remain the same.

15. Minimum & Maximum Riding Time/Distance

15.01 Minimum

Riders must complete a minimum of 20% of the race.

Time or distance will be confirmed in the Final Instructions for each event.

15.02 Maximum

Riders must not complete more than 60% of the race.

Time or distance will be confirmed in the Final Instructions for each event.

15.03 In the event that the race is stopped prior to the scheduled finish and not restarted, or suspended for a total period in excess of 20 minutes, the minimum and maximum riding times will be removed; this will be published on the timing screens and on the bottom of any interim classifications and the final race results.

15.04 Riding Time Definition

From the point the rider enters the circuit to the point the rider leaves the circuit. This is at the point the rider passes the white line at pit exit with a 60 kph de-restriction board (60 in a red circle with a red line through it.) to the point the rider passes the white line at pit entry with a 60 kph speed limit board (60 in a red circle).

15.05 Team conversion to 1 rider

Should a team be forced to convert the team due to rider injury and only 1 rider remains, the maximum riding time is removed for that team.

16. Pit Stops and Pit Lane

16.01 Riders may only change on the apron outside the pit garage.

16.02 Pit stops must be performed as per the regulations below. Only the team personnel holding the appropriate credentials are permitted in the working area in front of their pit box. Pit stops will only be accepted when this procedure is followed and this will be strictly monitored.

SOLO

- Rider enters pits and observes the pit lane speed limit of 60 KPH.
- On arriving at your pit area, the bikes engine must be switched off.
- The machine is put onto a paddock stand and the rider gets off before refuelling begins.
- When refuelling is complete, the new rider gets on the machine, the paddock stand is removed and the engine is started.
- The rider pulls away safely and observes the pit lane speed limit of 60 KPH.

TAG

- Rider enters pits and observes the pit lane speed limit of 60 KPH.
- On arriving at your pit area, the bikes engine must be switched off.
- The new rider pulls away safely and observes the pit lane speed limit of 60 KPH.

16.03 Pit Lane is defined by a white line at the entrance with a 60 kph speed limit board (60 in a red circle) and by a white line at the exit with a 60 kph de-restriction board (60 in a red circle with a red line through it.)

16.04 A pit stop intervention time will be set at each circuit. This will be the time it would take for a machine to travel from the pit in to pit out loops at 60 kph + 20 second pit stop time. This will level the playing field for all teams whether they be riding in a SOLO or TAG format. The intervention time for a pit stop will be communicated in the final instructions for each event. This intervention time will be monitored by the timekeeper. Any rider whose pit intervention time is below the set time, will be penalised with a calculated time penalty. This time will be the difference between the intervention set time and the pit stop intervention time, calculated between the pit in and pit out loops, multiplied by 5.

17. Refuelling

17.01 No open fires in the pit boxes, or immediately behind are allowed at any time. Before refuelling the machine must be switched off, put on a stand and the rider must dismount.

17.02 From the beginning of the official practices, each team must appoint one person for fire safety; all personnel concerned with the refuelling including the person responsible for the fire extinguisher must wear eye protection and suitable fire-retardant clothing or one piece leathers. This person must be equipped with a reliable extinguisher for fuel fires and is strictly obliged to be present at all refuelling operations. This procedure is applicable during the practices and the race.

17.03 Fuel containers must be indelibly marked PETROLEUM SPIRIT – HIGHLY FLAMMABLE, inspections of garages will take place throughout the meeting and penalties will be applied if the container does not meet with the above requirements.

17.04 A maximum of 25litres of fuel may be stored within each garage unless the final instructions for the event state otherwise.

17.05 Refuelling Procedures**17.05.1 SOLO (1 bike format)**

- NLR recommend that the original fuel tank cap be replaced to accommodate a 'quick-fill' type fuel valve.

- The new fuel tank cap must have no more openings than that of the homologated machine.
- The refuelling system must be portable.
- Other refuelling systems such as ATL or Acerbis are allowed providing they are leak proof.
- During the refuelling operations, the rider cannot stay on the machine and all other operations must cease.
- The machine may be fuelled in the pit box or garage using any means including cans and funnel.
- Fuelling in the pit lane may only be done with quick release fuel systems as described.

17.05.2 TAG (2/3/4 bike format)

- Quick fill fuel systems may be used in TAG Endurance formats.
- Refuelling is not allowed in pit lane, all refuelling must take place within the teams allocated pit box, paddock area or awning.
- Motorcycles must carry sufficient fuel to complete the allocated riders session.
- Machines must be on a rear paddock stand during refuelling.

17.06 Technical Officials will inspect garages at each event for compliance and penalties may be awarded to teams who contravene any Fire Safety Regulations.

18. Race Neutralisation

The Safety Car may be deployed at any time under the direction of Race Control.

All riders are expected to understand the following procedure:

- Safety Car Flags (Red Flag with White Diagonal Cross) will be displayed at all marshal posts.
- From this point there is NO OVERTAKING PERMITTED and Pit Lane Exit will be closed
- Race Control will deploy the safety car at the earliest convenient moment.
- The Safety Car will enter the circuit with ROOF LIGHTS FLASHING.
- An Intervention Vehicle may be deployed ahead of the safety car.
- The riders catching the Safety Car will line up in single file behind, without overtaking it.
- Riders that are in pit lane when the Safety Car is deployed or that enter during the safety car period
 - o Riders will be held in single file at pit exit until after the last rider has passed the pit lane exit.
 - o The pit lane will be opened for 10 seconds.
 - o The pit exit will then be closed until after the last rider has passed the pit lane exit on the next lap.
- Once the incident has been dealt with, Race Control will instruct the safety car to switch off the roof lights, indicating to riders that the Safety Car will leave the

circuit at the end of the current lap. All marshal points showing the safety car flag will, in addition, show a board with the number "0".

- The Safety Car will enter the pit lane and a WAVED GREEN FLAG will be shown at the finish line and the race resumes. There is NO OVERTAKING permitted until you have passed the green flag.
- No Protest may be lodged against the effect of any laps lost or gained.
- All other rules of the race must be observed.

19. Interruption of a Race

19.01 If less than 3 laps of the race have been completed then the race will be subject to a full restart. This will be a rolling start behind the safety car, with a 5 minute countdown to the pit lane opening (see 20.).

19.02 If 3 laps or more has been completed then the race will be suspended. The race time will continue to elapse.

a. Red Flag Protocol

- In the event that the race has to be interrupted, a RED FLAG will be displayed at all marshal posts.
- Riders must slow down, be prepared to stop and return to the pits or as instructed by the marshals.
- Overtaking is strictly prohibited and riders must remain in the race order at the time the red flags were displayed.
- Any team with all machines in pit lane at the time of the red flag being displayed must ensure that the machine to be used for the restart is on the garage apron and cease all work immediately on that machine.
- Upon arrival in the pit lane, riders must proceed in order to the pit lane exit, where riders must line up on a 45 degree angle against the pit wall.
- 2 members of team personnel should make their way to the pit lane exit with equipment they will need for the machine (paddock stands, etc).
- Any teams in the pit lane at the time the red flag is displayed will restart the race from the back of the restart order. (In the time order they entered the pit lane - eg longest in pit lane first, shortest last).
- Only the 2 members of team personnel may join the rider and machine in the fast lane at the pit lane exit. No work may be carried out on the machine and no refuelling may take place. However tyre warmers may be applied to the machine, generators or power from the garages or pit wall is not permitted.
- Any team that wishes to make any changes to the rider/machine may remove the bike from the fast lane by advising an official who will authorise the release, a 60 sec stop and go penalty must be taken once the race is restarted

If the stoppage is envisaged to last 15 mins or more teams will be advised by tannoy system/official timing screens and all machines may be removed from the fast lane of

the pit lane without penalty. The teams may therefore return machines to garages, refuel and make any changes, apply tyre warmers etc. The team may opt to change rider or they may remain with the same rider. When advised, approx. 5mins prior to the race restart, the rider and machine who is continuing the race must return to the fast lane and line up in the restart order, without delay. A restart order will be published to each team garage as soon as available.

Any team whose machine suffers mechanical failure, regardless of the cause, which results in the Clerk of the Course having to interrupt the race by means of red flag may be subject to a penalty of up to 3 laps.

20. Restarting a Race

20.01 Restart Procedure.

- The race will be restarted under Safety Car conditions.
- A 1 minute board will be displayed to the pit lane. Tyre warmers must be removed at this point and machines taken off stands. Except the rider, all other personnel MUST leave the fast lane.
- The safety car will enter the circuit with ROOF LIGHTS FLASHING. Riders must follow the Safety Car in order on to the circuit. NO OVERTAKING.
- The safety car will complete a minimum of 2 laps.
- Race Control will instruct the safety car to switch off the roof lights, indicating to riders that the Safety Car will leave the circuit at the end of the current lap.
- The Safety Car will enter the pit lane and a WAVED GREEN FLAG will be shown at the finish line and the race resumes. There is NO OVERTAKING permitted until you have passed the green flag.

20.02 The race cannot be restarted

In the event that the race has to be interrupted and cannot be restarted, teams will only be classified if they were competing at the time the red flags were displayed. (See 24.02 for definition of competing)

21. Breakdown / Crash

21.01 Breakdown

21.01.1 In case of a breakdown on track, the rider must immediately move their machine, in such a way that it does not hinder other riders. The rider may proceed to make a repair with the means at their disposal.

21.01.2 Should the rider manage to fix the machine, they may rejoin the race from the same place they left.

21.02 Crash

21.02.1 In case of a crash on track, the rider, where able and safe to, must immediately move their machine, in such a way that it does not hinder other riders. The rider may proceed to make a repair with the means at their disposal.

21.02.2 Should the rider make sufficient repairs to the machine and it is judged safe by the marshal at the post. The rider may rejoin the race, however MUST enter pit lane at the first opportunity. The decision of the marshal and or Clerk of the Course is final in the matter and there is no right of protest.

21.02.3 Should a rider rejoin the race without authorisation or pass the first opportunity to enter the pit lane following an authorised rejoin, penalties will be applied to the team.

21.03 If the rider wants to take the motorcycle back to the pit, they must push it back to the pit lane via the service roads. Machines may not be carried over pedestrian only bridges.

21.04 In case of a breakdown in front of the pits, the rider may, under surveillance of a Marshal, return by the pit exit lane or suitable pit lane gate (in the direction of the circuit), engine stopped. Once in the pit lane, the rider must push the machine until they reach their pit box. A maximum of 2 team personnel may assist pushing the machine up the pit lane.

21.05 The team can ask for assistance for the rider and machine to be taken back in a vehicle provided by the organisers. In that case, both will be dropped off as near as possible to the pit lane entry or in front of the Technical Scrutineering Bay (to be clarified in the Final Instructions). From this point, 2 persons from the team are allowed to bring the machine back to the pit box.

21.06 This procedure is also valid in the case of a rider being transported to the medical centre. The machine can be brought back and one of the other riders can resume the race.

21.07 If several teams ask for such assistance following a problem involving a number of riders, the teams will be assisted in the order of the crash or breakdown being reported. No protest can be made with regards to the order of the recovery services.

21.08 Team resuming race

21.08.1 In the event the rider is pushing the machine back to the pit lane or the team has asked for assistance to recover the rider and machine, the next rider may enter the circuit once the machine has been returned to the pit box / pit apron or should 15 minutes have elapsed from the time of the incident being

reported to Race Control. This time will be communicated to the team and published on timing screens.

21.08.2 In the event that the machine and or rider cannot be recovered or the rider deems the machine to be irreparable prior to the end of the race, the next rider may enter the circuit after 15 minutes has elapsed from the time of the incident being reported to Race Control. This time will be communicated to the team and published on timing screens. If the retiring rider has not completed the minimum required riding time or distance as described in 15 of these regulations, the team must complete a conversion form as described in 22.

22. Team Conversion

22.01 TAG to SOLO or TAG to TAG (with fewer bikes than riders)

22.02 Teams who enter the event as a TAG (2/3/4 bike team) may, under certain circumstances reduce the number of bikes or riders within the team. The change is permitted for the following reasons only:

- The machine cannot be repaired before the end of the race.
- The machine is not recoverable during the race.
- Rider declared unfit for the day by CMO and minimum riding times cannot be completed.

22.03 The Clerk of the Course must be notified of a conversion from the original format within 30 minutes of the incident that caused the need for conversion or within 30 minutes of the team becoming aware of the failure or the riders CMO assessment.

22.04 Failure to notify the Clerk of the Course within 30 minutes will result in a 2 minute stop and go penalty.

22.05 To notify the Clerk of the Course, a form is available from Race Administration or Race Control which must be completed by the crew chief or the team manager and taken to Race Control.

22.06 Teams are permitted to add riders to a team up to 60 minutes prior to the published start time of qualifying.

23. Penalty Procedure

- The Clerk of the Course or his/her representative will notify your team's crew chief or team manager of a penalty, the reason for the penalty and its duration. This information will also be published on the timing screens.
- The rider will be shown a yellow board with their number in black at the finish line.
- The rider must come into the pit lane observing the pit lane speed limit.
- Proceed to the penalty box where an official will time the rider.

- No rider change overs or work can be done on the bike; the penalty cannot be taken under safety car conditions.
- The rider is responsible for ensuring the penalty is served within 5 laps of the board being displayed. If the rider does not pit within 5 laps, then the rider will be shown a black flag and the penalty will be applied with the addition of a further 60 seconds to the penalty time.
- Once the penalty is completed the same rider must continue.
- If less than 20 minutes of the race remains the penalty board will not be shown and a time or lap penalty will be added to the results.
- If the race is interrupted prior to the penalty being served and, if there is a second part the rider will be required to serve the penalty after the start of the second part of the race.

24. End of A Race

24.01 At the completion of the designated duration of the race, the leading rider will be shown the chequered flag at the finish line. The chequered flag will continue to be displayed to the subsequent riders.

- If the leading rider does not cross the finish line within 3 minutes then the second rider on the provisional classification will be shown the chequered flag.
- At the completion of the designated duration of the race, the pit lane exit will be closed.
- After the rider has taken the chequered flag, they must proceed to Pit Lane, where Parc Ferme will take place outside the garages.
- All machines must attend Parc Ferme, and all teams must move away from their machines.
- Parc Ferme can take up to 30 minutes before the bikes are released.
- Return any hired transponder to the admin office within 30 minutes after the end of the race and return any armbands.

24.02 Definition of Competing

- On circuit; with one rider in contact with their machine

Or

- Completing a rider change in pit lane, with the previous rider having entered via the pit lane entrance.

Or

- Returning to the pit lane following an incident, with the required number of team members and machines remaining that would enable them to continue.

Exception: If the race is stopped due to track contamination or suspected contamination from a machine that can be identified, that team will not have been judged to have been competing at the time of the interruption.

25. Race Results

To be counted as a finisher in the race and be included in the results a team must have:

- i. Completed 75% of the number of laps carried out by the winner of his/her class.
- ii. Cross the finish line on the race track (not in the pit lane) after the race winner.

26. Points System

26.01 Trophies will be awarded to the first three finishers in each class per race subject to the number of entries received.

26.02 Points per race will also be awarded to create a season championship- 1st 25, 2nd 20, 3rd 16, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

26.03 Each championship is separate and points cannot be awarded across championships.