

Introduction

The **NBS Endurance Racing Championship** is a premier endurance racing series held at circuits across the UK, featuring a range of race formats, including 4-hour, 6-hour, 8-hour, 12-hour, and 24-hour events. These regulations are designed to ensure the safety and smooth operation of all races, while providing clear guidelines for the structure and rules governing each meeting.

In addition to our commitment to competitive excellence, NBS Endurance Racing is dedicated to supporting charitable causes, particularly those focused on **Men's Mental Health** and local community charities. As part of every event, we aim to raise funds and awareness for these important initiatives, ensuring that the championship not only fosters sporting achievement but also contributes meaningfully to society.

The championship is organised by **Teesside Karting**, working in partnership with a members committee comprised of experienced stakeholders. This committee plays a crucial role in shaping the championship's vision, developing rules and regulations, and overseeing technical decisions.

While the NBS Endurance Racing Championship operates independently of the Auto-Cycle Union (ACU), we adhere to nationally recognised safety guidelines and established regulations for each class and race format. We reserve the right to amend these regulations as necessary, and any updates will be communicated via our official social media channels.

Our guiding principle remains simple: "If it doesn't say you can do it, then you **CANNOT** do it." Please ensure you always follow this rule to maintain fairness and consistency across the championship.

This document aims to provide clear and comprehensive guidance to all participants and stakeholders, emphasising safety, integrity, and a shared commitment to making a positive impact through charity.

General regulations – Championship

Entry requirements championship

Teams

- 2-4 riders are required for entry into any race up to 8 hours.
- 4-6 riders are required to enter any race of 8 hours and above.
- Eight riders and one helper per rider are recommended for the 24-hour race.

Riders

All riders should be of sound body and take no prescription medications, prohibiting using a motor vehicle or heavy machinery.

The minimum age for a rider in a senior team entry is in the year of their 16th birthday.

Junior riders are eligible from the year of their 12th birthday to December 31st, the year they turn 15 years old.

Junior Class Entries – all riders on the team must be within the age range of Junior Riders.

- Junior Riders may be eligible to ride in Senior Teams with special dispensation from the organisers.

Classes

Stock 125 class

Open/Modified 125 class

PLOP

Junior Stock 125 class

Entry

All entries will be via the Alpha Timing Club System.

<https://teessideautodrome.alphatiming.co.uk>

If you have an Alpha account from other championships, you do not need to create a new account; you need to log in with your usual account details via the link above.

Only one person per team is required to enter the Championship and manage the team; rider details are only required later.

- Each rider will also need to have logged in via the link above with their account details, or if they've never had an Alpha account before, they'll need to create their account with a unique email address.

Championship Entry

Registration will open on December 15th, 2024.

A registration fee of £45 will be charged to secure your race number and team name, and you will also receive a set of three championship number stickers for your bike.

Once the registration fee is received and your number and name are approved, you can enter events when they open on January 15th, 2025.

Failure to pay the registration fee will result in your championship entry being removed.

Numbers

- No duplicate numbers will be allowed.
- Seeded numbers are not in use for 2025
- The use of letters is prohibited
- The use of Zero is prohibited
- Each class will be allocated a coloured background and number colour

Names

- Rude or offensive names will not be allowed
- Names that can be read out to sound rude or offensive will not be allowed
- Only approved names will be shown on the timing or used during commentary or live stream

Event Entry

Event entry will open on the February 15th, 2025

Only Teams that have registered for the Championship and have been approved can enter events.

Full entry fee payment will be required at entry; after 24 hours, any unpaid entries will be removed.

Any available entry spaces will be made available to non-championship entries.

Event Dates

April 5-6th, 2025 – Three Sisters, Wigan – Friday practice and scrutineering, Saturday six-hour race.

May 30th, 31st and June 1st, 2025- Teesside – Friday practice and scrutineering, Saturday eight-hour race, Sunday four-hour Moped Mayhem.

- Music and food on Saturday night

August 1st -2nd, 2025 – Teesside - Saturday practice and scrutineering optional kart race, Sunday 12-hour race.

October 4th -5th, 2025- Rowrah – Saturday practice and scrutineering, Sunday 12-hour race.

Additional Friday practice and training are available at each event; this will be at an extra charge to be confirmed before the event.

Before the event.

Teams

Two weeks before each event the team captain will need to add each rider to the team.

Each rider will be required to complete online signing on and read any published briefing notes, this will be done in the individuals Alpha Account.

This must be completed before arriving on-site to check in. The Teesside Karting admin team can help you complete this over the phone before the event.

The team captain will also need to log in to complete the online scrutineering, this won't be able to be completed until the frame seal has been allocated to your team. Once this is done online scrutineering can be completed and the declaration can be signed.

Once signed this can only be updated by the Scrutineer or Race Control.

Organiser

A set of final instructions will be shared via email to all teams, this will cover any changes or updates for the coming event.

Paddock times will be published and a map, showing restricted areas will be shared.

Event documents will be available on the Alpha Race Hub Noticeboard for the event and an Entry list will also be available.

Arriving

All riders and teams will need to check in at reception before the start of Practice, each team will receive a band for the bike and a band for each rider.

Paddock and Garage Allocation:

- Paddock spaces will be on a first come first served basis at Teesside, at other circuits we may need to pre allocate the paddock spaces.
- A paddock map showing any restricted areas will be shared prior to the event.
- The use of high draw equipment such as welding machinery is not permitted to be used on the site.
- Generators can/ should be used as not all paddock spaces have access to electric hook ups.
- In the final instructions for the event times will be given for site access and gate times, these may vary from event to event.

Grids, results and points.

Grids

Grids for each race will be random and calculated using the timing system.

- Grids will be generated and published on the morning of the race.
 - No qualifying will take place.
 - Teams that are allocated starting positions in the top ten may move and start from the back if they do not feel comfortable starting at the front.
 - The team should inform the timekeeper after the grids are published as soon as possible.

Results

At the end of the race, provisional results will be published, and scrutineering will then take place; once scrutineering has been completed and any penalties applied, the official result will be published.

Any protests must have been made within 15 minutes of the race finishing. [see protest procedure]

Once official results have been published, the presentation will take place.

If post-race scrutineering and protests take more than 45 minutes to resolve, or parts need to be removed for testing at dedicated scrutineering facility, the trophies will be given based on the unofficial results but may be subject to change.

Awards

Trophies or medals on the day will be awarded for 1st/2nd/3rd in each class, Most Sporting Team, Best Presented and Officials Choice Award.

Championship trophies will be awarded 1st/2nd/3rd in each class at the end of the season.

Points

Points will be awarded in a high-to-low points scheme.

Points will be split by class. i.e., if you finish 20th overall but have 1st in-class points, you will be awarded 1st place in the Championship.

Each class will have their championship table.

There will not be an overall championship with the combined points for all the classes; teams will effectively only be racing teams in their class, but they will all be on track together.

1st 65, 2nd 58, 3rd 53, 4th 48, 5th 45, 6th 43, 7th 41, 8th 39, 9th 37, 10th 36, 11th 35, 12th 34, 13th 33, 14th 32, 15th 31, 16th 30, 17th 29, 18th 28, 19th 27, 20th 26, 21st 25, 22nd 24, 23rd 23, 24th 22, 25th 21, 26th 20, 27th 19, 28th 18, 29th 17, 30th 16, 31st 15, 32nd 14, 33rd 13, 34th 12, 35th 11, 36th 10, 37th 9, 38th 8, 39th 7, 40th 6, 41st 5, 42nd 4, 43rd 3, 44th 2, 45th 1, 46th 0, 47th 0, 48th 0, 49th 0, 50th 0, and so on.

Maximum number of points over the season for race finishes

Lap scoring, Timing, and Transponders.

Lap Scoring will be done through an electronic transponder attached to the bike.

- Transponders must be AMB 160 type transponders.
 - Please do not buy AMB X2 transponders – X2's are temperamental and do not always work.
- To hire a transponder from Teesside in 2025, the following will need to be paid
 - £20 hire charge and a Driving Licence must be left
 - A charge of £250 will be applied to your Alpha account if you fail to return the transponder in the same condition. You cannot enter any events until this is paid or the transponder is returned.

Penalties and Warnings

INFRINGEMENT	PENALTY
ABC - Advantage by contact – first offence	Black Flag – Stop/Go
ABC – Advantage by contact – second offence	Black flag – 5 lap penalty
Driving in an unsafe and reckless manner	Warning/black flag/DSQ
Aggravated contact	Black Flag/ DSQ from the meeting
Failure to make the grid	Start from the back of the grid
Jumping the Start	5-second penalty 1st offence/ 10 second 2nd offence
Not attending the briefing	£50 fine
Failure to comply with flag signals – first offence	Warning 1 lap penalty
Failure to comply with flag signals – second offence	Black flag - 5 lap penalty
Failure to comply with flag signals – third offence	DSQ race
Overtaking or failure to slow down after chequered flag	Up to 15-second penalty
Drugs and alcohol	Exclusion meeting – possible Championship
Drugs and alcohol – pit crew/Family	Exclusion
Aggressive and/or abusive behaviour	Exclusion
Aggressive and/or abusive behaviour – pit crew/family	Exclusion
Failure to obey an official of the meeting	Exclusion from meeting
Failure of scrutineering	Exclusion from meeting
Failure of scrutineering engine/s	Exclusion from Championship
Unsporting conduct on or off the circuit	At the discretion of CoC

APPLICATION OF PENALTIES AND WARNINGS

The warnings and penalties are an example of the most seen and applied, this list is not exhaustive, the Clerk of the Course and the Steward and their deputies will apply penalties as they see fit with no appeal or recourse.

- Warnings and Black Flags will be given on the Digiflag during the race when available or given manually.
 - It is the drivers' responsibility to check the flag every time they pass it.
- Penalties that must be applied post-race will be announced on the results.
- It is the driver's responsibility to make their way to the CoC if required.
- Check the Alpha Race Hub App and the Noticeboard after each session to check if you are being summoned to the Clerk of the Course.
- Parents of children who are receiving a penalty are not permitted to interfere with the CoC discussion with the child.
 - We are not trying to upset or verbally abuse your child
 - We are advising them and trying to teach them the correct way they should perform on the circuit.
 - Parents who do not behave, become aggressive or verbally abusive will incur penalties up to and including the disqualification of their child from the race or the Championship. Likewise, for any other party, senior drivers that become aggressive.

Other Penalties – non-behaviour

Teams wishing to change engine, bikes or re-frame during a race will be allowed to do at the discretion of the Scrutineer, a penalty for these changes will be applied in race.

- Change Engine – 10 laps
- Change full bike – 20 laps – bike must run with a cross through the front number
- New Chassis – 10 laps

Itinerary and Procedures.

Itinerary [times may vary at some circuits due to restrictions]

Practice Day

- Briefing 0830
- 0930-1630 open pit lane all classes [lunch break 1230-1330]
 - Novice riders and New Junior Riders will have guided sessions from 0900-0930, 1230-1330 and 1630-1700.
- Scrutineering from 1200-1800 – report to scrutineering tent with the bike, leathers, helmets, gloves and boots for each rider.

Race Day

- Scrutineering 0745-0825 - £50 late scrutineering payment
- Briefing 0830
- Practice 0900-0930 – open pit lane for all classes
- Random Grid draw
- Race Start 1000 – Bikes will be pushed out onto the grid by 0945
- Presentation 45m after the race finishes

Procedures

Briefing

All riders are to attend the briefing on each day.

Failure to attend the briefing will result in a fine of £50 payable to the charity fund.

Practice

All riders should complete no less than five laps during the practice sessions.

Any riders or teams that miss the practice day will have to ride in the race day practice before the race.

Pre-race scrutineering

All bikes and equipment will be subject to scrutineering.

All teams will be required to complete an online scrutineering form and declaration, including bike details.

Pre-race scrutineering will include, but not limited to, correct numbers, noise test, exhaust inspection, frame seal checked or added, tyres are the correct for the class, all safety aspects such as locked wires in place, brakes in good working order. We will also be checking the rider's equipment on selected individuals, this includes helmets, suits, boots and gloves.

Race Start Procedure

All bikes will be lined up in a staggered formation on the grid, a 30-second board will be shown, and the grid will be cleared.

The race will start with lights – Red Lights go to Green.

Race Finish Procedure

All races will finish with the Chequered Flag shown on the DigiFlag and/or manually waived trackside.

The last lap board will be shown to the leader on the penultimate lap, followed by the chequered flag on the subsequent lap.

All riders should complete a cool-down lap before entering the pits in their finishing order.

Post Race Scrutineering

All bikes will be subject to par femme when entering the pits; the scrutineer will then choose which bikes will be subjected to post-race checks.

Usually, this will be the top three and two alternates; the scrutineer reserves the right to scrutineer any bikes that have raced during the event, even bikes that have retired.

Any Team found to be in violation of the technical regulations will be disqualified from the race.

The Chief Scrutineer will serve as the Judge of Fact (JoF), and their decision is final and cannot be appealed.

In cases where deliberate cheating is determined, additional penalties may be applied, ranging from a deduction of championship points to exclusion from the event and/or the championship.

We take an extremely serious view of any form of cheating, particularly where violations result in breaches of noise reduction regulations. As a championship, we will not hesitate to take strict action against individuals or teams involved, which may include bans from participation in the NBS Endurance Racing Championship. Furthermore, we will report such misconduct to the organisers of other championships and the ACU, ensuring full accountability for these actions.

Refueling Procedure

Refueling a hot bike during an endurance race is one of the most dangerous activities, so strict safety rules must be followed.

General Rules:

- No Quick Fill Devices: Quick fill or push-down-to-fill containers are not allowed.

- Designated Fueling Area: Fueling can only take place in a designated area, which will be sectioned off and equipped with multiple fire extinguisher points.

During a Fuel Stop:

- Preparation:
 - Bring fuel to the designated area in a sealed container.
 - Transfer the fuel into a fuel jug for pouring into the bike.
 - Use a funnel to pour fuel into the fuel tank.

Bike Setup:

- Turn off the bike before entering the fueling area.
- Place the bike on a stand to ensure it is self-supporting.

Safety Measures:

- Place absorbent rags or cloths around the fuel cap to catch any drips or spills.
- A helper must stand ready with a fire extinguisher in case of fire.

Fueling Process:

- Carefully pour the fuel into the bike using the funnel. Ensure the container holds no more fuel than the tank's capacity to prevent overfill.
- Once refueling is complete, lock the fuel cap securely.
- Wipe down the tank thoroughly to clean up any fuel drips before they can reach the exhaust.

Post-Fueling:

- move all fuel containers, rags, and equipment from the fueling area.
- Return all items to your pit area or awning immediately after fueling.

Attire:

- All individuals involved in the refueling process must be fully covered.
- Ideally, wear protective leathers.
- Ensure arms and legs are covered, and wear shoes or boots that protect the entire foot.
- Gloves must be always worn during the refueling process.

Classes

Glossary

OE – original engine part

ALL MACHINES

1. All bikes are required to pass scrutineering for class compliance.
2. It is the team/rider's responsibility to ensure that any machine that is taking part is.
 - 2.1. Mechanically and structurally safe to be ridden during competition.
3. The addition of
 - 3.1. A lock wired oil sump plug and filler plug.
 - 3.2. A rear red rain/night light
 - 3.2.1. This light must work.
 - 3.3. Self-closing throttle
 - 3.4. Leakproof petrol and oil filler caps.
 - 3.4.1. These must be locked to prevent accidental opening.
 - 3.5. Oil catch bottle/tank fitted to the:
 - 3.5.1. Gear box breather pipe.
 - 3.5.2. Fuel tank breather pipe.
 - 3.5.3. Carburetor overflow pipe
 - 3.5.4. Radiator overflow pipe where applicable
 - 3.6. Forced induction such as turbos and superchargers is prohibited in all classes

Stock 125 – out the shop class

Entry Requirements bike.

1. ENGINE
 - 1.1. ENGINE CAPACITY
 - 1.1.1. Maximum 125cc original engine
 - 1.1.2. The use of superchargers/turbochargers is prohibited
 - 1.2. ENGINE TYPE
 - 1.2.1. Only four stroke OE homologated road engines.
 - 1.2.2. No competition engines
 - 1.3. ENGINE TUNING
 - 1.3.1. Engine Tuning is not permitted and must remain OE standard with
 - 1.3.2. no internal modifications
 - 1.3.3. Starter motors if originally fitted must remain and be functional
 - 1.3.4. No modification to the timing of the engines ignition pick-up or flywheel allowed
 - 1.3.5. Cutting of the ignition/fuelling for the purpose of changing gears is allowed by a quick shifter mechanism

1.4. ENGINE CONTINUED

1.4.1. Replacement parts only OE or pattern to OE spec parts can be used in engines

1.4.2. The only liquid engine coolant permitted is water

1.4.3. Oil sump plug and filler plug must be lock wired

1.4.4.

2. FUELLING

2.1. Air filter and box may not be changed or removed.

2.2. Original OE Fuel Injection to remain as fitted from manufacturer

2.3. All air-cooled engines have "NO" carb size restrictions

2.4. Any carb "UPTO" standard OE diameter permitted on water-cooled carb engines

2.5. Jets/needles/tubes may be changed on carburettors

2.6. Fuel mapping plug in boxes e.g., power commanders/resistors/ignition boxes can be fitted but standard OE ECU/CDI must still be used

3. ECU

3.1. Only OE supplied ECU/CDI permitted (Euro/USA/UK all models ECU/CDI permitted) NO altered or race ECU/CDI

4. EXHAUST

4.1. OE Exhaust must be fitted with an airbox fitted

4.2. Extra exhaust restrictions may exist where noise restrictions are in place

4.3. Baffles and wadding should be in place and

4.3.1. Wadding or other sound deadening should be checked regularly and replaced if they become worn or insufficient to carry out its intended purpose.

5. CHASSIS

5.1. Seat subframe may be modified/changed

5.1.1. No homemade frames

5.1.2. No one off frames

5.1.3. No competition frames

6. SUSPENSION

6.1. The forks must remain standard OE

6.1.1. internal modifications are allowed

6.1.2. external preload adjusters allowed.

6.2. "ANY" forks fitted to the same make/model of bike irrespective of year eg YZF-125 any year YZF-r125 forks/wheels, CBR125 any year forks/wheels

6.2.1. "BUT" all parts must be originally fitted from the same Manufacturer

6.3. Rear shocks can be modified/replaced with no restrictions if they fit the original mounting points

7. WHEELS

7.1. *Remain OE fitment for manufacturer permitted size 16" 17" 18"

8. BRAKES

8.1. Pads, lines, master cylinders, discs, and footrest/hangers are allowed to be changed

8.2. Disc's must remain the OE diameter for the model of bike.

9. DRIVE

9.1. Any chain and sprocket size can be used

10. TYRES

10.1. Any tyres permitted

10.2. Tyre warmers are permitted

11. BODYWORK

11.1. Any aftermarket fibreglass bodywork is permitted

11.2. Standard road bodywork is permitted but must have mirrors/stands removed.

11.3. Head lamp and rear light glasses must be adequately taped to prevent splintering.

11.3.1. Unused wiring for lights and switches etc may be removed.

11.4. A red rain light MUST be fitted to the rear of the Motorcycle

Open Mods 125 – you can make changes, but it must be quiet.

12. ENGINE

12.1. CAPACITY

12.1.1. Max 125cc Four stroke

12.2. TUNING

12.2.1. No tuning restrictions

12.3. COOLING

12.3.1. Water is the only coolant permitted.

13. EXHAUST

13.1. Only permitted end can will be the factory original for the engine fitted to the bike or under 94db

13.2. Airbox must be fitted

13.3. Exhaust maybe modified or replaced

13.4. Exhaust restrictions may exist where noise restrictions are in place

13.5. Baffles and wadding should be in place and

13.5.1. Wadding or other sound deadening should be checked regularly and replaced if they become worn or insufficient to carry out its intended purpose.

14. CHASSIS

14.1. Any chassis may be used

14.2. Homemade chassis or chassis with modifications must pass scrutineering before being allowed to take part

15. WHEELS

15.1. The only permit wheel diameters are 16", 17" and 18"

16. BRAKES

17. DRIVE Any chain and sprocket size can be used

18. TYRES

18.1. Any tyres are permitted

18.1.1. Tyre warmers are allowed

19. BODYWORK

19.1. Any race bodywork can be fitted

Junior 125

Juniors will only be permitted to ride on Stock 125 bike, as the regulations stated above.

PLOP

Must conform to current PLOP regulations set out by the PLOP championship for 2024.

On track Regulations

- Flag Signals – we use a system of green, yellow and red flags and lights on the circuit to communicate with the riders.
- Green GO or clear of Yellow Zone
- Yellow – waved or slow flashing light – incident ahead slow and look around – No overtaking.
- Yellow – held or fast flashing lights – neutralisation of the race – slow to half race speed – No Overtaking, single file line circulating – look for change of signal.
- Red – flags and lights – slow down and prepare to stop, in a controlled manner – roll to the start line stop as indicated.
 - Be prepared to use a different course to avoid the incident and recovery
 - Await instruction
- Change of surface flag – yellow and red stripes - shown at main flags – prepare for the track surface to change suddenly – also called Slippery Surface Flag.
- Black with orange circle in the centre – Technical or Mechanic Flag – you have a mechanical issue return to the pits immediately.
- Diagonal half black half white – Warning Flag shown with race number – take heed ride better.
 - Often accompanied by the following descriptors
 - Contact
 - Kerbs
 - Track limits
- Black Flag – shown with race number – serious offence – return to pits immediately.
- Penalties given at Black Flag stop will be judged by the Clerk based on the incident that led to the Black Flag.
 - Stop/ Go
 - 30 Seconds
 - Forced rider change
- Chequered Flag – race end – slow down lap then return to Par Femme.

1. Conduct and Sportsmanship

Code of Conduct

- A rider must sign on and pay for testing or racing before going on to the circuit.
- You need to understand that all riders take part at their own risk.
- The circuit operators do not provide personal injury insurance for any owner-rider event to any rider.
- When on the circuit a rider must obey all signals given by flag marshals and officials.
- You must slow down for waved yellow flags
- No overtaking for waved yellow flags
- Red flag you must reduce your speed to walking pace and return to the pits unless instructed to do otherwise.

- A rider must always drive with care, looking well ahead and within safe limits relating their skill levels and the skill levels of those around them.
- Testing or practicing is not racing, then you should back off for slower bikes and overtake when it is safe to do so.
- The responsibility for safety always remains with the approaching rider.
- Riders that are driving irresponsibly during practice may face further penalties including missing additional sessions.
- In the event of a bike stopping on the circuit due to a mechanical problem, the rider must pull into a safe position off the circuit and wait until the session is finished to allow recovery.
 - Riders will be asked to leave their bike, by the marshal and taken to wait in the marshal hut.
- Parents may only go onto the circuit once they have obtained permission from the circuit manager. They will be escorted.
- When leaving the circuit, a rider must make a clear and early indication that they intend to come into the pits by sticking out a leg.
- Then proceed into the pits at a walking pace once past the Armco barrier.
- All work, including rider changes, refuelling and mechanical work, can only be carried out in specified areas ONLY.
- No one is allowed onto the circuit without the permission of the Race Director.
- All spectators must stay outside of the barriers and out of the pits area.
- Do not move any barrier or interfere with any safety equipment.
- All bikes should be pushed through the paddock.
- Do not use foul language or be abusive to other riders or their team.
- If problems arise either on the circuit or in the paddock, please contact a member of Teesside Karting's staff.
- Use of aggressive, abusive or threatening behaviour towards a member of the Teesside Karting staff, by the rider, a member of their families or pit crew could result in the rider receiving a penalty or disqualification from the meeting.
- Competitors should work on the basis that if any process has not clearly stated as being permissible, then they should accept that it is illegal.
- Riders that do not comply with the rules and regulations for their class will be disqualified from the round, after an enquiry into the incident.
- Riders or teams that have deliberately run outside of the rules and regulations to gain an advantage will be -

Disqualified from the Championship

Refused entry to further events, including testing at Teesside

We will also inform the other bike racing championships, the ACU and Nora that the rider or team are likely to race at.

- Ignorance is not an excuse for not complying to the rules and regulations,
- If you do not understand any rules and regulations laid out here or in future SRs, please seek confirmation from the Clerk of the Course before proceeding.
- Any rider, mechanic or member of a pit crew, parent or guardian who may have mechanical contact with or drive a bike may NOT consume alcohol or drugs [illegal or prescription that could interfere with their abilities] during a race day and should limit the amount of alcohol they consume the night before.
- Junior rider's parents must be aware that they are responsible for their children at all times.

If their child is injured, they may be required to make important decisions about their child's well-being or take their child to the hospital.

By consuming alcohol or similar while your child is racing, you will be compromising your child's welfare.

This is a safeguarding issue and in serious cases we would be required to take this information to your Local Authorities.

2. Pit stop and rider change

- Clear instructions will be given during the briefing about the route around the pits and the purpose of each defined area. i.e. Refuelling, rider change, engine restart area etc. This will be different at each circuit.
- Refueling a hot bike during an endurance race is one of the most dangerous activities, so strict safety rules must be followed.

General Rules:

No Quick Fill Devices: Quick fill or push-down-to-fill containers are not allowed.

Designated Fueling Area: Fueling can only take place in a designated area, which will be sectioned off and equipped with multiple fire extinguisher points.

During a Fuel Stop:

Preparation:

Bring fuel to the designated area in a sealed container.

Transfer the fuel into a fuel jug for pouring into the bike.

Use a funnel to pour fuel into the fuel tank.

Bike Setup:

Turn off the bike before entering the fueling area.

Place the bike on a stand to ensure it is self-supporting.

Safety Measures:

Place absorbent rags or cloths around the fuel cap to catch any drips or spills.

A helper must stand ready with a fire extinguisher in case of fire.

Fueling Process:

Carefully pour the fuel into the bike using the funnel. Ensure the container holds no more fuel than the tank's capacity to prevent overfill.

Once refueling is complete, lock the fuel cap securely.

Wipe down the tank thoroughly to clean up any fuel drips before they can reach the exhaust.

Post-Fueling:

Remove all fuel containers, rags, and equipment from the fueling area.

Return all items to your pit area or awning immediately after fueling.

Attire:

All individuals involved in the refueling process must be fully covered.

Ideally, wear protective garments such as leathers.

Ensure your arms and legs are covered, and wear shoes or boots that protect the entire foot.

Gloves must be always worn during the refueling process.

Rider Changes

- Rider changes can only be in the designated area
- The bike should be turned off and pushed to the driver change area
- One helper and the new rider should meet the current rider
- The new rider will need to push the bike to the re-start line before starting the bike

Equipment in pit lane

Equipment in the pit lane should be kept to a minimum anything you bring to the pit lane should be contained in an appropriate container.

3. Safety Procedures

4. Environment and noise

All the circuits we will visit have strict noise policies that must be adhered to, to allow for racing at these venues to continue. It is extremely important that all policies in place to restrict disruptive noise are complied to without hesitation.

All fuel, oil, sprays and other disposable items must be disposed of appropriately. Any fluids should be contained and taken off site with you as we do not have the facilities to dispose of these. Likewise, tyres are the team's own responsibility to dispose of.

Elsan – waste disposal – we have an Elsan point next the main gate that effluent can be disposed of during your stay. Chemical toilets should not be emptied anywhere else.

Waste water/ sinks and showers – a waste container should be placed under the waste outlet on caravans, motorhomes etc. It is not acceptable to allow wastewater to run down the paddock.

5. Race control

Normally during our meetings Race Control is based in the Timing Room [Comms Box] and the Race Director will be permanently based there. Updates and enquiries can be taken to Race Control. However, the Clerk of the Course will most likely be track side and will deal with any penalties.

6. Data and timing

All timing will be electronic using Alpha Timing and AMB transponders.

Live timing will be at live.alphatiming.co.uk/SGP

Results and Standings will be at results.alphatiming.co.uk/SGP

7. Staying on site - Guidelines for your stay at Teesside,

- We have a limited amount of paddock space, so we ask that.
- If the paddock is full, please use the overflow carpark.
- You should always leave a clear road around the carpark and do not block the entrance and exits.
- The road outlined in YELLOW in the bottom paddock is an ambulance run and should always be kept clear.
- You need to arrive at a reasonable time to allow us to let you in
 - If you are going to be late, please let us know so we can arrange for you to be let in.
 - If you arrive after the gates are locked, please wait until the morning to gain entry.
- Park your vehicles with consideration to other users.
- Electric hook-ups are limited and will be allocated on a first-come first-served basis.
 - You should always bring a generator with you if you require power for the race weekend.
 - When using the hook-ups, you must be sensible. If you run ten extension leads with heaters and kettles plugged in and then start to weld it's going to blow the fuse, we do reserve the right to unplugged anyone who is not being reasonable.
 - 1 electric hook up is for 1 motorhome/caravan only – bridging between motorhomes/caravans is prohibited and may result in the removal of the hook-up and no refund.
 - When using the electric hook-ups, you must NOT plug in a welder or any other high pull machinery.
- NO WELDING IN THE Paddock
- Generators should be turned off at 10 pm.
 - Generators should only be placed in a position that doesn't adversely affect other paddock users.
 - It shouldn't disturb others.
 - It shouldn't cause fumes to be directed into your or anyone else's awnings/tents or caravans.
 - Generators should not be placed in your awning.
 - If your generator is very loud, you may be asked to turn it off.
- Engines
 - You should not start your engines before 0800 or after 2000 unless otherwise directed by an official
 - You should not excessively rev your engines at any time – especially on the dummy grid
- We reserve the right to give penalties for people who contravene these rules
 - Engines should not be started on the stand in a way that allows the wheels to freely spin
 - Engines should be started on the ground or with the brake applied
- Children are welcome to ride bikes and scooters in the paddock when the circuit is not running, as long as they do so in a considerate manner and are aware of cars and vans moving around the paddock.
 - Once the track is live the use of scooters and bikes in the paddock and viewing areas is PROHIBITED.

- We will speak harshly with any parent who allows their child to become a nuisance, or to break this rule.
- This rule is for the safety of your child.

All of the above rules will apply at the two other venues, both Three Sisters and Rowrah have strict rules regarding the use of their paddocks, overnight stays and leaving rubbish and tyres behind.

We will update you on these rules before each round but please be aware that fines are in place for tyre dumping.

8. Social Media and Media Policy

A. Purpose of the Social Media Policy

As a club and circuit hosting various leisure activities, we must clarify what is and isn't acceptable for track users, club officials, and members to post online. This particularly applies to discussions about track incidents, racing issues, judicial matters, technical regulations, interactions with fellow competitors, rumors, club management, and race officials.

Social media, especially platforms like Facebook, is a powerful tool for communication and interaction within the motorsport community. However, since it is public and open-ended, there is a greater responsibility on users to behave respectfully and avoid being provocative. We aren't discouraging the use of social media, as it offers many benefits, but we do ask that users and club members follow this policy to avoid common issues and ensure social media is used responsibly for the club's benefit.

B. Guidelines

- Act online as you would in person.
- Avoid posting anything aggressive, deliberately controversial, or disparaging toward fellow members, competitors, race officials, or the club.
- This includes comments, as well as provocative media like videos, memes, or posts on websites, blogs, forums, or social media.
- Remember, many sporting decisions are made by volunteers, and these individuals should be treated with respect.
- Abusing officials online is as unacceptable as doing so in person. If you believe a decision is wrong, follow the appeal process through ACU, Motorsport UK, or Karting UK instead of posting negative comments online.
- Whether you are on social media or running a personal blog/website, be mindful of the legal risks.
- Anything defamatory posted online can lead to legal action, just like written print. Online statements judged by a court to defame a person, business, or organization are subject to the same libel laws.
- The venue reserves the right to cancel future bookings if online actions do not align with this policy.

C. Media Policy

- TSK-Motorsport-Media handles all media support for our race meetings. Photography packages and live streams are available at most rounds.
- We do not allow other photographers on the circuit during events.
- The use of drones is strictly prohibited at all events.
- By signing on, you agree that images of yourself, your team, and your bike may be used on social media, YouTube, and for marketing purposes by Teesside Karting Limited, its subsidiaries, and partners.
- If you have any safeguarding concerns about the sharing of images, please contact us directly.

D. Safeguarding

If you have concerns regarding any aspect of safeguarding related to media or online behavior, please reach out to us immediately.

Safeguarding Policy

Teesside Karting Limited Safeguarding Policy

1. Teesside Karting Limited's Aims and Principles:

- Safeguard the welfare of children and young people under our care, ensuring that:
 - Regardless of ability, culture, race, language, religious beliefs, sexuality, or gender identity, all have equal rights to protection.
- Recognise that safeguarding is everyone's responsibility. All staff and volunteers have a duty to respond appropriately to any concerns, suspicions, or disclosures suggesting that a child or young person may be at risk of harm.
- Equip staff and volunteers with the necessary information to act in accordance with Teesside Karting Limited and Motorsport UK's safeguarding aims.
- Ensure that staff and volunteers engaged in regulated activities with children undergo appropriate safer recruitment checks.
- Offer training opportunities to staff and volunteers to enhance their knowledge and understanding of safeguarding.
- Appoint a Child Protection Officer as required.

2. Teesside Karting Limited Will Strive To:

- Treat all children and young people with respect and dignity.
- Listen carefully to what children or young people have to say.
- Foster a positive and supportive environment.
- Ensure that every competitor aged 17 and under is accompanied by a parent or guardian.
- Maintain vigilance at all times.
- Uphold the club's rules and regulations designed to keep children safe.

3. Parents and Guardians at Teesside Karting Limited Events:

- Are responsible for the welfare of their own children and the children around them.
- Any concerns raised regarding a parent's conduct towards their own or other children will be addressed by the Safeguarding Officer.
- It is expected that all parents and guardians will ensure that young children are directly supervised at all times.
- The use of bikes, scooters, and similar equipment is prohibited while the circuit is live.

- The circuit is not a play area; even when it is not in use, children and young people should be actively discouraged from playing on the track.

4. Photography:

- Teesside Karting Limited permits photographs and video footage to be taken only for professional purposes by the club's Associate Photographer and authorised live stream companies.
- Teesside Karting Limited reserves the right to refuse entry to anyone who cannot abide by the rules and regulations regarding the use of photographic equipment, including self-promotion on social media.
- Competitors, parents, guardians, and teams should limit the use of photographic equipment to their own drivers and paddock areas to safeguard the children and young people on-site.