MOTOCROSS REGULATIONS

Issue #1.9 November 2026

VERSION HISTORY

Version	Date	Description
1.0	October 2019	Creation of Motocross Regulation document.
1.1	December 2020	Address Amendment
1.2	December 2021	Inclusion of Electric Mini class
1.3	April 2022	Inclusion of Auto Mini class
1.4	December 2022	Track side assistance
1.5	October 2023	Increase of 65cc age Removal of Auto Mini, Auto class lower age 5 years. Inclusion of Lithium Fire Extinguishers & 50s Fire Safety Sticks
1.6	January 2024	Licence Restrictions: Electric Bikes
1.7	December 2025	3.2 Capacity and Licence Restrictions: Removal of electric machine in Youth250 3.3-point b removal 3.7-Electric Mini removal – now in EMX regs 8.2-point e addition of Tear of ban
1.8	February 2026	10.2 Two Way Communication
1.9	November 2026	3.2 Capacity and Licence Restrictions: Update of Electric KW, Electric Mini, and Autos
2.0		

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1. Overview

NORA Motorsport is a trading name of NORA 92 Limited. For the purposes of this document any reference to NORA can refer to NORA Motorsport or NORA 92 Limited.

The NORA Code of Practice together with these Regulations, any Event Regulations and any Final Instructions shall apply to all Motocross Events held under a Permit issued by NORA.

No discrimination is intended where references are made to specific gender within NORA's Code of Practice and Regulations

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2. Events

2.1 Conditions for motocross events

a. The organiser must be affiliated to NORA
b. An RTA permit must be applied for and in place before the event.
c. The venue must hold a current certificate issued by NORA
d. Greenfield sites must comply with current circuit guidelines

2.2 Supercross

Arena / Supercross is defined as a motocross event conducted in a stadium type facility, open or fully closed, using motocross motorcycles.

2.3 Beach Racing

Beach racing is defined as a race taking place on a beach with manmade obstacles over which competitors compete over a set period of time.

2.4 Minibike

Minibike racing is defined as a race event on specially manufactured miniature motocross machines

2.5 Practice Events

a. A permit shall be applied for and put in place for all practice days.
b. The NORA guidelines for practice track facilities will apply to practice days

2.6 Training Days

a. All trainers must be licenced through NORA
b. No more than 20 riders may be in attendance for each trainer

3. Eligibility

3.1 Licences

a. For all NORA competitions the competitors must hold a current NORA Licence.
b. Practice licences are available for non-competition events.
c. A One Event Competition Licence grants the same benefits of an annual licence for the duration of one event only with regards to Rules and Regulations.
d. A One Event Licence does not include Personal Accident cover.
e. All new applications for an annual licence must be accompanied by a passport style photograph; Photographs may be sent electronically.

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3.2 Capacity and Licence Restrictions

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification	Restrictions
Youth Solo				
4-7 Years	PW50	Maximum 50cc 2 stroke Maximum Power 4kw	10 inch rear, 12 inch front	
5–8 Years	Auto	Maximum 50cc 2 or 4 stroke / Max 5kW battery automatic no manual clutch	12 inch rear, 15 inch front	Must be run separate to any other class ✸
5-8 Years	Auto Electric	Max Power 5kW	12 inch rear, 15 inch front	May be run with Auto class
7–11 years	65cc Junior	Maximum 65cc 2 stroke or 110cc 4 stroke / Max 14kW Battery	12 inch rear, 14 inch front	Must be run separate to any other class ✸
9–12 years	Small Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke / Max 22kW battery	14 inch rear, 17 inch front	May be combined with the 85cc Big Wheel Class
11-15 years	Big Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke / Max 22kW battery	16 inch rear, 19 inch front	May be combined with the 85cc Small Wheel Class
13-14 years	Youth 125	Maximum 145cc 2 stroke Electric Machines are not permitted	19 inch rear, 21 inch front	Combined with the Rookie class
14-17 years	Youth 250	Maximum 145cc 2 stroke Maximum 250cc 4 stroke Electric Machines are not permitted	19 inch rear, 21 inch front	Combined with the Rookie 125 class
Adult Solo				
15 Years		Maximum 250cc 2 stroke Maximum 450cc 4 stroke Electric Machines with a maximum of 36kW 48HP		
17 Years		Maximum 500cc 2 stroke Maximum 650cc 4 stroke Electric Machines with a maximum of 45kW 60HP		
Sidecar				
15 Years	Driver	Over 350cc and up to 1000cc 4 stroke and up to 750cc 2 stroke		
15 Years	Passenger			
Adult Quad				
15 Years				
Youth Quad				
6 – 9 Years	50cc Automatic	50cc Automatic Quads with engine and frame as originally manufactured		
8 – 14 Years	100cc Open	100cc Quads with engine and frame as originally manufactured, 8 year olds – Automatic only		
11 - 17 Years	250cc Open	Up to 200cc 2 Stroke & 250cc 4 Stroke.		
Adult Minibike				
15 Years	Adult Minibike	Class restrictions as per event regulations		
Youth Minibike				
6 – 8 Years	50cc	Any off road bike up to 50cc (semi auto, no clutch) – Max wheel size 12”		
9 – 14 Years	125cc	Horizontal single cylinder, four stroke, Open Cradle Frame Maximum wheel size 14” front -12” rear		

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Riders may continue in the youth 125cc/250cc class until the end of the year in which their 18th birthday falls. After reaching 15 years of age riders can apply for an adult solo Motocross licence and still retain a youth licence until the end of the year in which their 18th birthday falls. After reaching 15 years of age riders can apply for an adult quad Motocross licence and still retain a 250-youth quad licence until the end of the year in which their 18th birthday falls.
Youth Solo auto and 65cc classes may be combined so long as the number of competitors does not exceed 10 in either class.

3.3 Youth

a. Upon assessment riders may remain in a lower class below their age.
b. When a rider reaches the maximum age limit for their group, they may continue to compete in that group until the end of the calendar year.
c. On reaching the minimum age for the next group, the rider may upgrade. Please note that any rider who chooses to upgrade cannot then move back to the lower capacity class once they have competed at the higher level at a NORA event unless specifically approved by NORA.
d. An assessment will be required for any rider wishing to ride in a class of which they do not reach the age requirement to be arranged by the rider following application to the NORA office. No rider may upgrade more than 6 months earlier than reaching the required age for the class.
e. The parent, or person with parental responsibility, must accompany a youth competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.
f. Electric bike classes may be run separately or incorporated into the 50cc Auto class.
g. The Youth 125cc/250cc classes will be a combined class. Organisers may score the classes separately if they wish.
h. No rider may compete in the Youth 125cc/250cc class before their 13th birthday.

3.4 Adult

a. An assessment will be required for any rider wishing to ride in a class of which they do not reach the age requirement to be arranged by the rider following application to the NORA head office.
b. The parent or person with parental responsibility must accompany a competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.
c. No rider will be permitted to compete in the adult classes until they reach the minimum required age.

3.5 Physical Eligibility / Proficiency Assessment

All youth riders should be able to sit astride their machines and, with one foot firmly on the ground, must be able to control the gear lever or the foot brake with the other foot.

3.6 Class Variations

a. Parents are permitted to hold the rear of an automatic class machine immediately prior to the start of the race, they must be signed on and wearing an appropriate identification bib or sash to assist their rider before going on to the course.
b. Clubs may choose to impose further age restrictions for the automatic class; these restrictions must fall within the set limitations and be stated in the Event Regulations.
c. The Youth 125cc/250cc Class will not be permitted to run in a joint class with the 85cc classes
d. In exceptional circumstances the Youth 125cc/250cc class may be combined with an adult class with prior approval from NORA. All riders must be at least 14 years of age and the person with parental responsibility for them must agree and sign the appropriate disclaimer.
e. Clubs are permitted to designate other classes such as MX1, MX2 etc. These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.
f. Clubs are permitted to impose further restrictions within the youth quad classes as indicated in any championship or Event Regulations.

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4. Officials Licences

4.1 Licenced Officials

Officials that require a Licence.

Official	Licence Term	Training Method
Clerk of the Course	3 Years	In Person or Online Seminar
Chief Technical Officer	3 Years	In Person or Online Seminar
Engine Measurer	3 Years	In Person or Online Seminar
Timekeeper	3 Years	In Person Assessment

Licences will only be issued to individuals who have attended the appropriate seminar and/or passed competency assessments appropriate to their role. NORA, may refuse to issue, cancel or suspend any official's licence.

4.2 Unlicenced Officials

Officials who do not require a Licence

Official	Training Method
Event Secretary	May receive training from NORA or the Clerk of the Course
Technical Officer	Will receive training from the Chief Technical Officer
Chief Marshal	Will be appointed and briefed by the Clerk of the Course
Marshal	Will be appointed and briefed by the Clerk of the Course or the Chief Marshal
Youth Rider Assistant	Will be briefed by the Clerk of the Course
Child Protection Officer	

4.3 Chief Marshal

The Chief Marshal is responsible for briefing all of the event marshals prior to them conducting their duties in line with the NORA form 'Marshal Brief '

4.4 Marshal

All Assistant Officials whose function is to be carried out at the immediate trackside must be at least 16 years of age. Marshals under 18 years of age must have the approval and signature of the person with parental responsibility for them.

4.5 Youth Rider Assistant

Youth Rider Assistants may be allowed trackside during Electric Mini, Auto, 65cc and 85cc Small Wheel races at the discretion of the Clerk of the Course. **Strictly** one parent per rider is allowed track side and must be positioned in zones around the circuit. The duty of Youth Rider Assistants is to assist any rider that is in trouble in their allotted zone of the track and not to give encouragement or signals to riders. The minimum age for a Youth Rider Assistant is 18 years of age, and they must complete the officials sign on form. When track side, assistants must not use mobile phones or pit boards.

5. Specification of Motorcycle

All Solo, Sidecar & Quad Motorcycles shall comply with the Code of Practice and the following:

5.1 Brakes

a. Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
b. For Sidecar motorcycles, brakes are not required on the sidecar wheel.
c. For Quad motorcycles brakes must be capable of operating, as a minimum, both rear wheels

5.2 Tyres

a. Chains and other non-skid devices are not permitted.

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b. Scoop or paddle (continuous radial rib) tyres and/or tyres with lugs having a height of more than 19.5mm are forbidden.

5.3 Mudguards

Solo and Sidecar motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must cover 35 degrees of the upper rear wheel.

5.4 Clutch and Brake Levers

a. Clutch and brake levers must be, in principle, ball ended, the diameter of the ball to be at least 12.5mm.
b. This ball can also be flattened but in any case, the edges must be rounded.
c. These ball ends must be permanently fixed to form an integral part of the lever.

5.5 Footrests and Handlebars

The ends of the footrests must be rounded with a radius of not less than 12.5mm and fold in a rearward direction. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. For Quad and Trike motorcycles nerf bars or running boards must be fitted so that a rider's leg will not be pulled under the rear wheel.

5.6 Lamps

For all motorcycles mirrors must be removed. Other glass or plastic lenses must be taped, padded with foam rubber, or equivalent, at least 25mm thick and taped again.

5.7 Throttle

All machines must be fitted with self-closing throttles.

5.8 Exhaust Pipes

The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork.

5.9 Running of Engines

The running of engines is prohibited except during official practice, actual racing, sound testing and for a period not exceeding five minutes prior to the start of each race.

5.10 Ignition Cut Out

a. Solo motorcycles will be fitted with an engine cut-out button. A lanyard cutout may replace the cut-out button but must be connected to the rider by the way of a wrist strap.
b. Sidecar motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord (coil telephone wire is not permitted). The cord should be a maximum of 500mm. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.
c. Quad Motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.

5.11 Chain Guards

a. For Solo, Sidecar & Quad motorcycles (excluding Minibikes) the manufacturer's original primary drive guards or parts of similar design must remain in place.
b. For quad and minibike motorcycles a suitable primary drive guard must be fitted if no original was fitted to the motorcycle

5.12 Wheels

a. All motorcycles wheels with six or less spokes must be guarded.
b. For Sidecar motorcycles:
   - The three wheels shall each be of at least 400mm (16") in diameter measured over the outside of the tyre.
   - The wheel track, or lateral distance between tracks, shall be no more than 1150mm.
c. For Quad motorcycles the measurement from one front wheel to its following rear wheel must be equal.

5.13 Miscellaneous

For Quad motorcycles bumpers and nerf bars must have all corners with a radius of a minimum of 50mm

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6. Number Plates

a. Machines will have a minimum of three number plates, and it is the rider's responsibility to ensure that the numbers are clearly visible and correct.
b. No metallic or reflective colours may be used in any circumstances.
c. Plates and numbers must comply with the following requirements.
   - They must be made of a rigid material and solidly constructed.
   - The front plate should measure a minimum of 285mm x 235mm in size with a minimum of 50mm radius rounded corners.
   - The plates must be flat or slightly curved (not more that 25mm (1") from the true plane) and must not be otherwise bent or obscured in any way.
   - The front plate may be perforated but on no account may the numbers be perforated.
d. One plate must be carried facing forward and not more than 30 degrees from the vertical with one on each side of the machine.
e. Side number plates must be positioned above a horizontal line drawn through the rear spindle and behind a line drawn vertically at a minimum distance of 200mm behind the footrest.
f. The minimum dimensions of the numbers should be: – height 140mm (5 5/8"), width 80mm (3 5/8"), width of stroke 25mm (1") and the space between any two figures 15mm (5/8").
g. The Clerk of the Course has the discretion to disqualify any rider not showing legible numbers or discounting any protest resulting from illegible numbers.
h. For Quad motorcycles a further number plate must be fitted running parallel with the machine at the rear, readable when facing the side view of the machine. The mounting bracket must not exceed 25mm in height.

At the discretion of the organiser the colours may be as follows: – The figures and background must be in a 'matt' (non-shiny) colour

The only exception to the number plate regulations will be where special conditions apply to a National or Club Championship series and are explained in the Event Regulations or conditions to that series.
Numbers for minibike racing should not exceed 2 digits, (i.e. 1 – 99)

Adult	Background Colour	Number Colour
Up to 250cc	Black	White
Over 250cc	White	Black

Youth	Background Colour	Number Colour
Auto / 8kw Electric	White	Black
65cc Junior	Black	White
85cc Small Wheel	Red	White
85cc Big Wheel	Green	White
Youth 125cc / 250cc	Black	White

7. Technical Control

a. In the event of a protest against machine specification this must be submitted prior to the commencement of an event. Where an engine has to be stripped an additional fee of £250* for four stroke and £150* for two stroke machines MUST be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned. If the protest is not upheld, 50% of the additional fee will be awarded to the other party and will be the only costs payable.
b. The Clerk of the Course may disqualify or penalise any rider of a machine which exceeds the maximum permitted sound level, or which in their opinion is deemed to be excessively noisy.
c. Random or spot checks may be made NORA Sound Control Officials of the sound level of any machine taking part in any NORA event in addition to any routine checks at technical control if requested by the Clerk of the Course.

* All payments to be made in cash

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8. Event Safety

8.1 Medical Services

At all Motocross events, including official practice, a qualified first aid personnel must be in attendance with full first aid equipment. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished.
An IHCD Emergency Technician (EMT), First Response Emergency Care person (FREC), level 3 or above or the Voluntary Aid Society (VAS) equivalent must be in attendance during official practice and racing.
A Paramedic (PM) is recommended. *For practice only events please refer to the NORA 92 Practice Guidelines.
The minimum requirement for the start of every event is two ambulances. If one of the two ambulances has to leave the circuit then the minimum requirement for the event to continue is one ambulance and one IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent, plus enough qualified first aid personnel to cover the course layout size and type of event subject to medical requirements shown below.
For smaller club level events (where there are approximately 99 riders or less) the minimum medical requirements are for one ambulance – On the condition the ambulance is available at all times. Should the ambulance be required to support the treatment of or transport an injured rider the event must stop until such time that the ambulance is available again. The ambulance should be accompanied by either an IHCD Emergency Technician or the VAS equivalent, plus enough qualified first aid personnel to cover the course layout, size and type of event.

8.2 Clothing

a. All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within the NORA Code of Practice.
b. Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.
c. The mouth should be kept clear of anything likely to cause blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing false dentures.
d. It is not advised that bulky hard objects such as tools etc. are carried in pockets or on the person.
e. Goggles or a visor of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable, and tear-offs are not permitted.
f. It is advised that all riders and passengers should wear a body belt/kidney protector and wear protective armour giving protection to at least the chest and shoulders.
g. All riders and passengers are advised to wear identification discs around the neck or wrist during racing and practicing. The disc should bear the wearers full name and date of birth.
h. It is the responsibility of the rider's parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.
i. In all races and official practice complete protective clothing produced for motocross racing, knee length boots and gloves shall be worn by each rider and passenger. It is advised that motocross jerseys should provide protection against abrasion to the body and arms and that motocross jeans are padded at the hips and knees.

8.2.1 Minibike

In all races and official practice complete protective clothing shall be worn by each rider. It is advised that Motocross or specific Minibike boots should be worn and as a minimum give protection to the ankle. No trainer type shoes or boots allowed. Jerseys should provide protection against abrasion to the body and arms. If short sleeved jerseys are worn then elbow pads must be worn to protect exposed skin. Trousers/shorts must provide protection to the knee, shin and hips. If Motocross style shorts are worn then they must cover the knee and must be used in conjunction with a knee, shin pad combination.

8.3 Fire Extinguishers

Every NORA-approved track/event must have a minimum of two 6kg dry powder fire extinguishers. The position of the extinguishers must be clearly marked. All extinguishers must have a minimum 34A 183B rating as well as a current certificate attached.
If electric bikes are taking any part in the event, then the organiser must have a Lithium Ion Battery Fire Extinguisher of a minimum 6L.

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50-second Fire Safety Sticks may be used as a supplement and may replace one of the dry powder extinguishers, and fire blankets may also be used as additional safety equipment.

8.4 Riding in the Paddock

Riding of machines in the paddock is strictly prohibited, and warning signs should be erected.
Machines should be pushed with the engine dead. Riding of machines at a slow pace can be permitted if designated lanes protected from the public are used. Machines must be pushed upon exiting from any point on these lanes. In exceptional circumstances, if risk assessed by the Clerk of the Course, riders may be permitted to rider their machines but must not exceed first gear idle and must always wear a helmet. Under no circumstances may the machine be ridden by anybody other than the competitor or pillion passengers carried.

All Electric powered bikes and scooters are banned from any NORA event unless they are competing.

8.5 Track Access

Strictly no personnel, other than signed on officials, are permitted on the track while construction, grading and watering machinery is operating.

8.6 Flag Signals

The following flag signals will be used:

N.B. 'Waved' shall mean a flag should be moved up and down through an arc of 45 degrees and not indiscriminately. Only authorised officials are permitted to use these flags. Any rider who is judged to have taken unfair advantage whilst a yellow flag is displayed and waved, or ignored any other flag signal, may be disqualified or penalised accordingly by the Clerk of the Course. All of the below flags should measure not less than 750mm x 600mm.

The blue flag should be used by trained officials only and should not be used by marshals covering a static point.

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Flag Type	Meaning
National Flag	This flag can be used for starting a race by being raised from the ground
Red	All Riders must stop. Riders must not pass any red flag unless authorised or directed to do so and then proceed at a slow pace
Black – with the rider's number clearly shown on a board	That rider to stop racing immediately and leave the track
Yellow – Motionless	Danger, take care. Ride with caution.
Yellow – Waved	Great Danger, prepare to stop, ride with extreme caution, no overtaking. Wheels must remain in contact with the ground wherever practicable. Marshals are advised to wave their flags when riders are stopped on the course in a dangerous position or being attended to by officials or medical staff
Green	Course clear / Riders under starters orders.
Blue – Waved	Warning you are about to be lapped.
Yellow with Black Cross	Last Lap. / (either or) a two lap and then one lap board, clearly marked.
Chequered	Finish.
White with Green or Red Cross	Medical attention required at that post provided. This may be replaced by a flag mutually agreed with the medical staff

9. Race Management

9.1 Practice

a. For any race there must be a minimum period for practice on the actual course, the details of which must be stated in the Event Regulations.
b. Riders will commence practice under the instructions of the start officials and must join the circuit from the designated area.
c. The duration of practice will commence from the time when the first rider joins the circuit.
d. The waving of the chequered flag will indicate the end of practice.

9.2 Start Positions

a. Start positions will be established according to the provisions of the Event Regulations.
b. Where the organisers decide the grid positions will be by ballot this must be conducted by the competitors at the event

9.3 Electronic Timekeeping

a. Only licensed NORA Timekeepers can time a qualification practice where qualification to a final, a series of races or start line positions is the determined outcome. The Chief Timekeeper should be stated in the Event Regulations and official programme.
b. If timed practice is used and identical times are recorded by more than 1 rider in the official qualifying practice session for the race the rider with the second best laptime will receive the better starting position.
c. Transponders, if used, should be fitted to the machine as per the timekeepers or manufacturer's instructions, it is the riders responsibility to ensure that the correct transponder is securely fitted, it is the riders responsibility if a transponder is lost from the machine during an event.

Note: A Mylaps – MX transponder requires a minimum of 14 hours of trickle charge to ensure optimum performance.

9.4 Method of Starting

The following methods of starting a race may be used and shall be stated in the Event Regulations.

a. The raising of the National flag
b. Flyaway elastic start gate.
c. Drop down metal start gate.

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9.5 Start Procedure

a. Riders are deemed to be under starter's orders when all of the riders are on the start line, signified by the raising of a green flag.
b. No persons will be allowed in the start area once riders have come under orders at the start line, except riders, passengers and authorised officials.
c. Once the riders are under starter's orders, the start procedure should not commence until the circuit is clear, signified by the lowering of the green flag.
d. If a 15 and 5 second board is used the following procedure should be followed.
   - The 15 second board will be displayed for a full 15 seconds
   - The 5 second board will be displayed following the 15 seconds
   - The gate will drop between 5 and 10 seconds after the "5 seconds" board is shown
e. The above timings should be employed at all national level events, for club level events the organisers should use a constant method for conducting the start procedure.
f. The start procedure for beach racing will be issued in the Event Regulations.

9.6 False Start

All false starts shall be indicated by the waving of a red flag, all riders will have to go back to the starting area and await announcements regarding the restart.

9.7 Stopping a Race

a. If a race is stopped before 50% of the race time has been completed, the race shall be re-run if conditions and time permits.
b. If a race is stopped after 50% and providing the race results shall be declared on a minimum of 2 complete laps the result will not be re-run and the result will stand.
   - The order of classification shall be based upon the order of last crossing the finishing line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.
   - If a race has to be stopped after the leader has taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of last crossing the finish control line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.
c. In the event of a race being re-run the Clerk of the Course may disqualify any rider or riders who is/are the prime cause of the race initially being stopped.
d. Only the Clerk of the Course can instruct a race to be stopped. All courses must have sufficient assistants / marshals to ensure that when a race is stopped this decision is communicated to all of the riders as quickly as possible. The Clerk of the Course determines if radio communication is required.

9.8 Finish of a Race

a. The chequered flag will be displayed as the winner crosses the finish control line and will be kept flying until the last riders finish the lap.
b. No rider will be allowed to start a fresh lap after the chequered flag has been displayed.
c. Riders crossing the finish control line will be flagged off, their position being determined by the number of laps each has completed, those riders who complete a similar number of laps having their positions determined by the order in which they finish.
d. Only riders passing the chequered flag at the finish control line and after completion of a minimum 75% for adult classes and 50% for youth classes (rounded down) of the total laps completed by the race leader will be declared as finishers unless otherwise stated in the organiser or event regulations.
e. Only riders crossing the finish line within 5 minutes of the winners time will be classified as finishers.

9.9 Race Results

a. If the results are to be decided on points, the points allocation must be clearly defined in the Event Regulations.
b. Should a tie occur on an overall result the highest position in the final leg will determine the final order

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9.10 Change of Machine

A change of machine may be permitted provided that prior notification is made to the Clerk of the Course before the race in which the change is to take place. The same machine must be used throughout any one race.

9.11 Change of Sidecar Passenger

a. The only reason to change a passenger is injury and only one change per event will be allowed.
b. The passenger must sign on, have the correct licence, and complete a sighting lap.
c. Application for a change must be in writing to the Clerk of the Course at least 30 minutes before the start of a race or practice session.
d. The final decision will be left with the Clerk of the Course.

9.12 Outside Assistance

a. If during a race a rider and/or passenger receives outside assistance other than that provided by the Organisers for the removal of themselves or their machine from the course in the interests of safety, that rider may be disqualified or penalised.
b. Riders receiving signals from persons associated with them in prohibited areas may be disqualified or penalised

9.13 Foul, Unfair or Dangerous

The Clerk of the Course may disqualify any rider who, in their opinion, is guilty of unfair, foul or dangerous riding.

9.14 Course Conduct

If, for any reason, a rider leaves the course, they must rejoin it as closely as possible to the point where they left the course, without any outside assistance. They must not gain any advantage. If any advantage is obtained they may be disqualified or penalised.

10.Instructions to Riders

All Event Regulations and Final Instructions issued for an event will have the same force as these Regulations but must in no way contradict it.

10.1 Conduct

Riders, parents or associates failing to obey instructions given by officials of the event or deemed to have unjustifiably or maliciously jeopardised the efficient running of the event by not adhering to the Regulations, Event Regulations or the protest procedure, may be disqualified from the event.

10.2 Two Way Communication

Two way electronic communication with competitors is not allowed during practice and race sessions at competitive events. Communication may only be made visually from designated or public areas.

10.3 Parental Responsibility

It is a parent's or guardian's responsibility to ensure that children stay within the confines of the event site and obey all instructions issued by the organiser.

10.4 Declaration

It is a condition of acceptance of entry that the promoters shall not be responsible for any damage to a motorcycle or its accessories whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories before, during and after the event.

10.5 Compliance With Regulations

Every rider, by entering or being entered, thereby acknowledges that they are bound by the NORA Code of Practice and these Standing Regulations together with any Event Regulations or Conditions and Final Instructions issued, to all of which they undertake to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for.

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11.Beach Racing

11.1 Specification of Vehicle

All machines must comply with the appropriate specification applicable to the type, that is to say, Trial, Trail, Enduro, Motocross or Quads. Paddle or scoop tyres are strictly forbidden.

11.2 LPG Fuel / Diesel

Vehicles using LPG fuel must comply with the LPGA Code of practice 11 for auto gas installations June 2001, and will be subject to refuelling regulations, including a minimum 11kg fire extinguisher. Diesel fuel must be 'roadside pump' available.

11.3 Circuit

Hazards should become progressively harder around the circuit so that large numbers of riders are not stopped at the first hazard on the first lap. A number of flag marshals must be placed at each obstacle subject to the pre race risk assessment.

11.4 Starters Orders

A rider shall be deemed to be under starter's orders when they collect their machine from the parc ferme/waiting zone.

11.5 Finish of a Race

The chequered flag will be displayed as the winner crosses the finish control line and will be kept flying thereafter until the last rider finishes that lap. No rider will be allowed to start a fresh lap after the chequered flag has been displayed. Thereafter riders crossing the line will be flagged off, their position being determined by the number of laps each has completed, those riders who complete a similar number of laps having their positions determined by the order in which they finished within the time limit laid down in the Event Regulations will be declared finishers. The organisers reserve the right to declare in the Event Regulations the distance required to be declared a finisher.

11.6 Duration of a Race

As specified in the Event Regulations.

11.7 Interruption of a Race

The Clerk of the Course, for reasons of safety, may temporarily stop the event by the waiving of a red flag at any point on the circuit. The race will resume on the raising of the green flag by the Clerk of the Course.

11.8 Disqualifications

Any rider considered for disqualification may be allowed to complete the race and be disqualified, subject to protest and appeal procedures. If in the opinion of the Clerk of the Course the offence is undisputable the rider can be disqualified from the race immediately. The Clerk of the Course must write down the time, details of the offence and time of the disqualification to be given to the Race Control / Event Secretary as soon as is possible.

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