



# ***CODE OF PRACTICE***

Issue 1.4 – January 2024

**VERSION HISTORY**

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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.

NORA 92 Limited is a government authorising body under Statutory Instrument 1995 no. 1371, Road Traffic Motor Vehicles (off road events) Regulations 1995.

NORA 92 Limited may give an authorisation for a motoring event for the purposes of section 13a of the Road Traffic Act (RTA) 1988 upon such conditions as it thinks fit.

NORA issues rules and regulations for motorsports events to enable it affiliated members to organise, manage and promote events in a safe a fair manner.

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

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<b>Health and Safety Officer</b>	Roy Barton CMIOSH
<b>Permit Issuing Authority</b>	NORA 92 Limited



## 2. Event Jurisdiction

### 2.1 Alterations and Amendments

This code and its appendices may be altered from time to time. No revised rule shall be effective unless it has been approved by NORA and has been published. NORA reserves to itself the right at any time to alter these Regulations and to alter or add to any Appendices thereto.

### 2.2 Exemptions

NORA has the right to grant an Exemption from these Regulations to suit special conditions or to enable unusual features to be included in the competition

## 3. Definitions

The following terminology shall be used, their definitions shall be applicable to all Event Regulations and for general use

### 3.1 NORA Panel

A NORA Panel shall be a body set up for Jurisdiction or Arbitration purposes as follows.

1. Clerk of the Course: To adjudicate all protests arising out of an event.
2. NORA Panel:
  - To adjudicate on any appeal arising out of an event.
  - To adjudicate on any matter referred to them by the Clerk of the Course of the event with respect to an event for which they have issued the Permit.
  - To adjudicate on any matter of conflict or complaint from a Club/Association or Member of a Club/Association

### 3.2 Member Club

Any Motorsport Club, Organisation or Association which is affiliated to NORA in accordance with their Code of Practice and Regulations

### 3.3 Permit

An authorising document issued under the authority of NORA 92 Limited, suspending articles 1, 2 and 3 of the road traffic act as per section 13a of that act

### 3.4 Competitor

Any rider, driver, passenger or co-driver licenced to compete in a NORA permitted event.

### 3.5 Practice

That part of an event intended to allow a rider to become familiar with the course. In certain events, performance during specified periods of practice may be used by the organisers to determine starting order or position. An event whereby no competition occurs.

## 4. Competition Licences

A Competition Licence is required by every competitor participating in any competition held under the Regulations of NORA It is the responsibility of the competitor, or in the case of minors, the person with parental responsibility, to ensure that their licence is valid and issued for the correct class. The issuing of a licence does not guarantee an entry into, or acceptance into, any competition. All licences are valid from the point of issue to 31<sup>st</sup> December of the licence year.

Licence fees are non-refundable. Duplicate and upgraded NORA licences can be obtained on request at a cost of no more than £10.00.

A One Event Licence grants all the benefits of an annual licence for the duration of one named event only with regards to Rules and Regulations. **A One Event Licence does not include Personal Accident insurance cover.** The Event Regulations for the event will state whether this type of licence is acceptable.



## 5. The Motor Vehicles (Off Road Events) Regulations 1995

Statutory Instrument 1995 No. 1371

### **DANGEROUS, CARELESS AND INCONSIDERATE RIDING – APPLIES NOT ONLY TO THE PUBLIC HIGHWAY.**

From 1 July 1992, the offences of dangerous, careless and inconsiderate driving of a mechanically propelled vehicle on the road (sections 1,2 & 3 of the 1998 Road Traffic Act as amended by the RTA 1991) have also applied to a Public Place. This change was driven by the absence of effective legislation to control illegal driving by underage drivers in public places which are not necessarily a public road. This extension of road traffic law to public places had far reaching consequences for those who take part in or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted either free of charge or on payment of entry fee. Consequently, provision was made in the legislation in order that the legislation does not apply to those taking part in 'authorised' motoring events when driving in a public place other than a road, provided they are driving in accordance with the appropriate authorisation for the event.

It is not illegal to organise or take part in an unauthorised motoring event in a public place, but drivers and riders should be aware that they are liable for prosecution if in doing so they are judged to drive dangerously or carelessly. It should be assumed that what may be regarded as fair competitive riding on a race circuit may be regarded as dangerous or careless in an unauthorised place. Consequently, any rider who may be attracted to ride in any other events should ensure that the events are authorised in accordance with the Motor Vehicles (Off Road Events) Regulations 1995. The responsibility for ensuring that an event is authorised lies equally with competitors and organisers.

The precise definition of 'event' or 'public place' cannot be given. Authorising Bodies have to consider whether the event requires competitors to drive/ride dangerously.

The Motor Vehicles (Competition and Trials) Regulations 1969 is specific legislation governing motoring events held on the public highway. The Road Traffic Act makes it illegal to race or trial of speed on the public highway, unless it is of a sort permitted by the 1969 legislation and authorised in accordance with it.

### **5.2 Police**

Although there is no requirement to notify the police, it is wise to do so by simply sending the police authority, through which your event runs, a copy of a publicity sheet, or event diary, highlighting the date and location of checkpoints, and mark it "for information only".

### **5.3 Insurance**

Where any part of an event takes place in circumstances where the Road Traffic Act applies, i.e. in a public place, competitors must be covered by their own Motor Insurance Policy.#

For more information go to <https://www.legislation.gov.uk/uksi/1995/1371/made>



## 6. NORA Environment Code

NORA is committed to its organisers running sustainable and responsible events. It is integral to our professional activities and the management of our organisation.

We adopt strategies and activities that meet our needs and the needs of our affiliated clubs, officials and competitors, whilst protecting, sustaining and enhancing the human, natural and economic resources that will be needed in the future. We aim to create positive environmental, social and economic impacts from all our activities.

The Clerk of the Course will:

Ensure that the NORA Environmental Code is respected.

Report to NORA on environmental aspects of the event and make recommendations on issues which may have future environmental consequences.

### ENVIRONMENTAL CODE: SOUND

- Avoid all unnecessary running of engines.
- Adequate consideration must be given to the siting of the course, and in particular the start areas, in relation to local residential properties.
- Take action against competitors who's vehicles are deemed to be excessively noisy.

### ENVIRONMENTAL CODE: COMMUNICATION

- Separate address systems for riders' paddock and the public area are preferable.
- A public address system can cause more annoyance outside of the event than the actual sound of vehicles. Make arrangements with the people in charge of the system to reduce the sound volume to an absolute minimum between races/ practice sessions.

### ENVIRONMENTAL CODE: PROTECTION OF THE GROUND

- Measures must be taken to prevent discharges of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids, etc. into the ground.
- Leave no long-term evidence of any activity.

### ENVIRONMENTAL CODE: CLEANING OF MOTORCYCLES

- Cleaning of motorcycles can only be carried out at places designated by the organisers.
- Only biodegradable cleaning agents are permitted.

### ENVIRONMENTAL CODE: ACTION TO BE TAKEN BY COMPETITORS

- Each competitor is responsible for the waste generated by his team during an event.
- Where organisers provide the necessary containers for waste they must be used as directed.
- Any infringement by the competitor of the NORA Environment Code can result in disciplinary action being taken.
- Competitors are responsible for the removal from site and safe disposal of any waste oil materials.

### ENVIRONMENTAL CODE: RECOMMENDATIONS FOR THE PUBLIC

Visitors to your event can play an important role in keeping the environment clean and undamaged. Here are some suggestions on dealing with visitors:

- Provide clear signs to the venue.
- Do not allow parking on vulnerable areas (verges, green lanes, etc.), or where soil damage may occur (e.g. after heavy rain).
- Provide sufficient sanitary facilities and ensure secure / prompt treatment of effluent.
- Specify, in contracts with catering firms, that all drinks and food packaging is to be removed from the site.
- For larger events provide recycle points for waste.



**ENVIRONMENTAL CODE: PUBLICITY AND ADVERTISING**

Place billboards and posters only after having obtained permission from the owner of the property, and the local highway authority if appropriate.

Take Government regulations into account when positioning billboards.

**ENVIRONMENTAL CODE: AFTER THE EVENT**

- Signposts, billboards and posters must be removed immediately after the event.
- Clear away tapes and markers around the event site.
- Arrange for prompt removal of all waste and rubbish.
- Arrange for prompt removal of all sanitary facilities

**ENVIRONMENTAL CODE: CIRCUIT/TRACK MANAGEMENT**

Managers of motor sport facilities are able to take a large number of measures when managing and maintaining a venue.

- Keep up maintenance and take care that the site is kept clean and tidy at all times.
- Take all necessary care, when making changes/adjustments to the site, to consult the appropriate authorities.
- Materials used for maintenance/improvements should be checked by the appropriate authorities to ensure they are not contaminated.
- Ensure proper disposal of waste from sanitary facilities.
- When locating the starting area, take acoustic effects into consideration.
- Take into account the sound-absorbing function of trees, bushes etc (when replanting them).

**7. NORA Anti Doping Policy**

NORA work under the guidelines of the World Anti-Doping Agency.

**Anti Doping Services and Resources**

<b>Drug Information Telephone</b>	+44 (0) 800 528 0004
<b>Drug Information e-mail</b>	drugfree@uksport.gov.uk
<b>WADA</b>	www.wada-ama.org
<b>UK Anti Doping</b>	https://www.ukad.org.uk
<b>Therapeutic Use Exemptions</b>	https://www.wada-ama.org/en/what-we-do/science-medical/therapeutic-use-exemptions
<b>100% ME Website</b>	https://www.ukad.org.uk/athletes/100-me

**Costs for Anti Doping Tests**

The cost of the primary tests will be paid by the organisers. In the case of a competitor requesting a second test, he/she should deposit a sum equal to the NORA appeal fee with NORA. If the second test is negative, the deposit shall be returned.

Contact the NORA medical advisor for further details : UK Life Medics, Jason Jeffries-Lloyd : 07854 423369

**Penalties**

The minimum penalty for a first offence will be a two year suspension. For subsequent offences a permanent suspension may be imposed.

**Alcohol**

Tests may be carried out, on any participant at an event by means of the standard breath test system. A positive breath test or a refusal to undergo a test will result in disqualification from the event as a minimum sanction. The permitted level of alcohol is 0.10g/L.



## 8. Equal Opportunities / Sport Equality Policy Statement

NORA aims to ensure that all people irrespective of their age, gender, disability, race, ethnic origin, creed, colour, social status or sexual orientation, have a genuine and equal opportunity to participate in motorcycle sport and leisure at all levels and in all roles, that is as a beginner, participant or competitor, and as a coach, manager, administrator, official or spectator.

In pursuance of this policy NORA may take special measures/positive action for any group which is currently under represented in its membership, representative bodies or workforce, taking account of the Race Relations Act (1976) and the Sex Discrimination Acts (1975, 1986).

In pursuance of this policy NORA reserves the right to discipline any members/employees of NORA who practice any forms of discrimination on the grounds of a persons age, gender, disability, ethnic origin, creed, colour, social status or sexual orientation.

NORA will monitor and evaluate this policy on an ongoing basis.

NORA is required by law not to discriminate against its employees and recognises its legal obligations under, and will abide by the requirements of, the following:

- Part 5, chapter 3, of the Equality Act 2010
- Rehabilitation of Offenders Act 1974
- Sex Discrimination Acts 1975, 1986 & 1999
- The Equality Act 2010 Relations Amendment Act 2000
- Disability Discrimination Act 1995
- Human Rights Act 1998
- Employment Equality (Sexual Orientation) Regulations 2003
- Employment Equality (Religion and Belief) Regulations 2003
- Children Act 1998
- Gender Recognition Act 2004
- Civil Partnership Act 2004
- Employment Equality (Age) Regulations 2006
- Any later amendments to the above Acts/regulations or future Acts/regulations that are relevant to NORA 92

## 9. Insurance

The below insurance summary shows the level of insurance arranged to protect NORA, it's affiliated organisers, officers, officials and competitors and NORA sanctioned events, practice and training. This does not extend to organisers to which NORA 92 solely supply RTA exemption permits and that are not regulated by NORA 92 Ltd. The NORA policies are arranged and managed by Sports Insure.

### Public Liability

Indemnity of not less than £20,000,000 in respect of any one incident for injury or damage to other people or property. Please refer to the Liability Insurance (UK) Policy Document, which will be issued to all affiliated clubs for exclusions and limitations.

### Employers Liability

Indemnity of not less than £20,000,000 in respect of any one incident. It is the responsibility of the Club, Association or Organisation staging an event to ensure that the Paramedics and Chief Medical Officers have their own malpractice indemnity insurance in place.

### Products Liability

Indemnity of not less than £2,000,000 in respect of any one occurrence and in the aggregate.

### Professional Indemnity

Indemnity of not less than £2,000,000 in respect of any one occurrence and in the aggregate.

### 9.1 Landowners

NORA and its members understand the need to retain the goodwill of Landowners so that land continues to be made available for events. For this reason, the NORA policy indemnifies Landowners in respect of their potential legal liability to third parties following an accident in connection with a permitted event for which they have made available the use of their land; please refer to the Policy Document for more detailed information. The amount of Indemnity provided shall be no less than £5,000,000.



## 9.2 What is Not Covered

It is important to understand what is not covered by the policy; the main points are: Participant to Participant Liability – Claims by one Competitor against another Competitor are not insured whilst competing in the permitted event.

## 9.3 Road Traffic Act Liability (i.e. Road Risks)

Where any part of an event takes place in a public place, riders are strongly recommended to confirm with their normal motor insurers that their participation in the event is covered. Without such a precaution it is possible that a competitor could be prosecuted and find themselves personally liable for damages without insurance protection.

## 9.4 Public Liability

### 9.4.1 Prior to the event

So that Clubs may be certain that cover is operative for any event, the following steps should be taken:

- Apply to NORA 92 for an appropriate Permit.
- Officials should be briefed prior to the event on risk assessment and procedure in the event of an accident.
- Consider if specific advice is needed from NORA about the event e.g.
  - Attractions other than normal competition e.g. flight displays, ballooning, bungee jumping, freestyle motocross, bouncy castles.
  - Contractual liabilities incurred to property owners or landlords.
  - Use of vehicles on public roads i.e. RTA cover.

If there are any special exposures that fall outside normal competition as shown in the NORA Regulations and therefore are not covered by the standard NORA liability insurance, full details of the event should be made available to NORA a minimum of 28 days prior to the event to enable them to respond on the implications for cover and cost.

### 9.4.2 Claim Notification

The insured will give notice in writing, or by an agreed electronic medium, to the insurer:

- Immediately on, or not later than forty eight (48) hours from, receipt of notice of any impending inquest, fatal accident inquiry, prosecution or other legal proceedings that includes alleged bodily injury;
- As soon as practical, but in any event within seventy two (72) hours from, coming in possession of actual knowledge that notice of an Industrial Tribunal hearing includes alleged bodily injury or personal injury;
- Immediately on, or not later than seventy two (72) hours from, the insured's actual knowledge of any death or bodily injury to any employee involving a stay in hospital in excess of three (3) days;
- As soon as practical, but in any event within ten (10) days, after any other accident, event or the coming in possession of actual knowledge of bodily injury, personal injury or damage, with full particulars thereof; which may be the subject of indemnity under this policy.
- The insured will give notice by an agreed electronic medium, to the insurer not later than forty eight (48) hours from, the insured's notification to the authorities of any RIDDOR incident.
- Notice to the insurer must be given to the claims notification addressed specified in the schedule.

### 9.4.3 Insured's Duties

For each and every claim or RIDDOR\* incident the insured and any person acting on behalf of the insured must:

- Not admit responsibility, liability, make an offer or promise, not offer payment or indemnity without the written consent of the insurer;
- Not incur any expenses without the consent of the insurer except at the insured's own cost;
- Always act honestly, there being no rights to any form of payment or indemnity under the policy in the event that any claim is made fraudulently;
- Give all such information, assistance and forward all documents to enable the insurer to investigate, settle or resist any claim as the insurers any require;



- Provide such proofs and information with respect to the claim as may reasonably be required together with (if demanded) a statutory declaration of the truth of the claim and any matters connected therewith;
- Not destroy evidence or supporting information or documentations without the insurer's prior consent; nor destroy any plant or other property relating to an occurrence, loss or suit that may give rise to a claim under this policy;

\* Injuries arising from sporting accidents

"Whether or not to report accidents which occur during professional sport is a subject of much debate. The comments below are intended to assist in resolving uncertainties.

There are no specific requirements to report accidents or injuries caused by sporting activities. However, a death or serious injury to a member of the public or an employee at a sports ground or a sporting activity must be reported to the appropriate enforcing authority under the general requirements of the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995. Whilst there is a legal requirement to report injuries at work that result from acts of violence, RIDDOR specifically excludes sports injuries of this type if taking part in the sport implies that participants accept a level of violence and risk of injury". (see <http://www.hse.gov.uk/riddor/index.htm> [3])

Ref: Safety in Sport - Guidance for UK National Governing Bodies

UK Sport - Prepared by Dr C W Fuller

#### **9.4.4 Claim Procedure**

Unless stated otherwise all claims will be handled and overseen by the insurer. For each and every claim the insured and any person acting on behalf of the insured must:

- Immediately send the insurer copies of any request, demand, order, notice, summons, legal paper and all documents relating thereto in connection with an insured events as soon as received by the insured. In addition the insured must co-operate with the insurer or their appointed agents to allow them to comply with such relevant practice directions and pre-action protocols as may be issued and approved from time to time by the head of civil justice;
- Authorise the insurer to obtain medical records or other pertinent information upon request but only where legally permitted to do so in the event of an insured event involving bodily injury;

It is essential that all claims and serious incidents be reported whether this is directly by the insured, or via the broker. This enables a proactive approach to managing any claims, which is of great benefit to the motor sports fraternity.

#### **9.4.5 Motor Sports – Claims and Serious Incident Procedure**

##### **Claims Reporting**

It is essential that all claims and serious incidents be reported, whether this is directly by the insured, or via the broker. This enables a proactive approach to managing any claims, which is of great benefit to the motorsports fraternity

##### **Serious Incidents**

In the case of serious incidents, these need to be reported immediately to the Insurers.

A serious incident is considered to be one involving:

- Fatal or life threatening injuries
- Head injuries, spinal injuries, amputation or multiple fractures
- Severe burns/scarring
- Loss of sight or hearing
- Serious injury to a spectator
- Serious injury to an official

The incident should be reported to the insurers immediately by the organising club, permit issuing authority or track owner. If the insured required further initial specialist advice, or there is a risk of police or HSE involvement or prosecution, the insurers will arrange for a nominated solicitor to provide advice.

For advice regarding a serious Incident at your event you should contact 07368 458650

In the event of a fatality telephone the police & impound the vehicle/s immediately.



### Investigation Guidelines

By conducting an early investigation of an incident, the necessary information and documentation can be gathered as quickly as possible. This is of enormous benefit to insurers and motor sports in general, through having all the evidence in hand to effectively deal with claims or threatened prosecution. To give effect to the above, it is essential that the information as detailed upon the attached checklist is collated by one of the following: The clerk of the course, circuit owner, governing body, event organiser, safety office or operator

### Motor Sports Incident Investigation – Information Checklist

The Information Checklist must be completed by one of the following:

- The Clerk of the course, Event Organiser, Safety Officer or Event Secretary. It is important that any information provided is based upon matters of fact and not matters of opinion.

### Provide the Following Documents to the NORA Office

- Clerk of the Course report.
- Medical log/report.
- Signing on sheet.
- Entry form.
- Competitor event licence form
- Circuit certificate or licence.

Please also supply contact details of any witnesses but DO NOT take statements; these will be taken by the insurers at a later date.

## 9.5 Medical Malpractice Insurance

The Master policy is automatically extended to provide medical malpractice cover for volunteer paramedics registered with the (HCPC) Health Care Professional Council. Cover also applies to qualified nurses registered with the (RCN) Royal College of Nursing and with A&E experience, medical assistants and event officials at NORA 92 permitted events. The limit of indemnity is £5,000,000 in the aggregate for each period of 12 months. Cover is subject to an excess of £250 each and every claim.

## 10. Medical Services – Terminology

The Medical Officer shall be qualified in accordance with the discipline requirements stipulated within the individual discipline regulations and shall satisfy their self that adequate arrangements, including first aid staff and equipment, have been made for dealing with any casualties.

Paramedic (PM) - A State Registered Paramedic with the HCPC (Health Care Professional Council). If a paramedic is present at an event as an individual volunteer (being paid expenses) and not present in a commercial capacity, then they are indemnified for Medical Malpractice under NORA's insurance policy. This concession also applies to Junior Doctors with full GMC registration (Not GPs or Consultants).

Ambulance - A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licensing Agency) or similar government licensing authority and complying with the following minimum equipment regulations for a type C vehicle; that is:

- Medical: A stretcher capable of being loaded and unloaded from the ambulance, medical gases including entonox and oxygen, scoop, long board and straps for immobilising patients, splints to immobilise limbs, AED or monitor, basic life support equipment including (BVM) bag valve and mask, suction and airway adjuncts and first aid equipment dealing with both major and minor wounds.
- Technical: Radio communication. Visible and audible signals.-
- Staffing: An ambulance must be staffed by two First Aid Personnel who can be the two minimum First Aid Personnel required at an event. One of the staff must be capable of driving the ambulance under blue light conditions if required. An ambulance may act as a Medical Centre but if so it must be a vehicle additional to the minimum ambulance requirement.

First Aid Personnel: An abled bodied person holding a current certificate of First Aid at work 3 day minimum competency.



## 10.1 General

For each motorcycle sporting discipline, the individual 'minimum medical requirements' are listed in the regulations within their own sections under the heading 'Medical Services'.

The points listed below, where relevant to a discipline, will apply to ALL competitive motorcycle sports and the wording will be the same for all:

- 1) If only one Ambulance is listed as the minimum requirement at an event Organisers are reminded that if it is in use for the treatment of a patient, then all practicing and racing must stop until it is free for possible further use. Organisers of events should remember their commitment and duty of care to competitors in ensuring that sufficient medical services for the type of event, dictated by a risk assessment of the expected number of injuries, are in place prior to the start of practicing and racing and remain in place until the event has completely finished.
- 2) When medical cover is required at an event, the Doctors and Paramedics should have available resuscitation drugs conforming to Resuscitation Council Guidelines and a supply of parenteral and oral analgesics. Organisers should ensure that such systems, equipment and supplies are available at the venue by discussion with their medical provider.
- 3) Auxiliary vehicles, such as 4x4 with a stretcher, cannot replace an Ambulance but such vehicles might, at certain event sites, be used in addition to and as the final form of transportation to the Ambulance for the event.
- 4) The nearest hospital, with an Accident & Emergency Department, must be notified in writing of the time, date and place of the meeting.
- 5) If a medical centre is available at a circuit or the site of an event, then it should be fully operational and independently staffed. If deemed acceptable, an Ambulance or similar unit may act as a medical centre but if so, it must be additional to the minimum Ambulance requirements.
- 6) Ambulance crews must be aware of the complete address of the event they are attending including postcode to give an accurate 999 call if needed. This must include access egress problems and a longitude and latitude location too if Helimed is needed.
- 7) Medical and ambulance staff are subject under NORA 92 rules to random unannounced audits by the Chief Medical Officer to ensure all the guidance and regulations above are being properly implemented.

## 11. Safety Precautions

It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public. Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with this NORA Code of Practice and any additional requirements as may be specified by the Course Certificate. Clubs, failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability. The safety precautions to be adopted are provided with the Course Certificate for the particular course but the following general requirements must be observed. The attention of organisers is drawn to the provision of the code which stipulates that any alteration to the circuit following the issue of a Course Certificate must comply with the circuit guidelines and must be documented with the Course Certificate, by the Clerk of the Course, prior to the start of any event, all documentation should be forwarded to NORA following the event for amendment to the Course Certificate



### 11.1 Warning and Prohibition Notices

The following guidance regarding the display of notices are applicable to all speed events

#### Warning Notice (WN1) (Ideally 70cm x 50cm)

Warning notices as detailed must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock. These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit. Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks.

**NOTICE**

**WARNING TO THE PUBLIC MOTOR SPORT  
CAN BE DANGEROUS**

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

**THEY ARE CONCERNED WITH YOUR SAFETY.**

This event is run under a permit issued by NORA 92

#### Prohibited Area Notice (PA1) (Ideally 60cm x 40cm)

Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices, preferably mounted on stakes. These notices must also be displayed in the prohibited area between any "double roping" and facing between the public and the track. Notices should be displayed within the prohibited area, facing the public and mounted on stakes or fixed to the inner fencing.

**NOTICE**

**PROHIBITED AREA**

**THE PUBLIC IS NOT PERMITTED IN  
THIS AREA**

This event is run under a permit issued by NORA 92

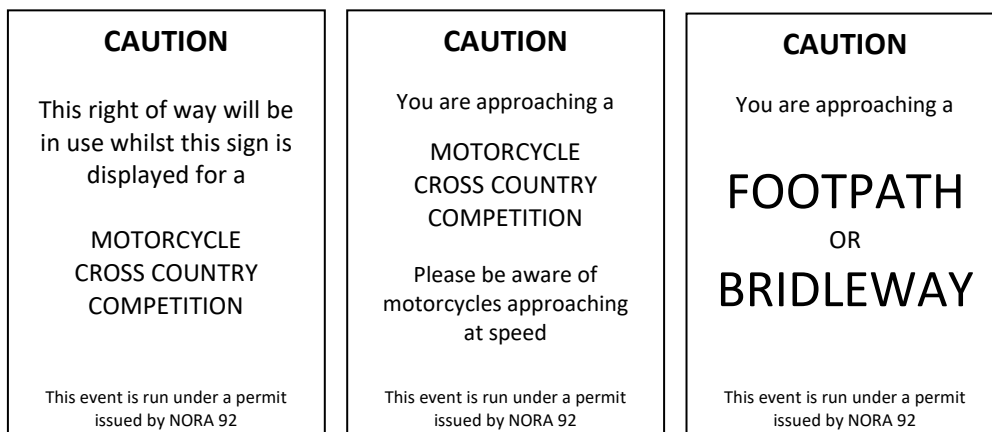


**Prohibited Area Notice (PA2) (Ideally 50cm x 35cm)**

Those parts of the course to which the public is not admitted and where it is neither practical nor necessary to erect a rope barrier, may be indicated by the erection of the special type of Warning Notice (C). These notices mounted on stakes with the top of the notices at least 1.2 metres above ground level should be displayed at least 20 metres from the course. The limit of these areas should also be defined by a boundary tape affixed to the stakes supporting the notices.

**Enduro Event Signs**

The following additional signs should be the responsibility of the Clerk of the Course. They should be erected and removed as a separate task from the route marking itself. Each should be carefully positioned to be clearly visible to those members of the public (or competitors and marshals) for whom its message is intended. Minimum size should be A4.

**Additional Signs**

Additional auxiliary signs may be used to supplement the signs stated above.

**Declaration – Admission Tickets, Passes e.t.c.**

Any tickets and passes issued shall wherever plausible bear the following wording, shown below, in full and if the wording appears on the reverse side then the words “For Conditions of Admission See Over” must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the “For conditions of admission see over” must appear on the section retained by the member of the public.

**NOTICE - WARNING TO THE PUBLIC MOTOR SPORT CAN BE DANGEROUS**  
Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.  
**THEY ARE CONCERNED WITH YOUR SAFETY.**





## 12.Sound Control

The maximum permitted sound level in each discipline will be controlled by the following method. The sound level meter microphone to be placed 2m from the exhaust pipe end, at an angle of 45 degrees measured from the exhaust centre line at a height of 1.35m from the ground ( +/- 2cm). All measurements will be rounded up.

The Sound Inspector shall open throttle as fast as possible until full open throttle (instantly, within 0.3 seconds). They will keep the engine at max engine 'rpm' for at least 1 second before quickly releasing the throttle. If the machine fails the first test then the test may be repeated a further two times. Test should be conducted with hot engines. If a misfire or detonation occurs, the test must be reconducted.

During a sound level test, machines not equipped with a gear box neutral must be placed on a stand. Temporary silencers, bypass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited.

### 12.1 Acceptable Levels

Motocross, Enduro and Cross Country		
<b>125cc and above</b>		
Target Level	112 dB/A	
Pre-Race	114 dB/A	112 dB/A +2dB/A method precision
Post-Race	115 dB/A	114 dB/A +1dB/A for degradation
<b>2 Stroke Sidecars</b>		
Target Level	110 dB/A	
Pre-Race	112 dB/A	110 dB/A +2dB/A method precision
Post-Race	113 dB/A	112 dB/A +1dB/A for degradation
<b>4 Stroke Sidecar</b>		
Target Level	114 dB/A	
Pre-Race	116 dB/A	114 dB/A +2dB/A method precision
Post-Race	117 dB/A	116 dB/A +1dB/A for degradation
<b>2 Stroke Quads</b>		
Target Level	112 dB/A	
Pre-Race	114 dB/A	112 dB/A +2dB/A method precision
Post-Race	115 dB/A	114 dB/A +1dB/A for degradation
<b>4 Stroke Quads</b>		
Target Level	114 dB/A	
Pre-Race	116 dB/A	114 dB/A +2dB/A method precision
Post-Race	117 dB/A	116 dB/A +1dB/A for degradation
<b>Junior MX up to 85cc</b>		
Target Level	109 dB/A	
Pre-Race	111 dB/A	109 dB/A +2dB/A method precision
Post-Race	112 dB/A	111 dB/A +1dB/A for degradation
<b>Junior MX 150cc 4 Stroke</b>		
Target Level	112 dB/A	
Pre-Race	114 dB/A	112 dB/A +2dB/A method precision
Post-Race	115 dB/A	114 dB/A +1dB/A for degradation
Track and Oval Racing		
Target Level	114 dB/A	
Pre-Race	116 dB/A	112 dB/A +2dB/A method precision
Post-Race	117 dB/A	114 dB/A +1dB/A for degradation
4X4 Off Road		
	@ 0.5m	@ 2.0m
4x4 Non Speed	100 dB/A	88 dB/A
4x4 Speed	108 dB/A	96 dB/A



## 12.2 General

The ambient sound level within a 5 metre radius from the machine being tested should be at least 10 dBA below the maximum level permitted for the discipline.

Sound level meter minimum standard for enforcement IEC 651 Type 2 BSI 5969 Grade 2.

Refer to the specific discipline or event regulations if the discipline is not listed in the above table.

For motorcycle machines built prior to 2012 :

If an older machine fails the standard sound test then levels may be measured using the following method: The sound level meter microphone to be placed 500mm from the exhaust pipe end, at an angle of 45 degrees measured from the exhaust centre line as near as possible to the height of the exhaust end, at least 20cm above the ground.

The fixed R.P.M. according to the capacity must be used, with the exception of over 500cc four strokes.

Up to 85cc 8,000 R.P.M.

Over 85cc up to 125cc 7,000 R.P.M.

Over 125cc up to 145cc 6,500 R.P.M.

Over 145cc up to 250cc 5,000 R.P.M.

Over 250cc up to 500cc 4,500 R.P.M.

Over 500cc 4,000 R.P.M.

## 13. Fuel Regulations

The purpose of these Regulations is to ensure that the fuel used in competition is unleaded 'pump petrol' as this term is generally understood or commercially available race fuel manufactured to the below specification.

### 13.1 Unleaded Fuel, Fuel/Oil Mixtures

Unleaded petrol is defined by European Committee for Standardisation (CEN), EN 228 (2004) or BS EN 228 (British Standards BS7070).

Any infringement of the fuel specifications will automatically result in the disqualification of the competitor from the entire meeting.

### 13.2 Race Fuels

Manufactured race fuels that comply with the following regulations can be used in all competitions where no section of the event is to take place on a public highway.

Density	720 – 780 kg/m <sup>3</sup>
RON	Max 102
MON	Max 90
RVP	Max 90 kPa
Oxygen Content	Max 3,7 Mass%
Lead Content	Max 5 mg/L
Benzene Content	Max 1 Vol%
Aromatic Content	Max 35 Vol%

### 13.3 Bio Fuels

E85 Bio-ethanol pump fuel may be used where specifically allowed by NORA. E85 Bio-ethanol fuel is defined by CWA 15293:2005 (automotive fuels, ethanol E85, requirements and test methods) standards and is a road legal, publicly available fuel.



### 13.4 Sampling

Fuel samples may be taken, to ensure compliance with the NORA Fuel Regulations at any time or place during the course of an event.

- The Chief Technical Officer with the agreement of the Clerk of the Course may take or supervise the taking of up to 1.5 litres of fuel from any competition machine.
- Containers used must be clean and of a type certified suitable for holding petrol samples.
- Each sample taken must be divided into two and placed in separate 1 litre containers. (1 litre approximately in one and 0.5 litre approximately in the other). The containers must be sealed immediately and identified by reference to the machine from which the sample was taken. This information must be entered on a certificate which must certify the date, place and time of taking the sample and the seal numbers of both the 1 litre (the 'A' sample) and 0.5 litre (the 'B' sample) containers.
- Sample 'A' must remain in the control of the Chief Technical Officer for delivery to a NORA approved 'Fuel Test Laboratory'. Sample 'B' must be given to the rider or his authorised representative who must sign the fuel sample certificate, acknowledging receipt.
- Samples taken for routine control must be tested for compliance with at least three of the characteristics listed – A fuel test result will be said to be 'in compliance with' or 'not' in compliance with the characteristics tested for.

### 13.5 Fuel Test Costs and Penalties

When following routine testing fuel found to be not in compliance with the NORA Fuel Regulations the competitor involved will be liable for the relevant testing costs.

When fuel is tested as a result of a protest the protest fee must be accompanied by a 'Nominal Testing Charge' of £600 and the losing party will be liable for all the testing costs. In the event of the protest being upheld the 'Nominal Testing Charge' will be returned. Any competitor who fails to provide a fuel sample when requested to, or who's fuel is found to be not in compliance with these regulations will:

- Have his/her licence suspended for a minimum period of six months.
- Will be disqualified from the results.
- Will lose any championship points that may have been earned at the meeting.

## 14. Helmets

Helmets bearing any one of the under mentioned "standard" marks could be approved by NORA if deemed to conform with certain additional criteria considered necessary for helmets used in motorsport.

British Standards Institution BS 6658-A

British Standards Institution BS 6658-B

UN ECE Regulation 22 ECE 22-06

Snell Memorial Foundation Snell M2015 (M2010 accepted if stamp within a three year period)

#### For 4x4 speed events (excluding SXS, UTV)

Snell SA2015, SAH2010 or SA2020

FIA 8860-2010 or 8859-2015

### 14.1 Helmet Modifications

Please note that any modification to a helmet structure immediately invalidates approval. Any helmet modified by the cutting, drilling or puncturing of the shell in any way subsequent to its leaving the manufacturer, will be rejected at inspection.

### 14.2 Inspection of Helmets

The Senior Technical Officer of an event has the power to impound for the day, any helmet he considers is not in a fit condition to be used. NORA recommends that all types of helmets used in regular competition should be replaced after three years.

Competitors with long hair must have it contained within the helmet or clothing.



## 15. Price List

Payable to NORA 92

### 15.1 Licence Fees

Annual International Licence	Including Personal Accident and Repatriation Cover	£240.00
Annual Adult Advanced Licence	Including Personal Accident Cover	£90.00
Annual Youth Advanced Licence	Including Personal Accident Cover	£80.00
Annual Auto Advanced Licence	Including Personal Accident Cover	£70.00
Annual Trials Advanced Licence	Including Personal Accident Cover	£50.00
Annual Adult Basic Licence	No PA Insurance	£55.00
Annual Youth Basic Licence	No PA Insurance	£50.00
Annual Auto Basic Licence	No PA Insurance	£40.00
Annual Trials Basic Licence	No PA Insurance	£20.00
Annual Practice Licence	No PA Insurance	£25.00

1 Event Licence	£ 7.50
1 Event Trials Licence	£ 5.00
1 Event International Licence	£50.00

### 15.2 Permit Fees

Event Permits	£49.00
Trials Permits	£25.00
Practice Permits	£20.00

### 15.3 Speed Event Fees

Standard Rate 1 Day	£585.00
Discounted Rate 1 Day	£389.00
Standard Rate 2 Day	£769.00
Discounted Rate 2 Day	£595.00
Non Speed Events	POA

### 15.4 Protest Fees

Engine Measurement & Fuel Testing charges can be found in discipline regulations and Fuel Regulations within these Regulations.

To the Clerk of the Course	£250.00*
To NORA	£500.00

\* Payable on the day in cash

### 15.5 Fines

Levied by Clerk of the Course	Maximum £500.00*
Levied by NORA	Maximum £500.00*

### 15.6 Course Certificate

No Charge

### 15.7 Officials Licence

No Charge

### 15.8 Signs

Warning signs WN1 and PA2 are available, printed onto to Corex board, from the NORA office at a cost of £xx per sign.

WN1	£10.00 per sign
PA1	£7.50 per sign
Practice Permits	£7.50 per sign
Enduro (A4)	£7.50 per sign



## 16. Organisation of Competitions

### 16.1 Standing Regulations

The Standing Regulations shall be specific to each discipline and not contradictory to this code of practice.

### 16.2 Event Regulations

For every competition there may be drawn up Regulations, supplementary to this code of practice and its appendices. The event regulations shall not conflict with this code of practice or its standing regulations. The event regulations are to include all information relevant to the particular competition for the information of competitors.

### 16.3 Organisation of Competitions

No competition shall be held without an organising permit having been granted. Any of the following may act as Organisers, and hold a competition as defined in this code:

- The NORA Headquarters
- An affiliated organisation or individual
- A recognised association

### 16.4 Signing On

All riders, passengers, officials, assistants, and press must sign a declaration on the relevant signing on form (available from NORA).

### 16.5 Age Limits for Officials and Assistants

All event Executive and Administrative Officials shall be 18 years of age or over.

**Marshals:** All Assistant Officials whose function is to be carried out at the immediate trackside must be at least 16 years of age.

**Parental Agreement and responsible Persons:**

All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing on signature must be countersigned by someone who is responsible for the official at the event.

**General:** When using the services of minors (persons under 18 years of age) for any official duties at any event, special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

The placing of all event safety signage is the responsibility of the Clerk of the Course.

### 16.6 Status of Events

#### International

An International event is an officially sanctioned event that is open to competitors from more than one nation who must hold a NORA Licence. Competitors not resident in the country in which the event is to take place must either evidence appropriate repatriation insurance or be the holder of a NORA international licence.

#### Open

An Open event is open to competitors who are the holders of a NORA Licence and resident in the country in which the event is to take place..

#### Practice Events and Training Days

An event for practice and training purposes, where no competitions shall be held. No such event may be held unless the appropriate notification and Insurance has been issued.



## **16.7 Insurance**

- All events held under the jurisdiction of NORA shall be insured under policies put into effect by NORA Headquarters
- Competitors holding an annual NORA race licence will be covered by the NORA Group Personal Accident cover, all other competitors are responsible for their own Personal Accident insurance cover.
- Competitors are responsible for 'Road Traffic Acts insurance' when part or the entire course of an event traverses a public road.
- Competitors are encouraged not to cancel other PA policies when taking out a NORA annual licence.
- No insurance will be in place for organiser that run under a permit issued by NORA but source their own event insurance and regulation. In such cases any Insurance policy must indemnify NORA.

## **16.8 Official Programme**

Any Official Programme shall contain the following information:

- A statement that the competition is held under the NORA Code of Practice.
- The Permit Number and, where applicable, the Course Certificate Number.
- The names of the principal Officials and an address and telephone number for correspondence with the Organisers.
- The time of start and the schedule of the competitions.
- The names of competitors with their machines and Riding Numbers.
- The appropriate Warning and Disclaimer Notices as specified under "Safety Precautions" in the current NORA Code of Practice.
- Any other notices as may be required from time to time by NORA.

## **16.9 Announcement of Results**

The announcement of results must be made as per the Standing Regulations or Event Regulations for each of the disciplines and if not issued or posted on the day, shall be made public as soon as practicable. All results published are provisional until all protest and appeal times have elapsed.

## **16.10 Course Certificate**

All courses for Motocross and Track Racing staged in accordance with this code, whether permanent or temporary, must be licenced or certified by NORA

A Course Certificate shall be valid for a period as indicated.

A course licence or certificate is valid only where a Permit or permission has been issued by NORA

The licence or certificate shall not have any validity on any day nor at any activity for which a NORA Permit is not in force. A course licence or certificate is to be read in conjunction with and be deemed to incorporate all and any terms, conditions and provisions contained within or set out within the Permit.

# **17. Permits and Entries**

## **17.1 Application for Permit**

Applications for a Permit should be made 14 days prior to an event.

NORA may decline to grant or may withdraw a permit. A reason must be stated

## **17.2 Entries**

- Where an entry form is in use it shall provide, where appropriate, for the inclusion of the names and addresses of the competitors, their Competition Licence or Registration number, make and engine capacity of machine entered, their Club and a contact telephone number for the competitor. Entries containing the same information may be accepted via the internet.
- Each entry must be signed by the competitor accepting the Conditions and Regulations for the competition and agreeing to be bound by them. This may be an electronic signature in the case of online entries.
- Any entry not accompanied by the required fee shall be null and void.
- Entries may be taken by other means where a competitor already exists within the NORA database.



### **17.3 Refusal of Entries**

- Organisers of competitions may select entries as they wish and (whether or not the number of entries submitted exceeds the maximum number to be accepted in the competition) may refuse any entry provided that: Notification of refusal is given in writing so as to reach the competitor as soon as possible
- If requested to do so an organiser must inform the competitor of the reason for refusal of an entry.
- In the case of any event in a series of events the result of which constitutes a Championship, an entry may be refused only with the permission of NORA.

## **18. Officials Control and Direction of Competitions**

All competitions held under the jurisdiction of this Code shall be the responsibility of certain Officials whose duties shall be Judicial, Executive or Administrative.

### **18.1 Judicial Officials**

The Clerk of the Course is empowered to take disciplinary action and to adjudicate on any protest arising out of an event.

NORA will appoint three adjudicators to hear an Appeal arising out of an event.

### **18.2 Executive and Administrative Officials**

The Clerk of the Course shall be the Chief Executive Official under whose direction the following Executive and Administrative Officials may be appointed according to the type of competition.

- The Deputies to the Clerk of the Course
- The Event Secretary
- The Chief Timekeeper
- The Chief Technical Officer (Including Sound Inspector)
- The Chief Marshal
- The Chief Medical Officer
- The Incident Officer

In addition the Clerk of the Course may appoint assistant officials.

### **18.3 Requirement to Sign Off**

As soon as possible on arrival at an event and before commencing any duties all executive, administrative and assistant officials must sign the official signing-on forms provided by the organisers

### **18.4 Plural Appointments**

Officials may undertake several different duties for which they are qualified. The Clerk of the Course shall not undertake any other duty except Event Secretary, Start and Finish Marshal.

If an executive official is to be a competitor at an event, then a suitably licenced replacement must be available to take over the officials duties during the period that they are competing and to adjudicate on any protest or disciplinary matter arising from that competition



## 19. Roles and Duties of Officials

### 19.1 Clerk of the Course

- 1) The Clerk of the Course is responsible for the good management and conduct of a competition held in accordance with this code, its appendices, the Event Regulations and the Official Programme and for the direction and control of all Officials necessary for that purpose.
- 2) The Clerk of the Course Shall
  - Ensure that the circuit, track, course or terrain is in good order and that all legal requirements have been met and all conditions as may be laid down by the Permit Issuing Authority are complied with.
  - To ensure that all Officials are present and ready to carry out their allotted duty.
  - To ensure that the medical, first aid, fire and ancillary services as may be required are on duty.
  - To be responsible for the verification of the identity of all riders and passengers, and that each of them has been correctly entered and that none of them is disqualified, suspended, excluded or otherwise ineligible from taking part in the competition.
  - Complete and return to the NORA office the event Risk Checklist form.
  - Complete and return to the NORA office the Clerk of the Course report form.
  - To report to NORA all decisions taken by him in respect of disciplinary matters and to adjudicate on all protests addressed to him or to the Event Secretary.
  - To be responsible for the briefing of Officials, as to their duties and responsibilities.
- 3) The Clerk of the Course may at his own discretion:
  - Postpone the start of an event or competition for reasons of safety or of force majeure.
  - Stop a race or competition prematurely for reasons of safety or unforeseen circumstances.
  - Prevent any competitor from starting if such action is considered to be necessary for safety reasons.
  - Order the removal from the circuit, course or venue, any person refusing to obey the orders of an official, or otherwise discipline such a person.
  - Take such disciplinary action as he may deem necessary on any competitor or other person guilty of misbehaviour, or breaches of the CoP or unfair practice or failure to comply with the code or Event Regulations. In all events any verbal notification of penalty must be confirmed as soon as possible in writing. The document must give brief details of the offence as well as the penalty.
  - Order any competitor to be flagged off the course at any time during a practice or race whom he considers for any reason to be a potential source of danger, or whom he considers is in breach of racing discipline or the sound control regulations.

### 19.2 Event Secretary

The Event Secretary is the Official responsible for the administrative organisation of the event, under the direction of the Clerk of the Course, whose duties shall include responsibility for:

- The application to NORA for a permit.
- The drafting and distribution of the Event Regulations (ERs) and Entry Forms.
- The recruitment of Officials.
- The engagement of all necessary services.
- The confirmation of entries received and compilation of a programme.
- The preparation and distribution of results.
- Submit all documents as may be required to the NORA office.
- The collection and transfer of fees and insurances.
- To send reports of all Disciplinary matters to NORA.

### 19.3 Timekeeper

A timekeeper will be a qualified official, appointed at the discretion of NORA, holder of a NORA Timekeeping licence using apparatus of a type approved by NORA.

A Timekeeper will be considered a judge. When supplied by a Timekeeper, and apart from the correction of errors which may emerge on investigation, the times, speeds and classifications in a competition shall be taken as fact and no protest or appeal shall be accepted as to their accuracy.





### **19.4 Technical Official**

A qualified official, holder of a NORA Technical licence, responsible for the enforcement of all Technical rules and specifications appearing in this code, the discipline Standing Regulations and any Event Regulations which may be issued for the competition. May act alone or control a team of Technical Officials.

### **19.5 Starter and Line Judges**

No protest or appeal may be made against the decision of a Starter or Judge. A mistake made by a Judge may be corrected by him with the approval of the Clerk of the Course.

The judges may perform one or both of the following duties:

- Starting Line Judges, whose duty is to point out any false starts to the Clerk of the Course immediately after they occur;
- Finishing Line Judges, whose duty is to declare the order in which competitors cross the finishing line.

### **19.6 Sound Inspector**

A sound inspector will be a qualified official, holder of a NORA Technical licence and having charge of Sound Control apparatus approved by NORA, who is responsible for the measurement of Sound as per the Standing Regulations.

A Sound Inspector will be considered a Judge. When supplied by a Sound Inspector, and apart from the correction of errors, which may emerge on investigation, the results of the Sound Inspection shall be accepted as fact with no right of protest or appeal.

### **19.7 Trial Observer**

An Observer is an assistant to the Clerk of the Course, appointed to judge a competitor's performance in an observed section. No protest or appeal can be accepted against a judgment of performance made by an Observer; however, a protest or appeal may be accepted against any breach or misinterpretation of the Regulations. A mistake by an Observer may be corrected by him with the approval of the Clerk of the Course.

### **19.8 Measurer**

A measurer is a qualified official, holder of a NORA Technical Licence or a qualified engine mechanic having charge of, or access to, measuring equipment, able to verify the engine or any other controlled part of the motorcycle on the instruction of the Clerk of the Course, or to determine a protest.

A Measurer will be considered a Judge. When supplied by a Measurer, and apart from the correction of errors, which may emerge on investigation, the results will be taken as fact from which there is no right of protest or appeal.

### **19.9 Child Protection**

Event organisers must appoint a person (e.g. Event Secretary), to act as a point of contact for child protection issues and the appointed person should be named as such in the Event Regulations for each event.

Should a Child Protection incident arise during an event, the appointed person must complete the Child Protection Incident Report Form and return the completed form to the General Manager at NORA HQ within 7 days of the close of the event.

## **20. Competitors**

### **20.1 Competitor**

A member of an affiliated organisation who is the holder of a competition or practice licence issued by NORA valid for the type of event in which they wish to compete, or, if appropriate, has paid an entry subscription.

### **20.2 Passenger/Co-Driver**

The Person who accompanies a competitor in a competition for 2 seater or sidecar machines and who must be a member of an affiliated organisation who is the holder of a competition or practice licence issued by NORA valid for the type of event in which they wish to compete, or, if appropriate, has paid an entry subscription.

### **20.3 Refusal or Withdrawal of Licence**

NORA may refuse to issue, or may withdraw any licence, without giving reason, subject to the right of appeal.



## 20.4 Production of Competition Licence

All competitors shall carry their current Competition or Trials Licence and must be prepared to produce either document when signing on at an event.

Any competitor unable to produce a current NORA licence when signing on may be requested to take out a NORA One Event Licence.

The Clerk of the Course has no power to permit an unlicensed competitor or passenger to take part in a competition for which they must be licenced.

## 20.5 Mutual Responsibility of Rider, Parent/Legal Guardian

Any competitor shall be responsible for all acts or omissions on the part of their mechanics and any member of their entourage, but each of these shall be equally responsible for any infringement of this code. A parent, legal guardian or person with parental responsibility of a competitor participating in a competition requiring consent, is deemed to bear mutual responsibility with that competitor.

## 20.6 Finish of an Event and Prize Giving

An event is not considered to be finished until the time-limits for protests and appeals have elapsed and all protests have been settled. If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken. The competitors placed first, second and third will be asked to attend the official prize giving ceremony, if any. Where the results are announced at the event the race control must remain operative with all equipment in place until the end of the period for lodging a protest. All officials and marshals must remain at the circuit and be available to the Clerk of the Course.

# 21. Courses and Public Safety

## 21.1 Measurement of Distance on the Course

Courses shall be measured along the centre line by a competent official.

Start straights shall be measured from the centre of the start line to the centre of the first corner.

## 21.2 Alteration to Conditions

No alteration to the requirements contained in a Course Certificate shall be made without the prior approval in writing of the NORA Headquarters or, in the case of unavoidable necessity, amendments may be made by the Clerk of the Course but must be documented and submitted to the NORA office immediately following the event.

# 22. Disciplinary and Arbitration Code

## 22.1 Penalty Definitions

The penalties are:

Warnings	Can be made privately or publicly
Fines	Cash penalty
Time and/or Point Penalties	The imposition of time or points affecting the rider's actual result or suppression of time. Withdrawal of Championship points entails the loss of Championship points
Disqualification	Entails automatically the invalidation of the results obtained in a meeting, event, practice or race
Suspension	Entails the loss of all rights granted to NORA members or Licence Holders, or prohibition from taking part in any of the activities under NORA control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.
Exclusion	Entails the final and complete loss of all rights of participation in any activity under NORA control.



## 22.2 The NORA Disciplinary and Arbitration Bodies

### The Clerk of the Course

The Clerk of the Course has the authority to penalise automatically:

- Any voluntary or involuntary action or deed made by any person or NORA Licence Holder(s) during an event contrary to the current regulations or instructions given by an official of the event.
- Any corrupt or fraudulent act, or any action prejudicial to the interests of the event or of the sport, carried out by a person or NORA Licence Holder(s) during an event.

The Clerk of the Course will adjudicate upon any protest lodged during an event.

The following penalties may be imposed by the Clerk of the Course.

- A warning
- A time and/or point penalty
- The Black Flag
- A fine, subject to a maximum of £500
- Disqualification (black flag, – disqualification from the event, practice or results).
- Furthermore the Clerk of the Course can refer the case to the NORA Appeal Panel in order to impose a higher penalty than they are empowered to do.

### NORA Appeal Panel

The Appeal Panel shall consist of three persons:

- Member of NORA staff
- Senior officials as appointed by NORA

The following penalties may be imposed by the NORA Appeal Panel:

- A warning
- A fine – subject to a maximum of £500
- A time penalty
- A disqualification
- A withdrawal of Championship Points
- A suspension
- An exclusion - The final and complete loss of all rights of participation in any activity under NORA control.

## 22.3 Protests and Appeals

### Right of Protest

Any competitor or Official licenced by NORA affected by a decision taken during an event held under a NORA Permit has the right to protest against that decision.

No protest can be lodged against a statement of fact pronounced by the Clerk of the Course or any other executive official. Statements of fact are decisions made by judges, timekeepers, sound inspectors and engine measurers as defined in the Code of Practice.

### Procedure and Time Limit for Protests

All protests must be submitted in writing and signed only by the person directly concerned.

Protests must refer to a single subject only and must be presented within 30 minutes, at the latest, of the publication of the results.

During an event, protests must be submitted to the Clerk of the Course or Event Secretary together with the correct protest fee.

Any Protest against the eligibility of a competitor, team or a vehicle entered must be made before the start of the official practice.

The decisions of the Clerk of the Course on the determination of penalties are immediate.

### Protest Fees

The Protest Fee at an event held under a NORA permit is £250\*.

After a hearing, the Clerk of the Course must make a decision on any protest presented during an event. The protest has to be judged according to the provisions of this code and of the Event Regulations.

\* This fee is payable in cash only

**Right of Appeal**

Any competitor or Official licenced by NORA affected by a decision taken by the Clerk of the Course, following a protest to the Clerk of the Course, at a NORA permitted event has the right to appeal that decision.

**Procedure and Time Limits for the Lodging of Appeals**

All appeals must be submitted in writing and signed only by the person directly concerned.

During an event, appeals against a decision of the Clerk of the Course following a protest must be presented in writing to the Event Secretary or the Clerk of the Course within 30 minutes of the notification of the any decision and must refer to the same single subject as any protest only and be accompanied by the correct appeal fee.

The documentation must be forwarded to NORA immediately following the event.

**Appeal Fees**

The appeal fee is £500\*.

\* This fee is payable in cash only

**Fees Payable Upon Withdrawal of an Appeal**

If an appeal is withdrawn prior to a hearing the appeal fee will be forfeited.

**Time Limits for the Hearing of Appeals**

The time limit for the hearing of an appeal against a decision of the Clerk of the Course to NORA will be 21 days from receipt of the appeal.

**Right to a Hearing**

It shall be the right of any person or body charged with any offence under this code of practice to defend themselves. The discipline or arbitration bodies may propose that the hearing take place by means of a telephone conference call or other electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

**Witnesses and Experts**

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless the Panel decides otherwise.

The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath, therefore testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

Written statements, signed by the witness, may be requested by the panel.

**Judgement**

Decisions of a disciplinary panel will be reached in private by a simple majority of votes. All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted. Each member of a disciplinary panel binds himself to keep all deliberations secret.

**22.4 Notification of Judgement**

The decision of the Clerk of the Course must be notified in writing directly after the hearing. All judgements of NORA appeal panel will be notified in writing by registered letter to inform all the parties concerned.

**22.5 Payment of Fines and Costs**

If a penalty is definitive and either the fine and/or the costs are not paid within 30 days of notification of the decision, the person or body affected by the decision shall be automatically suspended from participation in all NORA activities until such time as full payment is received.

**22.6 Arbitration Clause**

Final decisions handed down by the jurisdictional bodies of NORA shall not be subject to appeal in the ordinary courts.



## 22.7 Breach of Rules

Any of the following offences, in addition to other offences specifically referred to previously or hereafter, shall be deemed to be a breach of this code:

- bribery, or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or the acceptance of or offer to accept a bribe by such official or employee,
- any attempt to influence improperly any Official in the course of their duties,
- any action having as its object the entry or participation in a competition of a person or vehicle known to be ineligible therefore,
- any fraudulent act or proceeding in connection with a motorsport competition in general.
- any proceeding or act prejudicial to the interests of, any part or body of NORA, or of motorsport in general
- any act which is of a violent, threatening or abusive nature to any Official, competitor or any other person or event infrastructure. For the purpose of this article, the parent or legal guardian of a competitor, or any member of his entourage, is deemed to bear mutual responsibility with that competitor.

## 22.8 Allocation of Proceeds from Fines

The proceeds from all fines, forfeited protest fees and appeal fees, shall be remitted to the NORA Headquarters, which will pay them to the Matt Hampson Foundation charity.

## 22.9 Notices

Any communications required under these Rules to be sent to a competitor shall be sent to the address on their entry form or, if they are the holder of a licence issued by NORA, to the address on the licence. Any communications to be sent to an Organiser shall be sent to the address on the permit application.

Any communications to be sent to an appellant under these Rules shall be sent to the address upon the notice of appeal.

Any communications so sent by registered post or recorded delivery shall be deemed to have reached the addressee by normal delivery of post.

## 23. Vehicles and Accessories

The Standing Regulations for each discipline contain detailed rules for each type and class of competition and must be read in conjunction with this Appendix.

### 23.1 Motorcycles

The term motorcycles covers all vehicles having in principle less than four wheels, powered by an engine

### 23.2 Quad Machines

The term quad machine covers all vehicles having in principle four wheels, powered by an engine and controlled by handlebars.

### 23.3 SXS, UTV

The term SXS/UTV machine covers all vehicles manufactured as such, having 4 wheels each being powered by an engine and controlled using a steering wheel. The driver of which is protected by a full roll cage.

### 23.4 4x4 Vehicle

The term 4x4 vehicle covers all other vehicles (that are not manufactured as SXS/UTV vehicles or machines), having 4 wheels each being powered by an engine and controlled using a steering wheel. The driver of which is protected by a full roll cage.

### 23.5 Examination of Vehicles

Every vehicle may be examined before the start of a competition or before the start of official practice to ensure compliance with the technical specifications if required to do so by the organisers.

The competitor that starts in a competition shall, if required, submit the vehicle for final examination, and any vehicle may be retained by the organisers for such a period as may reasonably be necessary for its examination and/or measurement to ensure compliance with technical rules.



### **23.6 Measurement of Vehicles**

The engine or any other controlled part may be verified on the instructions of the Clerk of the Course or to determine a protest.

The Clerk of the Course, at his own discretion, may decide if the measurement may take place other than at the event. In such a case, the part or the engine shall be sealed and measurement shall take place as soon as possible. Failure to submit to verification will entail disqualification. Any necessary dismantling shall be carried out by the rider, or under his instruction. The competitor shall be responsible for any costs involved unless measurement of specific machines is required by the Event Regulations in which case all fees and maximum allowable part costs (gaskets etc) shall be specified in those regulations and be the responsibility of the organiser unless an infringement of regulations is proved.

If measurement takes place to determine a protest, the party against whom the decision is made shall be responsible for payment of the fees and costs including those of the official measurer, and for the reinstatement of the machine. (see price list and individual Discipline Regulations)

If measured in accordance with a directive issued by NORA, the fees and costs including those of the official measurer shall be borne by NORA, other than in relation to a Protest or Appeal.

### **23.7 Dangerous Construction**

The Clerk of the Course may, or on the advice of the Chief Technical Officer, disqualify any vehicle, or equipment, the construction or condition of which is deemed to be dangerous.

### **23.8 Chain Guards**

If the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be conceived in such a manner that under no circumstances can the rider or passenger come into accidental contact with the transmission parts. It must be designed to protect against finger injury. A guard must be fitted to the counter shaft (gearbox) sprocket. Individual disciplines may require additional protection for rider and passenger

### **23.9 General**

It is the responsibility of the competitor to ensure a machine and equipment used in competition is mechanically and structurally in a safe condition and fit for the intended purpose. When due to the nature of the competition the machine is ridden or driven on the Public Highway, it is also the responsibility of the competitor to ensure compliance with all Road Traffic Act(s) requirements.