



FLAT TRACK REGULATIONS

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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.

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

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The NORA Code of Practice together with these Regulations, the Event Regulations and any Final Instructions shall apply to all Flat Track Events held under a Permit issued by NORA 92.

2. Events

2.1 Conditions for Flat Track 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 Practice Events and Test Days

- 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.

2.3 Training Days

- a. All trainers must be licenced through NORA.
- b. No more than 15 riders may be in attendance for each trainer.

3. Eligibility

3.1 Licences

- a. For all NORA competitions the riders 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.
- f. Youth only: All new applications must be accompanied by a photocopy of the rider's birth certificate or passport.



3.2 Capacity and Licence Restrictions

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification	Restrictions
Youth Solo				
6–11 Years	Junior Flat Track	Maximum 65cc 2 or 150cc air cooled 4 stroke.	19 inch rear, 19 inch front	
10–15 years	Inter Flat Track	Maximum 85cc 2 stroke or 230cc 4 stroke	19 inch rear, 19 inch front	
14 – 17 Years	Senior Flat Track	Maximum 125cc 2 stroke Maximum 250cc 4 stroke	19 inch rear, 19 inch front	
Adult Solo				
15 Years	Adult Open	Maximum 250cc 2 stroke or 450cc 4 Stroke		
17 Years	Adult Open	As per class restriction		
17 Years	Hooligan Class	Road bikes as per event regulations		
Adult Minibike				
15 Years	Minibike Flat Track	Maximum 160cc air cooled 4 stroke.	16 inch rear, 19 inch front	

Riders may continue in the youth senior 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 Flat track licence and still retain a youth licence until the end of the year in which their 18th birthday falls.

3.3 Youth

- Upon assessment riders may remain in a lower class below their age.
- No rider may compete before their sixth birthday.
- 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.
- 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.
- 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.
- 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.

3.4 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.

3.5 Class Variations

- The Youth classes may be combined.
- Clubs are permitted to designate other classes such as they require. These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.

3.6 Adult

No rider will be permitted to compete in the adult classes until they reach the minimum required age.

4. Officials Licences

Flat track Officials are required to hold a NORA Licence of the appropriate grade for the performance of their duties.



4.1 Licenced Officials

Officials that require a Licence.

Official	Licence Term	Training Method
Clerk of the Course	3 Years	Seminar
Chief Technical Officer	3 Years	Seminar
Engine Measurer	3 Years	Seminar
Electronic Timekeeper		Assessment

Licences will only be issued to individuals who have attended the appropriate seminar and/or passed competency assessments appropriate to their role. NORA 92, at its sole discretion, may refuse to issue, cancel or suspend any officials licence.

4.2 Unlicenced Officials

Officials who do not require a Licence

Official	Training Method
Event Secretary	May receive training from NORA 92 or the Clerk of the Course
Incident Officer	This may be the Clerk of the Course or a person appointed by the Clerk of the Course
Technical Official	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
Child Protection Officer	A person appointed to manage child protection issues

4.3 Marshal

- The minimum age for marshals is 16 years of age.
- Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.

5. Specification of Motorcycle

Flat track machines shall comply with the Code of Practice, the event regulations and the following:

5.1 Brakes

- Motorcycles must be fitted with an effective rear wheel brake.
- Front wheel brakes are prohibited and all components, other than the wheel disc, must be removed.

5.2 Tyres and Wheels

- For the youth and minibike classes all types of tyres are permitted.
- For the Adult classes the following tyres and wheel sizes are permitted:
 - 19" Flat Track Tyres
- Tyre cutting is permitted with the following restrictions:
 - Blocks must have straight sides
 - The gap between the blocks must not exceed 50% of the block width.
- Hooligan class tyres and wheels as per the event regulations
- Vintage class tyres and wheels as per the event regulations

5.3 Clutch and Brake Levers

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



5.4 Front Forks

- a. For the youth classes the front forks must not project more than 8cm above the upper mounting points.
- b. For the adult classes the front forks must not project more than 7cm above the upper mounting points.

5.5 Footrests and Handlebars

- a. Footrests should be mounted in their original positions on the frame or no lower than the bottom of the frame or engine.
- b. The ends of the footrests must be rounded with a radius of not less than 12.5mm. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected.

5.6 Throttle

All machines must be fitted with self-closing throttles.

5.7 Exhaust Pipes

The end of the exhaust pipe or pipes must not project beyond the outer circumference of the rear tyres or the frame.

5.8 Running of Engines

- a. 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.
- b. A breach of this regulation may involve disqualification from the event of the rider concerned.

5.9 Ignition Cut-Out

All machines (except the hooligan class) will be fitted with an engine cut out system 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

5.10 Chain Guards

- a. On all machines the manufacturer's original primary drive guards or parts of similar design must remain in place. Where a guard was not originally fitted the interface between the front sprocket and its interface with the chain must be covered.
- b. A sharks fin style protector must be fitted to guard the rear sprocket and must cover the point at which the bottom run of the chain interfaces with the rear sprocket.

5.11 Wheels

- a. All motorcycles wheels with six or less spokes, welded or cast must be guarded in a manner that will not allow items to pass between the rim and the hub.
- b. Open class wheel sizes front and rear 16.5" – 19"
- c. Minibike wheels sizes Front 12" -19" Rear 12" -19"

5.12 Fuel

Unleaded petrol as defined by European Committee for Standardisation (CEN), EN 228 (2004) or BS EN 228 (British Standards BS7070) must be used for Motocross, Cross Country and Enduro. Unleaded petrol must comply with the NORA 92/ FIM specification.

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

Density	720 – 780 kg/m ³
RON	Max 102
MON	Max 90
RVP	Max 90 kPa
Oxygen Content	Max 2,7 Mass%
Lead Content	Max 5 mg/L
Benzene Content	Max 1 Vol%
Aromatic Content	Max 35 Vol%

5.13 Number Plates

- a. Front number plates should be a minimum of 20cm x 20cm or be those issued by the club running the event



- b. Side number plates must be fitted of such a size that the number can be read from a distance of 20M
- c. No metallic or reflective colours may be used in any circumstances.
- d. Side plates must be white and display black numbers.

6. Technical Control

- a. In the event of a protest against machine specification 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 his opinion is deemed to be excessively noisy.
- c. Random or spot checks may be made by NORA 92 Sound Control Officials of the sound level of any machine taking part in any NORA 92 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

7. Safety

7.1 Medical Services

At all events, including official practice, 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 International Events a Paramedic must be in attendance.

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 (EMT), First Response Emergency Care person (FREC), level 3 or above or the Voluntary Aid Society (VAS) equivalent, plus enough qualified first aid personnel to cover the course layout, size and type of event.

7.2 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 visor of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable.
- f. It is advised that all riders and passengers should wear a body belt/kidney protector and wear protective armor 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 riders parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.
- i. In all races and official practice's complete protective clothing produced for motocross racing or motorcycle leathers, 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.

7.3 Fire Extinguishers

Every NORA 92 track and 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.



7.4 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 ride 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.

7.5 Track Access

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

7.6 Flag and Light Signals

The following signals will be used:

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, or ignored any other flag signal, may be disqualified or penalised accordingly by the Clerk of the Course. All of the below flags should be of an approximate size of 750mm x 600mm.

Signal 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	Danger, ride with extreme caution, no overtaking.
Green	Course clear / Riders under starters orders.
Yellow with Black Cross	Last Lap. / (either or) a two lap and then one lap board, clearly marked.
Chequered	Finish.

8. Race Management

8.1 Practice

- For any race there must be a minimum period of 2 laps for practice on the actual course, the details of which must be stated in the Event Regulations.
- Riders will commence practice under the instructions of the start officials and must join the circuit from the designated area.
- The duration of practice will commence from the time when the first rider joins the circuit.
- The waving of the chequered flag will indicate the end of practice.
- Riders not completing two laps of practice for all classes that they are entered will not be allowed to compete in the class for which practice was missed.

8.2 Race Durations

Flat Track race durations will be stated in the regulations.



8.3 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.

8.4 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 tapes.
- c. Start Light

8.5 Start Delays and Infringements

- a. Riders are deemed to be under starter's orders when all of the riders are called to 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 or the raising of the 5 sec board.
- d. Any rider not being ready to start within two minutes of coming under starters orders will be penalised.
- e. Any rider touching the tapes or jumping the start will be penalised by 25M

8.6 False Starts

- a. 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.
- b. Any rider deemed to have caused a false start either by the Clerk of the Course or the Start Line Judge may be penalised.

8.7 Stopping a Race

- a. If a race is stopped prior to 2 laps, the race shall be re-run if conditions and time permits.
- b. After this distance the race will be restarted and competed over the remaining distance. Riders will restart in a staggered line starting from the inside of the circuit, in the order in which the riders last crossed the finish line prior to the stoppage.
- c. If less than 2 laps are remaining then the race result will be declared on the last complete lap.
- d. Any rider being the cause of a stoppage may be disqualified from any results and may not compete in any re-run or may start 25M behind the line up, unless their actions were in the interest of safety.
- e. Only riders competing at the time of the showing of the red flag will be permitted to restart.

8.8 Finish of 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.

8.9 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.
- c. All results are provisional until protest and appeal times have elapsed.

8.10 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.

8.11 Outside Assistance

- a. If during a race a rider receives outside assistance other than that provided by the Organisers for the removal of himself or his 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.

8.12 Foul, Unfair and Dangerous Riding

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

8.13 Course Conduct

- a. If both of a rider's wheels cross the inner edge of the circuit during racing they will be disqualified from the race result, unless in the Clerk of the Course opinion it was to avoid another rider.
- b. If a rider leaves the confines of the course, unless for reasons of safety, they may be disqualified or penalised by the Clerk of the Course.

9. 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.

9.1 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.

9.2 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.

9.3 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.

9.4 Compliance with Regulations

Every rider, by entering or being entered, thereby acknowledges that s/he is 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 s/he undertakes to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for.