



***NORA MINIBIKE
MOTOCROSS CIRCUIT
SAFETY***

Issue #1.1 – February 2021



VERSION HISTORY

Version	Date	Description
1.0	December 2019	Creation of document.
1.1	February 2021	Address Update



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1. Overview

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

The NORA Motocross Circuit Guidelines will be used to conduct course inspections prior to the issue of a Course Certificate and are for the guidance of Clerks of the Course when setting up events.

2. General

- A Course Certificate is required for all NORA motocross race events and is only valid for the period indicated, all tracks will be inspected periodically. Any alterations to a track must be documented by the Clerk of the Course before the start of each event; any significant changes made will require a new course certificate to be issued after the event. A Course Certificate shall only apply to an event where a Permit has been issued by the NORA and it is organised by an NORA affiliated club under the supervision of official's authorised/licensed by the NORA.
- The following guidelines should be followed unless specifically detailed on the Course Certificate or Risk Assessed.
- The track should be restricted to approximately 65kph and top speeds should be restricted to approximately 115kph.
- The track width should not be less than approximately 4 metres. The track cannot be divided by an obstacle (tree, etc), lanes can however be created by the division of the track by a jump etc.
- The width of the track on a jump should be at least 1 metre wider on the landing side than the take off point and subject to the risk being assessed.
- The length of a start straight, measured to the centre of the first bend should not exceed 80m nor be less than 40m. For events below National status this length may be reduced, in this instance the number of permitted starters will reduce accordingly.
- The start straight will not have any jumps along its length.
- The free vertical space between the track and any obstacle above ground level should be 3 metres minimum. i.e. structure over the track or overhanging branches.
- The public Safety Precautions will be detailed in the Course Certificate and the risk assessment prepared by the Clerk of the Course for each event but the following requirements must be adopted wherever feasible.

3. Jumps

The design and construction of jumps in general is left to the discretion of the organiser, during a track inspection the inspector may make suggestions to the circuit builder.

Multiple jumps (where the peaks are within 15 metres) are discouraged and must be individually approved and assessed by a NORA approved inspector.

3.1 Whoop Sections

Whoops are allowed in Motocross events. These should be constructed after an obstacle i.e.: a bend, hairpin or tight chicane to make the approach to the first whoop low speed. Whoops shall be defined as a series of consecutive semi-circular depressions and crests formed within the circuit. Each whoop should be approximately 0.5 metre deep and between approximately 1 and 3 metres between each crest of the whoop section. Whoops should be inspected by the senior official on site before each event to ensure that there is no excessive degradation to the individual whoops.





3.2 Steps

Steps are a series of upward or downward progressing jumps whereby the area between each jump is on a level plane. The distance between the crests of steps going down can be variable but the landing zone of each step should be on an approximate level plane with the landing ramp, the depth of each step should be subject to inspection. This section should only be constructed after an obstacle, i.e: a tight bend, hairpin, tight chicane, high jump, table top etc. to make the approach to the first step a reasonably low speed approach under acceleration.

3.3 Rhythm Section

Sections of a track that are considered a 'rhythm' section and where measurements do not comply with the definition of multiple jumps and are more or less than allowed for in the descriptions above. The Rhythm section of the track has to be documented and has to be inspected by an approved NORA track inspector. In all cases the document shown the design of the section and contain accurate measurements of all of the jumps within the section. Attention must be given to the landing zones which should not incorporate another upward slope.

4. Start Gate

- Each rider should have a minimum width of 1 metre at the start gate..
- It is recommended that all start gates should drop backwards or vertically and have rear barriers 3 metres from the leading edge of the dropped starting gate.

5. Protection of the Public

The public Safety Precautions will be detailed in the Course Certificate and any amendments as part of the Risk Checklist as prepared by the Clerk of the Course for each event. The following requirements must be adopted wherever feasible.

Any area to which the public are to be permitted should be protected by one of the following methods or by a combination of these methods. The only exception shall be where a bespoke spectator area is created and the method of protection indicated on the course certificate or where spectators are not permitted within 15m of any part of the course, in this instance a defined barrier must be created.

All wooden posts described in the methods shall be round and have a diameter of approximately 75mm with a maximum diameter of 100mm.



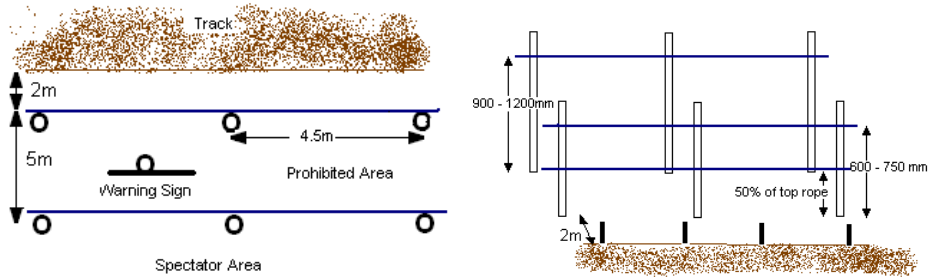
5.1 Method MB1

All tracks used for minibike machines must not have a rope catch fence within approximately 2 metres of the marked track.

Where a rope catch fence is used it must be set approximately 2 metres back from the marked track, the fence must have two ropes, the top rope must be set at approximately 600mm to 750mm from the ground, the second rope must be set at 50% of the height of the top rope.

Outside the catch fence there shall be a continuous strip of land of an approximate width of 5 metres which shall be prohibited to the public and where a spectator rope as per method A shall be erected.

The track at youth and or adult events can be defined with wood or plastic pegs, wooden posts with rope, as specified, no higher than 400mm from the ground, post, a natural boundary of earth banking – continuous or intermittent, escarpments, bales, track markers or any combination of thereof.



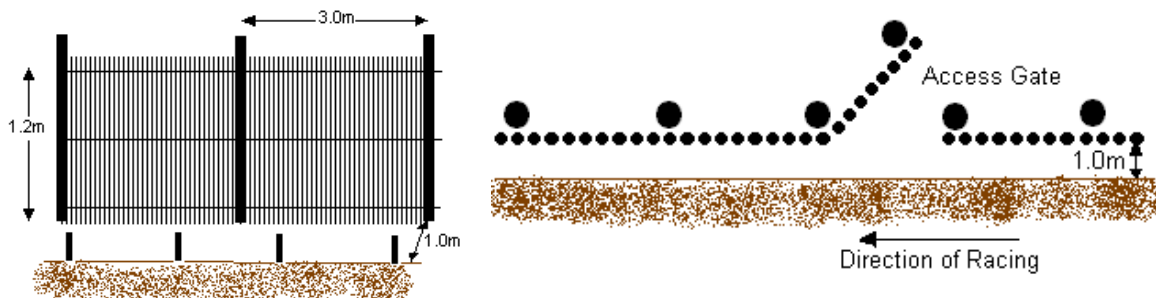
5.2 Method MB2

This method can be used for all machine classes of racing.

The method consists of a fence of chestnut paling of a height of not less than 1.2m and mounted on wooden posts firmly driven into the ground and not be more than approximately 3 metres apart. The paling fence must be of the three wire strand variety and securely fixed to the track side of the posts.

A neutral zone of approximately 1m should be provided on the trackside of all chestnut paling subject to the circuit track certificate with regard to spectator safety. The neutral zone can be marked with wood or plastic pegs, wooden posts as specified, a natural boundary of earth banking - continuous or intermittent, escarpments, bales, track markers or any combination of thereof.

Gate access for medical services must be provided and clearly signed at regular intervals, subject to the track certificate. Access points should have a gate or paling fencing returning into the spectator area. The fencing must give protection to spectators at all times.



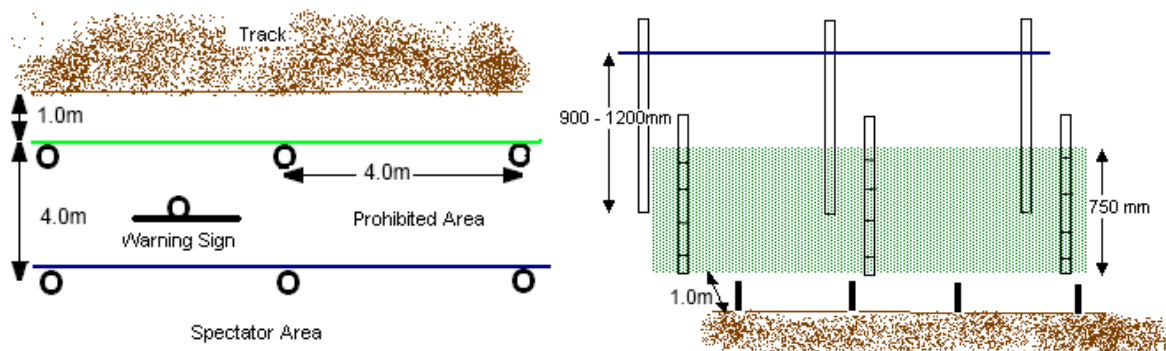
5.3 Method MB3

This method consists of a fence of scaffold debris netting of a nominal height of 750mm and mounted on wooden posts firmly driven into the ground.

The supporting posts must not be more than approximately 4 metres apart, and the netting must be securely fixed to the post by the use of cord, nylon cable ties or staples.

Outside the catch fence there shall be a continuous strip of land of an approximate width of 4 metres which shall be prohibited to the public and where a spectator rope as per method A shall be erected. On the circuit side there should be a 1m strip of land to the marked racing surface.

The track at youth and or adult events can be defined with wood or plastic pegs, wooden posts with rope, as specified, no higher than 400mm from the ground, post, a natural boundary of earth banking – continuous or intermittent, escarpments, bales, track markers or any combination of thereof.



5.4 Combined Methods

A combination of the above methods may be adopted subject to the approval of the NORA Circuit Inspector and as detailed on the Course Certificate for the circuit.

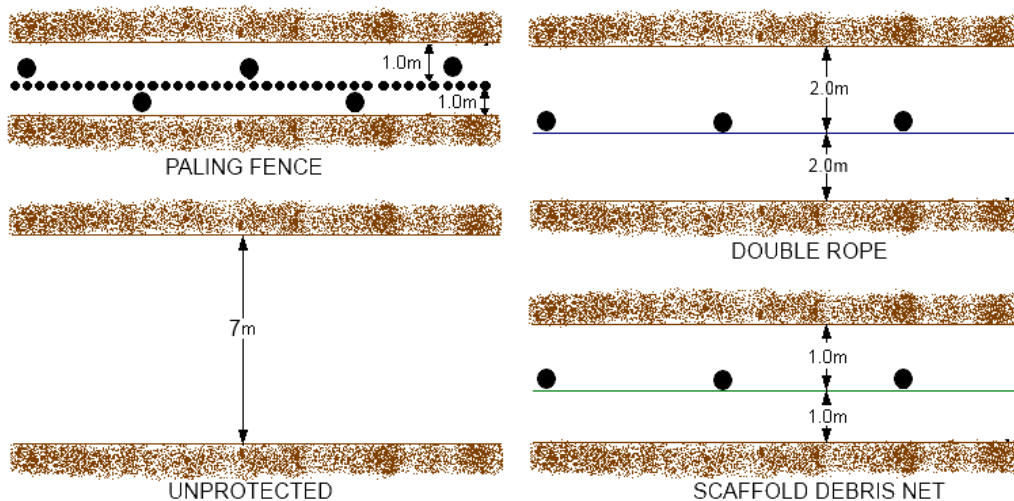
Where the natural terrain provides adequate protection to the public or some other form of substantial fencing is erected, the above requirements may be modified, subject to the approval of the NORA Inspector and as detailed in the Course Certificate.

5.5 Method MB4

Steel crowd control barriers may be used if approved by the NORA Circuit Inspector, Approval must be sought when the track is inspected, barriers must be shown on the track plan. If crowd control barriers are used there should be a neutral zone between the barrier and the track of not less than 3 metres marked with pegs and tape, bales or other as per other methods. Barriers should be firmly linked with scaffold clips or cable ties and staked for rigidity. Special attention should be given to crowd control barriers in vulnerable places, i.e. on the outside of a bend. In this instance, catch fences as per methods MB1/MB2/MB3 may be specified.

6. Opposing Traffic

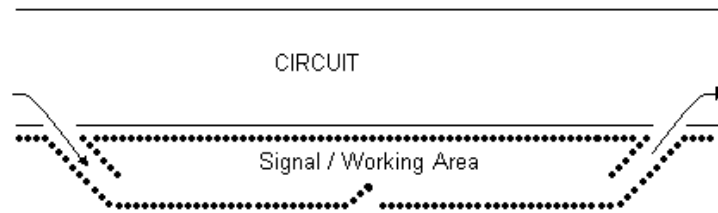
- Where there is opposing traffic i.e. on a loop or where tracks run alongside each other, the track should be approximately 7 metres apart. The danger must be assessed before allowing an unprotected area of track to exist.
- If the circuits are between 4m and 7m apart, roping as per method MB1 can be used to segregate the opposing traffic i.e Posts at 4.0m centres with two ropes, one at 600 - 750 mm high and the second at 50% of the height of the first.
- If the circuits are between 2m and 4m apart, scaffold debris netting as per method MB3 can be used to segregate the opposing traffic, with a minimum of 2 metres either side of the netting.
- If the circuits are between 2 and 4m apart then chestnut paling may be used to protect opposing tracks, the posts must be positioned either side of the paling at a distance of 3.0m centres. A neutral zone of approximately 1.0 metre must be created on each side of the paling fence.





7. Work and Signal Areas

If a working/signal area is provided it must be protected from the track by one of the methods described above. Ideally the access and egress to the zone should be to the rear (see diagram). The area should be prohibited to persons under 16 years of age, with the exception of competitors, and animals.



8. Parking

Vehicles must not be parked within 3.0 metres of the public fence and a limit line shall be indicated using rope or tape.

9. Paddock

There must be a suitable paddock for the use of competitors. Where the paddock is immediately adjacent to the track, the whole length adjoining the track shall be fenced by one of the above methods applicable to spectator enclosures.

The riding of machines in the paddock is strictly prohibited and warning signs should be erected. Machines should be pushed with engines dead. See Codes of Practice and Regulations for more details.

10. Controlled Crossings

All Controlled Crossings should be adequately marshalled and the movement of spectators across the track during practising or racing shall not be permitted.

11. Number of Riders and the Method of Starting

The maximum number of riders permitted in any one race and the method of starting shall be as detailed on the Course Certificate. Any changes to the maximum number of starters allowed on a Course Certificate can only be made by the NORA circuit inspector or by request to the NORA office. The allowance for the number of riders allowed to practice at an event is one and half times the number of starters allowed in a race as per the current Course Certificate.