



# ***MOTO GYMKHANA REGULATIONS***

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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.

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 Motocross Events held under a Permit issued by NORA 92.

## 2. Eligibility

### 2.1 Licences

- a. All riders must hold a current UK motorcycle driving licence or valid CBT certificate and be 18 years of age or over. Annual members that receive a driving ban during the year must inform the Moto Gymkhana Association.
- b. Riders can only take part in an event on a motorcycle of a capacity in line with their licence. CBT holders can ride motorcycles / scooters without ‘L’ plates but the capacity must not exceed 125cc and be no more than 14bhp. A2 licence holders are restricted to motorcycles / scooters of 33bhp and under.
- c. For all MCF sanctioned events the riders must hold a current Moto Gymkhana Membership. This membership also acts as a MCF Licence.
- d. A One Event Licence grants the same benefits of an annual licence for the duration of one event only with regards to Rules and Regulations.
- e. A One Event Licence does not include Personal Accident Insurance.

## 3. Officials

The following officials will be present at each event. One person may hold more than one official position where this does not compromise safety. Officials will be distinguished by coloured armbands.

| Official             | Responsibilities and Requirements  |
|----------------------|--|
| Clerk of the Course  | Must be licenced by the Moto Gymkhana Association in line with NORA standards and regulations.<br>Must attend the appropriate training session once every three years as a minimum<br>Must be at least 18 years of age<br>Will have ultimate responsibility for the good management of the event |
| Technical Official   | Appointed by the Clerk of the Course to check compliance with any machine specifications as required   |
| Event Secretary      | Responsible for all administration connected with the organisation of an event   |
| Starter / Timekeeper | Responsible for facilitating starting and finishin including recording attack times and any penalties incurred   |
| Marshal (Observer)   | Will be briefed by the Clerk of the Course<br>Must be at least 18 years of age   |

## 4. Motorcycles

### 4.1 Road Worthiness

All motorcycles will be road worthy (i.e. fit to pass an MOT)  
In all cases, motorcycles must adhere to the following as a minimum.



#### 4.2 Brakes

- a. Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position. The only exception to this is where the motorcycle has a linked or combined braking system factory fitted as standard.
- b. A rear brake lever can be installed on the left side of the handlebars but it must not interfere with the operation of the clutch.

#### 4.3 Tyres

- a. Tyres must be road legal, no slick are allowed
- b. Tread depths shall be no less than 1mm across the circumference and 75% of the width.
- c. Chains and other non-skid devices are not permitted.
- d. Tyre warmers are not permitted.

#### 4.4 Clutch and Brake Levers

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

#### 4.5 Footrests and Handlebars

- a. 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
- b. Throttle
- c. All machines must be fitted with self-closing throttles.

#### 4.6 Exhaust Pipes

- a. The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork.
- b. Exhaust gasses must not be discharged so as to raise dust or foul the tyres or brakes or inconvenience a following rider.

#### 4.7 Sound Control

- a. All motorcycles will we sound level tested.
- b. The maximum permitted sound level will be 100dBA.

For information regarding sound control level testing methodology please refer to the NORA Code of Practice

#### 4.8 Fuel

- a. Only the following fuels are permitted:
- b. Unleaded petrol; see NORA/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance.
- c. E85 Bio-Ethanol fuel pump fuel; see NORA/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance.
- d. Pre 75 machines may use normal road side pump leaded petrol (BS4040 max lead 0.15g/litre and Pre 65 machines may use methanol.
- e. In the event of a protest against fuel specification an additional fee\*, as defined in the fuel section of the NORA Code of Practice, must be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned and the cost of the fuel test charged to the other party. (See also NORA Fuel regulations as detailed within the Code of Practice).
- f. Smoking or the use of mobile phones in refuelling points is forbidden.
- g. Nitrous oxide is not permitted and any bike fitted with a pressurised container must be removed

\*all fees are payable in cash.

#### 4.9 Ignition Cut-Out

- a. All motorcycles will be fitted with an engine cut-out button.

#### 4.10 Chain Guards

- a. The manufacturer's original primary drive guards or parts of similar design must remain in place.
- b. A 'rear sharks fin' chain protector is recommended but not compulsory unless it was factory fitted as standard.



## 5. Technical Controls

- a. All motorcycles must be presented to the Technical Officer if requested, for examination before the start of any practice or at any time during the event as may be required by the Clerk of the Course to ensure that they comply with the requirements of the regulations.
- b. Any machine damaged in an incident can be recalled by the Technical Officer for re-inspection before being ridden again at the event.

## 6. Safety

Riders must take responsibility for their own safety as well as the safety of others around them.

### 6.1 Medical Services

At all Moto Gymkhana events, including official practice, qualified first aid personnel must be in attendance. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished.

As a minimum, each event must have in attendance an official who is qualified through the Basic First Aid for Appointed Persons course. For venues running in remote areas where response times may be excessive or if mobile network coverage is intermittent it is recommended that specialised first aid cover with one ambulance and ambulance technician be employed.

Each facility must carry a sufficient first aid kit and the location of the kit and trained official must be clearly defined.

More information regarding first aid at work can be found at:

[www.hse.gov.uk/firstaid/](http://www.hse.gov.uk/firstaid/)

### 6.2 Clothing

- a. All riders must wear a crash helmet. For information regarding helmets please refer to the helmet section within the NORA Code of Practice.
- b. All riders must wear appropriate protective clothing and gloves.
- 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.

### 6.3 Fire Extinguishers

Every NORA event must have a minimum of one 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.

### 6.4 Riding in the Paddock

Riding of machines in the confines of the event but off of the courses should be kept to a minimum and at a pace that is acceptable to the Clerk of the Course. Crash Helmets must be worn at all times when a machine is being ridden

### 6.5 Course Access

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



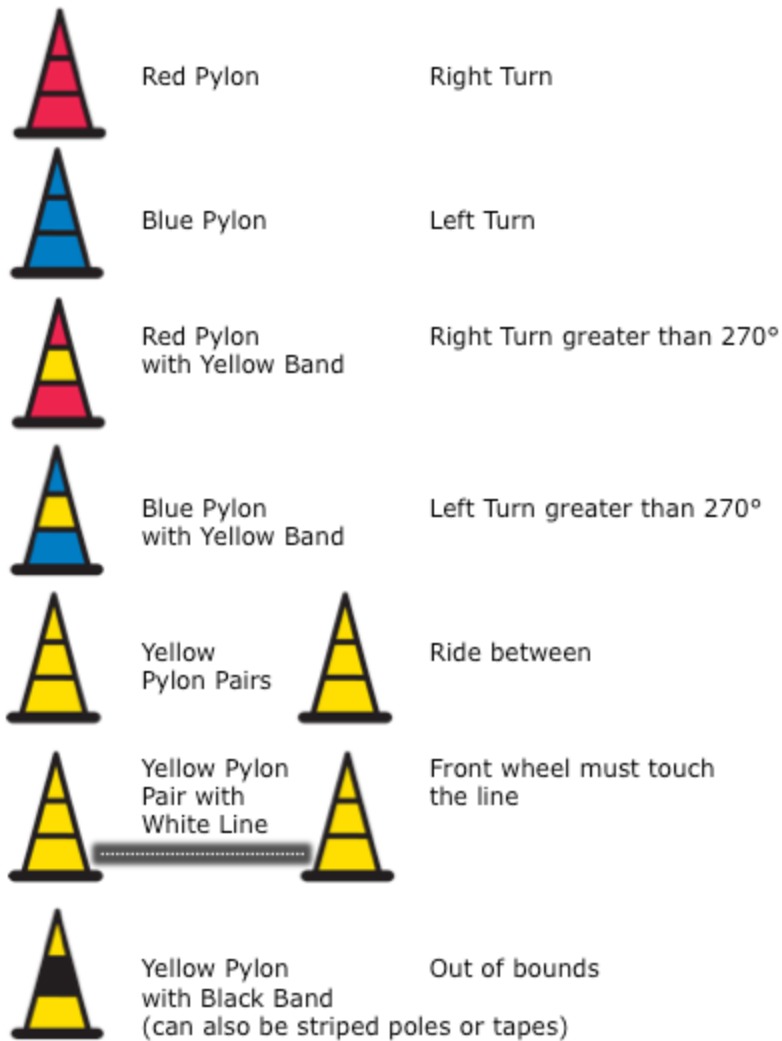
## 7. Course Setup

### 7.1 Pylons

Pylons (cones) must be 45 cm high to minimise the risk of contact with any motorcycle controls

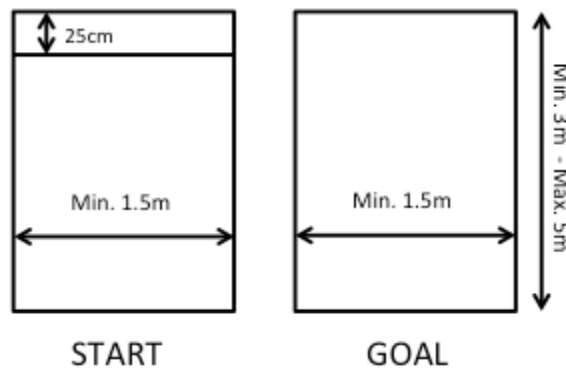
Pylons will be colour coded to designate the direction of travel:

This system is known as the Adachi© System.



Orange pylons denote course boundaries or define routes.

## 7.2 Start and Goal Boxes



## 8. Competition Format

### 8.1 Registration / Sign-In

- All riders must register and/or sign-in with the Event Secretary and will be issued with a numbered bib. This bib shall be worn for the duration of the event for identification purposes.
- For competition events, riders must register at least 7 days prior to the event in order to be allocated a place and receive the course layout for study.

### 8.2 Competition Attacks

- Each rider undertakes two timed attacks of a competition course.
- Their fastest time (including any penalties) from the two attacks is used for determining the overall result.

### 8.3 Start Procedure

- At competition events, riders will compete in bib number order. Riders must warm their tyres on the warm-up course prior to their competition course attack.
- From the warm up course, they will be called forward to the figure-of-eight box where they will continue to ride until called into the start box
- Riders must be ready to be called forward without delay. Failure to make the start box when called will result in a 9:99.99 time for that attack.
- If a rider stalls in the start box but has already triggered the timing equipment the attack has commenced and the rider should restart and continue.
- If a rider is called forward and accidentally triggers the timer whilst positioning their motorcycle and prior to being given the start signal this will be classified as a jump start.

### 8.4 Competition Course Rules

- No practice attempts are allowed on the course
- The course and route will be provided on a diagram issued to each rider. The course will be ridden in the order shown on the course diagram. All obstacles on the course will be attempted.
- Putting a foot down is allowable only in those obstacles that have a 'Foot OK' indication alongside the obstacle on the course diagram.
- The Goal box must be entered at the end of the course and the motorcycle must be completely stopped within the boundaries as marked.
- Time penalties for the following errors are added to the overall time for the attack.
- Course marshals will indicate a penalty has been incurred by raising a flag.
- The course marshals' decision is final



**White flag + 1 second**

Touching pylon  
Foot down (dab)  
Jump start

**Green flag + 3 seconds**

Missing line in a jink obstacle  
Going out of bounds  
Foot down (paddle)  
Not stopping in the goal box  
Bike or rider falling outside the marked area of the goal box

**Green plus White flag – disqualification from attack**

Missing an obstacle  
Riding an obstacle in the wrong direction

No time penalties are exacted for falls.

**8.5 Competition Series Points**

- a. There will be an annual competition series where points are awarded that count towards the overall Moto Gymkhana Association Championship Title.

Riders in competition series events will be awarded championship points as follows:

| Position        | Points |
|-----------------|--------|
| 1 <sup>st</sup> | 20     |
| 2 <sup>nd</sup> | 17     |
| 3 <sup>rd</sup> | 15     |
| 4 <sup>th</sup> | 13     |
| 5 <sup>th</sup> | 11     |
| 6 <sup>th</sup> | 10     |
| 7 <sup>th</sup> | 9      |
| 8 <sup>th</sup> | 8      |

| Position         | Points |
|------------------|--------|
| 9 <sup>th</sup>  | 7      |
| 10 <sup>th</sup> | 6      |
| 11 <sup>th</sup> | 5      |
| 12 <sup>th</sup> | 4      |
| 13 <sup>th</sup> | 3      |
| 14 <sup>th</sup> | 2      |
| 15 <sup>th</sup> | 1      |

- b. To calculate a rider's overall championship points, the highest seven scores from the maximum of eight will be added together.
- c. Riders who do not compete in a particular round of the competition series will receive a zero score for that round.

**9. Rider Ranking**

The following rules apply for the 2012 season and are subject to change in following series to accommodate higher rankings.

- a. Riders competing in competition series events will be awarded points to determine their overall ranking (bib colours)
- b. A point will be awarded to each rider whose fastest time is within 10% of the reference time (or faster).
- c. The reference time will be set by a member of the Moto Gymkhana Association Executive Team.
- d. Reference times will be published with the competition results.
- e. Riders gaining four or more ranking points will be eligible to receive 1st level ranking (green)
- f. Once a ranking has been attained it is retained until a rider moves up to the next ranking.



## **10. Instructions to Riders**

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

### **10.1 Conduct**

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

### **10.2 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.

### **10.3 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.

### **10.4 Compliance with Regulations**

Every rider, by entering or being entered, thereby acknowledges that s/he is bound by the rules and regulation of the Moto Gymkhana Association and NORA. This includes 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.