



SPEEDWAY REGULATIONS

Issue #1.2 – December 2025



VERSION HISTORY

Version	Date	Description
1.0	March 2021	Creation of Speedway Regulations document.
1.1	January 2023	Document Review
1.2	December 2025	Track Guidelines 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.

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 Speedway Events held under a Permit issued by NORA 92.

2 Events

2.1 Conditions for Speedway 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.

2.2 Practice Events and Test Days

- a. No such event may be held unless the appropriate Permit and Insurance have been issued.
- b. The NORA guidelines for practice track facilities will apply to a practice event or test day.

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 and passengers 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 and is available for all Speedway events & practice days.
- d. **A Basic Annual Licence does not include Personal Accident cover.**
- e. **A One Event Licence does not include Personal Accident cover.**
- f. All new applications for an annual licence must be accompanied by a passport style photograph, Photographs may be sent electronically.
- g. Youth only: All new applications must be accompanied by a photocopy of the rider's birth certificate.



3.2 Capacity and Licence Restrictions

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification	Restrictions
Youth Solo				
6-8 Years	Youth Speedway	Maximum 80cc	19 inch rear, 19 inch front	
8-10 years	Youth Inter Speedway	Maximum 125cc (150cc sealed)	19 inch rear, 19 inch front	
11 – 13 Years	Youth Senior Speedway	Maximum 250cc	19 inch rear, 19 inch front	
14 – 16 Years	Youth Rookie Speedway	Maximum 500cc	19 inch rear, 19 inch front	
Adult Solo				
16 Years plus	Adult Open	Maximum 500cc		

Riders may continue in their class until the end of the year in which their progression birthday falls. After reaching 16 years of age, riders can apply for an Adult Speedway licence and still retain a youth licence until the end of the year in which their 16th birthday falls.

3.3 Youth

- Upon assessment, riders may remain in a class below their age level.
- No rider may compete before their sixth birthday without prior consent and assessment.
- 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 Adult

The parent or person with parental responsibility must accompany a competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.

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

3.5 Physical Eligibility / Proficiency Assessment

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

3.6 Class Variations

- The Youth classes may be combined under assessment.
- 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.

3.7 Officials Licences and Registrations

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



3.8 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
Timekeeper	3 Years	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.

3.9 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
Pit Marshal	To ensure that all pit regulations are adhered to.
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 deal with child protection issues.

3.10 Marshal

- The minimum age for marshals is 16 years of age.
- Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.
- Flag marshals may be replaced by a light system, enough personnel must be on station for fast response purposes.

4 Specification of Motorcycle

Solo, Sidecar & Quad Motorcycles designed for Motocross, Enduro and Trials and complying with their discipline regulations may be used but must not be combined with motorcycles specifically designed for speedway racing. Speedway machines shall comply with the Code of Practice and the following:

4.1 Brakes

- Brakes are not permitted.

4.2 Wheels & Tyres

- Rear wheels must have a solid disc fitted on the right-hand (Silencer) side.
- Specifically manufactured speedway tyres must be used.
- No modification to the tyre as manufactured is permitted; it must not be altered or cut.
- Artificial warming (with an external aid) of a rear tyre is not permitted.
- Tyres must be mounted on a rim (type WM 3 - 2.15 x 19" rim.) Tyre clamps or screws can be used, but where rims have been pre-drilled for retention screws, then screws must be used.
- Only air can be used to inflate a tyre and if balancing weights are used they must be attached only to the rim or spokes.



4.3 Dirt Deflectors

- a. All equipment must be without modification, alteration or (heavy) damage to the manufacturers' original design.
- b. The Deflector flap must retain its original shape; any flap that is distorted, holed, worn through, cut or dismembered must be replaced prior to racing. The flap must remain effective under all track surface and wind conditions. The flap must be shaped and positioned in such a way that the distance of the upper flap edge to the complete tyre tread width is 18mm (+/- 5mm). The opposite lower edge shall be 35mm maximum (+/- 5mm) from the track surface over an equal distance. Outside of this centre section, the flap lower edge may slope up to a maximum of 50 mm above the track surface. All measurements are taken with the motorcycle in a vertical position, with the tyres normally inflated but without a rider.
- c. A mechanism must maintain constant function of the pivot arrangement and be able to return the flap to its normal operating position with minimal delay.

4.4 Mudguards

- a. Mudguards must be made of flexible materials, fibreglass or carbon-fibre and must project laterally beyond the tyre on each side.
- b. A front mudguard must extend at least 5° ahead of a vertical line running through the centre of the front wheel axle and extend backwards at least 200mm from a vertical line from the fork centre spindle.
- c. A rear mudguard, 500cc and 250cc motorcycles, must extend at least 5° behind a vertical line running through the centre of the rear wheel axle. If the distance from the rear wheel tyre surface and the rear end of the rear mudguard is greater than 35mm, an additional wheel protection must be fitted. The gap between the wheel and the wheel protection must not be larger than 35mm

4.5 Clutch 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.
- d. The lever must be mounted to swivel, so that at no time can the rider's fingers be trapped between the lever and the handlebars.
- e. When closed it must not be situated wider than the furthest extremity of the handlebar.

4.6 Footrests

The footrests of motorcycles shall be on the right-hand side of the motorcycle and must not exceed 320 mm in length measured from the centre line of the motorcycle.

4.7 Throttle

All machines must be fitted with self-closing throttles.



4.8 Exhaust Pipes

- a. At the start of each heat all Silencers must incorporate a Heat Shield, which must be of equal length and girth to the main body of the actual Silencer
- b. A modification to the top bracket and / or a nut welded onto the Silencer is permitted to allow better fitting on the motorcycle. The original identification marks on the bracket must not be modified.
- c. A maximum gap of 60mm (+/- 10mm) is allowed between the silencer and the rear tyre. The exhaust system must not extend beyond the outer circumference of the rear wheel nor further forward than the centre of the rear wheel.
- d. In addition to where the exhaust pipe is fixed to the cylinder head, the silencer must be fixed to the frame with a clip plus a 2nd flexible coupling (steel cable of at least 3 mm Ø or a strong steel spring) must be fixed to the first 1/3 of the silencer to the frame.
- e. A single main exhaust pipe, maximum 50mm external Ø, is prescribed. An exhaust pipe may include an external or internal sound suppression body (max 50mm Ø / maximum length 250mm) to reduce the sound level, welded securely on top and parallel to the exhaust pipe, however the end of the exhaust pipe may be swaged out to 50mm Ø maximum in order to fit into the silencer.
- f. 250cc motorcycles may have a reduction of the inlet diameter of the silencer down to 40mm.
- g. Appropriate silencers may be used on 125/150cc motorcycles, provided they are securely fastened in at least 2 places to the frame.
- h. During a heat if the Silencer becomes defective or detached the rider will be disqualified.

4.9 Running of Engines

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

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

4.10 Ignition Cut-Out

- a. All motorcycles will be fitted with an engine cut out button that must be operated by a non-elastic string or cord (coil telephone wire is not permitted). The cord should be a maximum of 500mm. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.

4.11 Drive Protection

- a. The primary transmission must have a guard as a safety measure, small holes (max 10mm) in the transmission/clutch guards are allowed for cooling.
- b. Cutting, but not excessive, of the guard is allowed to expose the clutch pressure plate and to allow adjustments to the clutch springs. The guard must be constructed in such a way that under no circumstances the rider can come accidentally in contact with the transmission/clutch parts. It must be designed to protect persons from injuring their fingers.
- c. An additional protective device must be provided to prevent a broken primary chain from flying upwards. This can be provided by either a fully enclosed steel chain guard, or, if a chain guard is made from plastic or from other material, then a steel bolt of 10 mm minimum diameter must be placed outside the bottom rear quadrant of the clutch sprocket. This bolt, must not be drilled and if damaged, must always be completely replaced.
- d. A guard/cover must be fitted to any exposed countershaft sprocket. A guard must be fitted where the chain goes onto the rear wheel sprocket. A Chain Guide alone does not suffice unless it is a type that covers the bottom quadrant of the sprocket and neither the chain nor the teeth on the sprocket are exposed.

4.12 Oil Systems

Motorcycles with a closed oil system must have an oil catch tank, without holes or leaks that has a minimum volume of 300cc fitted over the breather pipe on the engine. These must be emptied before the 1st heat and after each heat or race.

4.13 Engines

Motorcycles must be fitted with a single cylinder 4-stroke engine (using pure methanol only) having a maximum capacity of 250cc or 500 cc, 4 valves maximum and fitted with a single carburettor having a maximum diameter of 34 mm and one spark plug.



4.14 Race Number

- a. The Number must be clearly legible, located by the rider's right leg in the space between the upper part of the rear sub-frame and the bottom edge of the rear mudguard. It must be visible when the rider is seated in the riding position.
- b. If rigid covers are used, it should be approximate to this position and firmly fixed to the covering material.
- c. Other numbers or markings on a motorcycle liable to cause confusion with the correct riding number are not permitted and must be removed before the start of the Meeting.

5 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, 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 Sound Control Officials of the sound level of any machine taking part in any NORA event in addition to any routine checks at technical control if requested by the Clerk of the Course.

* All payments to be made in cash

6 Safety

6.1 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.

A Doctor or Paramedic must be in attendance for all race meetings.

An IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent must be in attendance during official practice and racing

The minimum medical requirements are for one ambulance and a Medical Treatment facility which may be a second fully equipped ambulance – On the condition the ambulance is available at all times. The ambulance should be accompanied by either an IHCD Emergency Technician or the VAS equivalent, plus enough qualified first aid personnel to cover the course layout, size and type of event.

A Flag Marshal, whose sole responsibility is to signify the stoppage of a heat, may also act as a First Aider if suitably qualified.

The Medical Officer can be either a Doctor or a Paramedic. Nevertheless, where a Doctor is present, s/he will be the Medical Officer, and in the case of 2 or more Paramedics being in attendance, only one must assume the role of Medical Officer. A doctor must have Medical Malpractice Cover appropriate for pre-hospital immediate care, (NHS Crown Indemnity is not applicable) and must not be subject to working in a GMC Approved Practice Setting (APS). A Paramedic must hold appropriate Personal Medical Malpractice Insurance cover.

Doctors, Paramedics and First Aid personnel must be in attendance 30 minutes before the start time, wear appropriate outer clothing that clearly shows their professional designation (front and back).

All Members of the Medical Team (one of whom must have a mobile telephone in working order) must be immediately available to and under the direct control of the Meeting's Medical Officer, who has overall responsibility for all medical and First Aid matters.



6.2 Head Injuries

Where a rider suffers Concussion at a Meeting, Practice or Training event then a fixed period of Suspension will be automatically applied for a period of no less than 10 days. This period may be extended upon the advice of the medical staff at the event and agreement from the event organisers and the NORA 92 office.

6.3 Clothing

- a. All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within the NORA 92 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. Goggles or visor of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable.
- e. 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.
- f. Riders must wear appropriate clothing; a one-piece suit or a combination of racing trousers, shirt or jacket (that must be zipped together) and footwear; all made of materials designed to protect riders, with leather being of a minimum 1.0mm thickness or non-leather materials, with equivalent protective properties to leather.
- g. Extra body protection must be worn; either incorporated within the clothing or worn separately over appropriate undergarments.
- h. All riders 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. If incorporated within the clothing it must include the use of padding made of leather, or enclosed plastic foam of at least 8mm thickness covering the following areas: shoulders, elbows, both sides (chest and back) of the torso, hip joints and knees. If not incorporated within the clothing, "body armour" may comprise ribbed panels of moulded plastic with a minimum thickness of 2mm. covering the following areas: shoulders, elbows, both sides (chest and back) of the torso, hip joints and knees.
- i. Undergarments, if used, may be either of the "Nomex" type, silk or cotton but not Synthetic materials which may melt and could cause damage to a rider's skin in an accident.
- j. Footwear, in a good state of repair, made of leather or an approved substitute and be of a minimum height of 200mm to provide together with the suit, complete protection.
- k. Gloves, made of leather, or non-leather material with a minimum (equivalent) thickness of 1.00mm must be worn at all times.
- l. In all Official Fixtures, riders must provide and wear a jacket, suit or shirt showing the riders Riding Number on the front and back.
- m. a set of 4 Helmets (or helmet covers) on which advertising is not permitted, other than the manufacturer's name, in these colours: Red, Blue, White and Yellow / Black; the RAL Reference Numbers being: 3020, 5017, 9010 and 1023 respectively.
- n. It is the responsibility of the riders parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.



7 Track Standards

Circuits and tracks should be laid out with these guidelines in mind, each individual circuit will undergo an inspection by an approved NORA Motorsport inspector, with a club official present, before a Circuit Certificate will be issued.

- a. A valid Circuit Certificate is required before Speedway competition event can be held on at a venue. Circuit Certificates will be valid for a period of three years from the inspection date.
- b. It is the responsibility of the organiser to ensure that a valid certificate is in place prior to the start of any competition event. Practice only events can be organised on circuits without an official certificate provided that they are laid out with these guidelines in mind.
- c. A track is made up of two straight sections and two bends forming a 'Stadium' shape, the radius of the two semicircular ends does not need to be identical.
- d. The outside of the track must be lined with a continuous safety fence with a solid panel to a height of a minimum of 600mm if accompanied by a mesh catch panel to a height of 1500mm. If no catch fence is used the solid boarding must be to a height of approximately 1200mm. All boards must be either flush or overlapping in the direction of travel with no exposed leading edges.
- e. Outside of the initial fence there must be an agreed Safety Area that is prohibited to the public at all times.
- f. For competition event the inside of the two bends must also be protected by either an inflatable air fence or agreed foam block fencing. The air fence must protect the whole outside of the curves and have angled leading edges. Air fences should be nominally 750mm deep and 1200mm in height.
- g. The air fence should be inflated at least 30 minutes prior to the start of an event, spare panels and air pumps should be available. Should any unreparable damage occur to the fence or pumps causing the loss of pressure the event must be stopped until repairs can be affected
- h. The inside edge of the track must be clearly defined with a continuous contrasting line
- i. Any equipment stored on the infield must be done so with safety in mind with protection where necessary and no closer to the track than 10m.
- j. Any infield viewing areas must be defined and agreed upon inspection. This area is only to be used for sponsors, VIP guest, Competition winners etc and should not be on sale to the general public. A person must be appointed to manage any infield viewing areas.
- k. All essential staff and officials should remain a minimum of 4m from the track edge unless required to do so in the conduct of their duties.
- l. Special attention should be afforded to the position of members of the press, they must always remain at least 4m from the track edge whilst racing is in progress.
- m. Material banners in collapsible frames may be placed within this area but no closer than 3m to the circuit.
- n. Signal lights are required at all competitive events, these must be maintained to be visible to riders and officials in all conditions:
 - i. Green – Positioned approximately 20m ahead of the start gate for use during the start procedure.
 - ii. Red – Positioned around the outside of the track, visible to riders from their direction of travel, to indicate the stoppage of a race or session.
 - iii. Amber – Static or Flashing, used to indicate that riders have two minutes to reach the start line, must be visible on the track and in the pits.
 - iv. Multi Coloured – Used to indicate the disqualification of the rider with that designated helmet colour.
- o. Flag signal may be used in place of lights for practice events and in extreme circumstances for competition events.
- p. A Starting Gate, operated solely by the Referee, shall support easily breakable 2 or 3 cotton tapes (not rayon, nylon, plastic or other material that may cause injury to a rider colliding with them) that are tightly stretched across the track and directly above the Start / Finish line, which must be clearly marked at all times. The lowermost tape must be between 50cm and 60cm above ground level when in the down position. The tapes shall be attached with rubber bands as loose metal hooks are not permitted.



- q. The track at the Starting Gate area must be uniformly graded and divided into equal parts, depending on the event type with lines that must be 50mm wide and extend backwards by at least 1.5m. in addition to a line under the tapes.
- r. A minimum of 1 x 9-litre Foam (AFFF) and 1 x 4kg Dry Powder Fire Extinguishers, both of which must be currently certified.
- s. Toilet facilities suitable for the expected attendance must be available with separate facilities for officials and competitors in the pits.
- t. Sheltered facilities giving an overall view of the complete circuit must be available for the event referee, in line with the start gate. All track lights must be operable from the facility.
- u. Means for external communication where a cell phone signal is in doubt.

7.1 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 the paddock is closed to the general public. Whenever a machine is being ridden, the rider must always wear a helmet. Under no circumstances may the machine be ridden by anybody other than the competitor and pillion passengers must not be carried.

7.2 Track Access

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

7.3 Flag Signals

The following flag signals will be used:

Only authorised officials are permitted to use these flags. All of the below flags should measure not less than 750mm x 600mm.

Flag Type	Meaning
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 helmet colour clearly shown on a board	That rider to stop racing immediately and leave the track
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 Direction of Racing

For all track racing classes the direction of racing shall be anticlockwise.

Where Sidecars, Motocross, Minibike or Quad classes are included then the direction of racing may be clockwise if stated in the event regulations.

8.2 Practice

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

8.3 Methods of Starting

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

- a. Flyaway elastic start tapes.
- b. Elastic band or flag in exceptional circumstances.
- c. Following the 2 minute allowance the marshal will bring the riders to the gate.
- d. All parts of the Motorcycle and rider must be within their designated area.
- e. The marshal will then indicate for the Green Light / Flag and walk to the rear of the machines.
- f. No further movement of the machines is allowed.
- g. Following a minimum of 2 seconds, and when all machines are prepared and stationary, the Clerk of the Course will release the tapes.

8.4 Start Delays & 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 or a green light.
- 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. No movement of motorcycles is allowed once under orders.
- d. The tapes will be released after a pause of not less than 2 seconds once the Clerk of the Course is satisfied that the machines are all stationary.

8.5 Starting Offence

- a. Continued preparations after 2 Minutes allowance (indicated by the flashing amber beacon and siren)
- b. Touching the tapes under green light / flag
- c. Causing the tapes not to raise

8.6 False Starts

- a. All false starts shall be indicated by the waving of a red flag and a red light, all riders will have to go back to the starting area and await announcements regarding the restart.
- b. The 2 minute allowance will start immediately and no rider may leave the track.
- c. If there is a disqualification there will be a 1 minute pause prior to issuing the 2 minute allowance.

8.7 Stopping a Race

- a. The **Clerk of the Course** alone may take the decision to stop a race if in their opinion it would be unsafe to continue. A red light or flags will indicate a race being stopped.
- b. The **Clerk of the Course** may disqualify a rider from any rerun or result that, in their opinion, is the main cause for the stoppage.
- c. If the leader has completed 2 laps at the time of the stoppage the **Clerk of the Course** may decide to re-run the heat or award the heat based on the riders positions at the time of the stoppage.
- d. Any rider that is not competing at the time of the stoppage shall not be allowed to start in any re-run or be awarded a finish.
- e. Riders may change machines to take part in a re-run heat.



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 order in which they crossed the finish control line..

8.9 Race Results

- a. Riders classified as finishing a race will receive the following points:
 - i. First Place – 3 Points
 - ii. Second Place – 2 Points
 - iii. Third Place – 1 Point
 - iv. Fourth Place – 0 Points
- b. In the case of a dead heat the combined points tally shall be divided between the riders concerned.
 - a. All results are provisional until protest and appeal times have elapsed.
 - b. The Clerk of the Course may alter the results only if a mistake by an official requires rectification.

8.10 Outside Assistance

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

8.11 Foul, Unfair or Dangerous Riding

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

8.12 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 92 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.