



# ***XC SPRINT REGULATIONS***

Issue #1 December 2021



VERSION HISTORY

Version	Date	Description
1.0	December 2021	Creation of XC Sprint Regulations document.



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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 Cross Country Events held under a Permit issued by NORA 92.

## 2. Events

### 2.1 Conditions for XC Sprint Events

- a. The organiser must be affiliated to NORA.
- b. An RTA permit must be applied for and in place before the event.

### 2.2 Description

XC Sprint events are a test of speed, endurance and reliability, based on Enduro special. From controlled individual starts, competitors are required to complete a series of timed laps and the lowest aggregate times will determine the finishing order.

## 3. Eligibility

### 3.1 Licences

- a. For all NORA competitions the competitors must hold a current NORA Licence.
- b. Practice licences are available for non-competitive 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 NORA Cross Country events.
- d. **A One Event Licence does not include Personal Accident Cover.**
- e. All new applications for an annual licence must be accompanied by a portrait photograph.
- f. Youth only: All new applications for an annual licence must be accompanied by a photocopy of the competitors' proof of age.



### 3.2 Capacity and Licence Restrictions

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification
<b>Youth Solo</b>			
9–12 years	Small Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke	14 inch rear, 17 inch front
12 - 15 years	Big Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke	16 inch rear, 19 inch front
13-14 years	Youth 125	Maximum 145cc 2 stroke	19 inch rear, 21 inch front Combined with the Rookie class
14 - 17 years	Rookies	Maximum 145cc 2 stroke Maximum 250cc 4 stroke	19 inch rear, 21 inch front
<b>Adult Solo</b>			
15 Years		Maximum 250cc 2 stroke Maximum 450cc 4 stroke	
17 Years		Maximum 500cc 2 stroke Maximum 650cc 4 stroke	
17 Years	Dual Sport Adventure	Unlimited	Designed and manufactured for use both on and off road.
<b>Sidecar</b>			
15 Years	Driver	Over 350cc and up to 1000cc 4 stroke and up to 750cc 2 stroke	
15 Years	Passenger		
<b>Adult Quad</b>			
15 Years		Maximum 450cc	
17 Years		Open cc	
<b>Youth Quad</b>			
8 – 14 Years	125cc Open	125cc Quads with engine and frame as originally manufactured, 8 year olds – Automatic only	
11 - 17 Years	250cc Open	Up to 200cc 2 Stroke & 250cc 4 Stroke.	

Competitors may continue in the youth Youth 125 / 250 or 250cc Youth Quad class until the end of the year in which their 18th birthday falls. After reaching 15 years of age competitors can apply for an adult solo Cross Country licence and still retain a youth licence until the end of the year in which their 18th birthday falls. After reaching 15 years of age competitors can apply for an adult quad Cross Country licence and still retain a 250 youth licence until the end of the year in which their 17th birthday falls.

### 3.3 Youth

- Upon assessment competitors may remain in a lower class below their age.
- No competitor may compete before their ninth birthday in the solo classes and eighth birthday in the Quad classes.
- When a competitor 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 competitor may upgrade. Please note that any competitor 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 competitor wishing to ride in a class of which they do not reach the age requirement to be arranged by the competitor 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 competitor is present.



### 3.4 Adult

- An assessment will be required for any competitor wishing to ride in a class of which they do not reach the age requirement to be arranged by the competitor following application to NORA office.
- 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 competitor is present.
- No competitor will be permitted to compete in the adult classes until they reach the minimum required age.

### 3.5 Physical Eligibility / Proficiency Assessment

All youth competitors 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

- Clubs are permitted to designate other classes such as XCS1, XCS2, E1, E2 etc. These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.
- Youth classes may be combined following consultation with NORA.

## 4. Officials Licences

XC Sprint Race 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
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 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
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

- Marshals must be a minimum of 16 years of age, persons under 18 must have a person with parental responsibility sign on with them.
- Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.
- Mobile Marshals must comply with the appropriate risk assessment.

## 5. Specification of Motorcycle

All Motorcycles, Solo, Quad or Sidecar, designed for Enduro, Motocross or Trials, along with road legal dual sport and adventure motorcycles\*, that comply with the Code of Practice and the following may be used in XC Sprint events:



## 5.1 Brakes

- a. Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
- b. For Sidecar motorcycles, brakes are not required on the sidecar wheel.
- c. For Quad motorcycles brakes must be capable of operating, as a minimum, to both rear wheels.

## 5.2 Tyres

- a. Chains and other non-skid devices are not permitted.
- b. Scoop or paddle (continuous radial rib) tyres and/or tyres with lugs having a height of more than 9.5mm are forbidden.
- c. Further restrictions may be noted in the Event Regulations.

## 5.3 Mudguards

Solo and Sidecar motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must cover 35 degrees of the upper rear wheel.

## 5.4 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.

## 5.5 Footrests and Handlebars

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. For Quad motorcycles nerf bars or running boards must be fitted so that a competitors leg will not be pulled under the rear wheel.

## 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 any part of the vehicle or its bodywork.

## 5.8 Ignition Cut-Out

- a. Solo Motorcycles used in Cross Country will be fitted with an engine cut-out button.
- b. Sidecar 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.
- c. Quad Motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord. 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.

## 5.9 Chain Guards

- a. For solo and sidecar motorcycles the manufacturer's original guards or parts of similar design must remain in place.
- b. For quad motorcycles a suitable primary drive guard must be fitted if no original was fitted to the motorcycle.

## 5.10 Wheels

- a. For all groups wheels with six or less spokes must be guarded.
- b. For Sidecar motorcycles:
  - The three wheels shall each be of at least 400mm (16") in diameter measured over the outside of the tyre.
  - The wheel track, or lateral distance between tracks, shall be no more than 1150mm.
- c. For Quad motorcycles the measurement from one front wheel to its following rear wheel must be equal on both sides of the machine.

For Quad motorcycles bumpers and nerf bars must have all corners with a radius of a minimum of 50mm.



\*Dual sport motorcycles are often street-legal counterparts to enduro off-road models. Adventure motorcycles, also known as ADV bikes, are larger-displacement multi-cylinder motorcycles developed for on- and off-road travel.

## 6. Number Plates

- Number plates will be a minimum of three in number on all machines and it is the competitors responsibility to ensure that the numbers are clearly visible.
- No metallic or reflective colours may be used in any circumstances.
- One plate must be carried facing forward and not more than 30 degrees from the vertical with one on each side of the machine.
- Side number plates must be positioned above a horizontal line drawn through the rear spindle and behind a line drawn vertically at a minimum distance of 200mm behind the footrest.
- The minimum dimensions of the numbers should be: – height 100mm
- The Clerk of the Course has the discretion to disqualify any competitor not showing legible numbers or discounting any protest resulting from illegible numbers.
- For Quad motorcycles a further number plate may be fitted running parallel with the machine at the rear, readable when facing the side view of the machine. The mounting bracket must not exceed 25mm in height.

At the discretion of the organiser the colours may be as follows: – The figures and background must be in a 'matt' (non-shiny) colour

Adult	Background Colour	Number Colour
Pro Class	Red	White
Expert Class	Green	Black
Clubman Class	Yellow	Black
Novice Class	Black	White
Sidecars	Yellow	Black
Quads	Yellow	Black
Youth		
Automatic	White	Black
65cc Junior	Black	White
85cc Small Wheel	Red	White
85cc Big Wheel	Green	White
Rookie	Black / Blue	White

Clubs may specify or accept different colours and numbers at the Clerk of the Courses discretion.

## 7. Technical Control

- 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.
- 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.
- 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.





## 8. Safety

### 8.1 Medical Services

At all XC Sprint 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.

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 to transport an injured competitor the event must stop until such time that the ambulance is available again. The ambulance should be accompanied by 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 subject to medical requirements as shown in this Handbook.

### 8.2 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. Goggles 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 competitors should wear a body belt/kidney protector and wear protective armour giving protection to at least the chest and shoulders.
- f. All competitors 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.
- g. It is the responsibility of the competitor's parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.
- h. In all races and official practice complete protective clothing produced for racing, knee length boots and gloves shall be worn by each competitor. It is advised that jerseys should provide protection against abrasion to the body and arms and that jeans are padded at the hips and knees.

### 8.3 Fire Extinguishers

Every NORA 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.

### 8.4 Riding in the Paddock

Riding of machines in the paddock is permitted for XC Sprint events.

Machines must not exceed first gear idle and riders 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.



## 8.5 Track Access

Strictly no personnel, other than signed on officials, are permitted in the prohibited areas around the track while the event is in progress.

Competitors must be aware of slower riders and service vehicles that may be on the circuit.

Riders of service vehicles must wear distinctive identification clothing.

## 9. Race Management

### 9.1 Circuit

- a. The course must in the main be off road, small sections of hard surface may be allowed if approved by NORA.
- b. The circuit will be made up of one long or a series of off-road special tests.
- c. Solo and Quad/Sidecar machines may be run together if the circuit is suitable in length and width.
- d. Only competitors will be permitted in the start area.
- e. A runoff area of 20m must be defined following the finish and marked as Prohibited.
- f. An area must be made available for public viewing and clearly signed; all other areas should be signed as prohibited.

### 9.2 Start Positions

- a. The start order will be set out as per classes and set and published by the organiser.
- b. Second section test start order shall be defined by fastest to slowest in the previous test.
- c. Penalties may be issued for late arrival to the starting area.

### 9.3 Finish of a special test

- a. The chequered flag will be displayed as the rider passes through the finish of the special test.
- b. A competitor's test time will be defined as the full time is took to complete the test from the start to the finish, plus any penalty time that was incurred.
- c. Competitors not reaching the finish control line will be awarded the time of the slowest competitor to complete the test, excluding penalties..

### 9.4 Change of Machine

Competitors are not permitted to change their machine during a test, a competitor may use one spare machine as long as it is the same specification as the machine that he started the event on.

### 9.5 Change of Sidecar Passenger

- a. An entrant is allowed to change the designated passenger prior to the start of the event only with the permission of the Clerk of the Course.
- b. The passenger must sign on and have the correct licence.
- c. An entrant is allowed to make one change of passenger during an event, this change may not occur during a special test timed run.



## 9.6 Outside Assistance

- a. If during a test a competitor receives outside assistance other than that provided by the Organisers or other competitors on the course, that competitor may be disqualified or penalised.
- b. Competitors receiving signals from persons associated with them in prohibited areas may be disqualified or penalised.
- c. Competitors may only make repairs during a test using tools and spare parts that are carried with them.

## 9.7 Refuelling and Repairs

Competitors are allowed to work on and refuel their machines in the paddock area, assistance may be given when not in a live test. Fuel must be in containers designed for the purpose. All work on machines and refuelling must be carried on over an environmental mat.

## 9.8 Marshalling

The organisers must place marshals around the course at strategic points to ensure control of the event is maintained. It is recommended that roaming marshals are used in addition.

## 9.9 Classification

The cumulative total of a rider's times and any additional penalties will be used to determine the final positions in each class. The competitor with the lowest time will be designated the winner.

## 9.10 Ties

In the event of a tie in the results at an event, the rider who recorded the fastest time on the last recorded Special Test will be the winner. If the tie should continue, the recorded times of the second last test will be used and so on until the tie is broken.

## 9.11 Time Penalties

Any rule infringements that will incur a time penalty must be published in advance by the organiser.

# 10. Instructions to Competitors

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

## 10.1 Conduct

Competitors, 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.

## 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 competitor, 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.