



# ***SUPERMOTO REGULATIONS***

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VERSION HISTORY

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## 1 Definition

Supermoto (this is deemed to include Supermotard) is a sport where Competitors of Motorcycles, or Minibikes compete in massed start races on closed circuits, which may be flat or undulating. Each circuit will ordinarily have a mixture of tarmac and natural (or shale) sections. The ideal ratio being 70% tarmac and 30% natural surface, although other ratios may be used depending on availability at the venue.

## 2 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 Supermoto Events held under a Permit issued by NORA 92.

## 3 Events

### 3.1 Conditions for Supermoto 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.

### 3.2 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.

### 3.3 Training Days

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

## 4 Eligibility

### 4.1 Licences

- a. For all NORA competitions the competitors must hold a current NORA Licence.
- b. One event licences are available for NORA permitted events.
- c. Practice licences are available for non-competition events.
- d. 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 Track Racing events & practice days.
- 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.



### 4.2 Capacity and Licence Restrictions

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification	Restrictions
<b>Adult Solo</b>				
15 Years + Over		Maximum 600cc		
<b>Youth Solo</b>				
11 - 14 Years	85cc	Maximum 85cc 2 stroke or 150cc 4 stroke	Max 16 inch rear, 19 inch front	
12– 17 years	Youth 125	Maximum 150cc 2 stroke.		
12– 17 years	Youth Open	Maximum 150cc 4 stroke.		
<b>Adult Quad</b>				
15 Years + Over		Maximum 600cc		
<b>Youth Quad</b>				
8 – 14 Years	100cc Open	100cc 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.		
<b>Adult Minibike</b>				
15 Years + Over	Adult Minibike	Class restrictions as per event regulations		
<b>Youth Minibike</b>				
6 – 8 Years	50cc	Any off road bike up to 50cc (semi auto, no clutch) –	Max wheel size 12”	
8 – 10 years	110cc	Horizontal single cylinder, four stroke, Open Cradle Frame	Maximum wheel size 14” front -12” rear	
9 – 14 Years	125cc	Horizontal single cylinder, four stroke, Open Cradle Frame	Maximum wheel size 14” front -12” rear	
13 – 17 Years	150cc	Horizontal single cylinder, four stroke, Open Cradle Frame	Maximum wheel size 14” front -12” rear	

Riders may continue in the youth 125 and open classes until the end of the year in which their 17th birthday falls. After reaching 15 years of age riders can apply for an adult licence and still retain a youth licence until the end of the year in which their 17th birthday falls. After reaching 15 years of age riders can apply for an adult quad licence and still retain a 250 youth licence until the end of the year in which their 17th birthday falls. After reaching 15 years of age riders can apply for an adult minibike licence and still retain a 150 youth licence until the end of the year in which their 17th birthday falls.



### 4.3 Youth

- a. Upon assessment, riders may remain in a class below their age level.
- b. No rider may compete before they reach the lower age for the class without prior consent and assessment.
- c. 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.
- d. 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.
- e. 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.
- f. 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.

### 4.4 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.

### 4.5 Physical Eligibility / Proficiency Assessment

All youth riders should be able to sit astride their solo 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.

### 4.6 Class Variations

- a. Clubs may choose to impose further age restrictions for the classes, these restrictions must fall within the set limitations and be stated in the Event Regulations.
- b. 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.
- c. Clubs are permitted to impose further restrictions within the youth quad classes as indicated in any championship or Event Regulations.

### 4.7 Officials Licences and Registrations

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

### 4.8 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
Sound Inspector		Seminar

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.



## 4.9 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
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.

## 4.10 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

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 grass track racing. Grass track machines shall comply with the Code of Practice and the following:

### 5.1 Brakes

- Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
- Youth must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
- For machines with two front brakes the split of the brake lines must be above the bottom yoke .
- For Quad motorcycles brakes must be capable of operating, as a minimum, both rear wheels.

### 5.2 Tyres

- Tyres must be Supermoto specific, slicks or road legal tyres.
- Off road specific knobbly tyres are not permitted
- Any further restrictions will be stipulated in the Event Regulations.

### 5.3 Mudguards

- Solo motorcycles must be fitted with two mudguards giving protection to the rider.
- Solo rear mudguards must cover 35 degrees of the upper rear wheel.

### 5.4 Clutch and Brake Levers

- Clutch and brake levers must be, in principle, 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.



## 5.5 Footrests and Handlebars

- a. The width of handlebars must be at least 450mm.
- b. Grips must be attached in such a way that at least the minimum width is reached when measured between the outside end of the grips.
- c. Any exposed bar ends must be plugged with a rubber covered solid material.
- d. Plastic hand guards (aka brush guards) must be fitted to the machine's handlebars, one hand guard on either side. Each individual hand guard must be fixed to the handlebar via two mounting points, one of which must be the end of the handlebar. The minimum angle of movement must be 15 degrees either side of the centre line.
- e. Steering must be restricted to ensure that a minimum clearance of 30mm is maintained between the grips and the tank or any other part of the bodywork to prevent the rider's fingers from being trapped.
- f. Footrest must be of the folding variety and the ends must be rounded to a minimum of 12.5mm with no sharp edges.

## 5.6 Crash Bobbins And Footrest Sliders

- a. Crash bobbins and footrest sliders are mandatory at all circuits.
- b. When these items are affixed to any machine, footrest sliders must be mechanically attached with secure fastenings (not cable ties) and crash bobbins must be secured with nylock type nuts.

## 5.7 Throttle

- a. All machines must be fitted with self-closing throttles.
- b. The self-closing function must apply regardless of whether the engine is running or not.

## 5.8 Exhaust Pipes

- a. The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork.
- b. The silencer outlet must be a maximum of 33mm in internal diameter.

## 5.9 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.

## 5.10 Ignition Cut-Out

- a. Solo motorcycles will be fitted with an engine cut-out button. A lanyard cut-out may replace the cut-out button but must be connected to the rider by the way of a wrist strap.
- b. 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.

## 5.11 Chain Guards

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

## 5.12 Wheels

All motorcycles wheels with six or less spokes, welded or cast must be guarded with a solid disc.



### 5.13 Number Plates

- a. Machines will have a minimum of three number plates and it is the rider's responsibility to ensure that the numbers are clearly visible and correct.
- b. No metallic or reflective colours may be used in any circumstances.
- c. Plates and numbers must comply with the following requirements.
  - They must be made of a rigid material and solidly constructed.
  - The front plate should measure a minimum of 250mm x 200mm in size with a minimum of 50mm radius rounded corners.
  - The plates must be flat or slightly curved (not more than 25mm (1") from the true plane) and must not be otherwise bent or obscured in any way.
  - The front plate may be perforated but on no account may the numbers be perforated.
- d. One plate must be carried facing forward and not more than 30 degrees from the vertical with one on each side of the machine.
- e. Side number plates must be positioned so as to be clearly visible from the side.
- f. The minimum dimensions of the numbers should be: – height 130mm, width 70mm, width of stroke 15mm and the space between any two figures 15mm.
- g. The Clerk of the Course has the discretion to disqualify any rider not showing legible numbers or discounting any protest resulting from illegible numbers.
- h. For Quad motorcycles a further number plate may be requested to 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.

The only exception to the number plate regulations will be where special conditions apply to a National, Centre or Club Championship series and are explained in the Event Regulations or conditions to that series.

Adult	Background Colour	Number Colour
Two Stroke	Dark Green	White
Four Stroke	White	Black
Champion, Championship Leader	Red	White
Youth		
85cc	Yellow	Black
125cc	Dark Green	White
250cc	Black	White
Quads		
	Yellow	Black

### 5.14 Additives To Water In Radiators

Glycol Anti-freeze is extremely slippery when spilt on tarmac and is consequently forbidden.

- a. An approved non-Glycol additive may be used, plain water is also permitted. The penalty for non-compliance is disqualification from the meeting.

### 5.15 Oil Catch Tanks, Petrol And Oil Breathers

Where breathers are fitted to engine, gearbox and petrol tanks, these must discharge into a secure container of at least 250cc capacity .

### 5.16 Petrol And Oil Fillers/Filters

- a. Petrol and oil fillers must lock securely or be suitably security wired to prevent leakage.
- b. Oil drain plugs and external oil filters must be security wired.

### 5.17 Batteries

- a. All batteries must be securely fixed and protected from impact.
- b. Sealed batteries in a secure steel framework are strongly recommended

### 5.18 Miscellaneous

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



## 6 Technical Control

- a. There is no need to conduct a Technical Inspection as the liability to comply with the regulations lies with the rider.
- b. A technical inspection may be carried out by the organiser but must not in any way be deemed as confirmation of the safety of the vehicle.
- c. 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.
- d. 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.
- e. 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

## 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.

The minimum requirement for the start of every event is two ambulances. If one of the two ambulances has to leave the circuit then the minimum requirement for the event to continue is one ambulance and one 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 shown below. One ambulance may be replaced by a suitably equipped static medical centre.

For smaller club level events 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 or the 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 92 Code of Practice.
- b. Racing suits must be one piece or joined to make as one piece.
- c. Non leather materials should conform to the following:
  - Fire retardant ability
  - Resistant to abrasion
  - Non toxic or allergenic
- d. Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.
- e. 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.
- f. Goggles or visor of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable. Tear offs are not permitted.
- g. Competitors in all classes must wear commercially manufactured back protection.
- 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.
- i. It is the responsibility of the riders parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.



### 7.3 Fire Extinguishers

Every NORA-approved track/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.

If electric bikes are taking any part in the event, then the organiser must have a Lithium-Ion Battery Fire Extinguisher of a minimum 6L. 50-second Fire Safety Sticks may be used as a supplement and may replace one of the dry powder extinguishers, and fire blankets may also be used as additional safety equipment.

### 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. Riders may be permitted to rider their quad 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 during operating times.

### 7.6 Flag Signals

The following flag 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 measure not less than 750mm x 600mm.

Flag 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 – Motionless	Danger ahead, 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.
White with Green or Red Cross	Medical attention required at that post provided. This may be replaced by a flag mutually agreed with the medical staff



## 8 Race Management

### 8.1 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.

### 8.2 Start Procedure

- I. When instructed by the pit lane/pre-grid marshal, all competitors must proceed to the grid and take up their official allocated grid position. If a rider has not entered the assembly area by the time the warm up lap has started they must start from the back of the grid. The only exception to this rule is where competitors share machines and it is physically impossible due to the circuit layout to do this.
- I. No mechanics or tyre warmers are allowed on the start grid unless stated otherwise in Championship Conditions or Final Instructions.
- II. Any competitor who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm to alert the start line officials, who will remove him to a place of safety. There will be the minimum of delay. It is not permitted to attempt to delay the start deliberately by any other means.
- III. When the grid is assembled correctly an official at the rear of the grid will display a green flag and the official at the front of the grid will raise the red flag. The starter will then instruct the official with the red flag to move to the side of the grid, having indicated to the competitors that they are to watch the lights/starter's national flag.
- IV. The red light(s) will then be illuminated for up to 5 seconds. The red light(s) will then be extinguished simultaneously to start the **race**. Any alternative start signal will be mentioned in the Championship Conditions or Final Instructions or verbal briefing.
- V. After the last competitor has passed the pit lane exit, the official there may show the green flag/light to start any duly qualified competitors still in pit lane.
- VI. Should there be a problem on the grid that might prejudice the safety of the start then the official in charge of the start may display a yellow flag or yellow flashing **light**. Any competitor deemed responsible for the delay may be directed to the back of the grid or to the pit lane on the instructions of the Clerk of the Course.
- VII. If, after the lights are extinguished, a competitor stalls his machine then the start line marshals may assist the competitor by pushing him along the track to attempt to start the engine. If after a reasonable time (this is dependent upon circuit length) the engine will not start, the competitor must assist the marshals in taking the machine to a place of safety. Only if the machine is pushed to the pit lane, may mechanics assist the competitor in restarting the engine. Under no circumstance will it be permitted to ride or push a machine against the flow of traffic.
- VIII. Anticipation – if a competitor/s starts before the red light is extinguished, he will have deemed to have anticipated (jumped) the start, the penalty for this will be 10 seconds added to the total race time. Once this penalty has been issued it will be deemed a matter of fact and no protest against this decision will be allowed

### 8.3 Methods of Starting

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

- a. The use of a light system
- b. The raising of the National flag

### 8.4 Grid Formation

The grid formation will be staggered and off-set for all solo classes in accordance with the Championship Conditions or Final Instructions or verbal briefing



### 8.5 Tyre Warmers

Tyre warmers are allowed inside the assembly area but NOT on the start grid unless sanctioned at a specific meeting by the Clerk of the Course.

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

### 8.7 Stopping a Race

- a. If a race is stopped before 50% of the race time has been completed, the race shall be re-run if conditions and time permits.
- b. If a race is stopped after 50% and providing the race results shall be declared on a minimum of 2 complete laps the result will not be re-run and the result will stand.
  - The order of classification shall be based upon the order of last crossing the finishing line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.
  - If a race has to be stopped after the leader has taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of last crossing the finish control line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.
- c. In the event of a race being re-run, the Clerk of the Course may disqualify any rider or riders who is/are the prime cause of the race initially being stopped.
- d. Only the Clerk of the Course can instruct a race to be stopped. All courses must have sufficient assistants / marshals to ensure that when a race is stopped this decision is communicated to all of the riders as quickly as possible. The Clerk of the Course determines if radio communication is required.

### 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.
- d. Only riders passing the chequered flag at the finish control line and after completion of a minimum 3 laps of a four lap race and 4 laps of a six lap race will be declared as finishers, unless otherwise stated in the event regulations.

### 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 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.



### **8.12 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.

### **8.13 Course Conduct**

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.