



TRIALS REGULATIONS

Issue #1 February 2024



VERSION HISTORY

Version	Date	Description
1.0	February 2024	Creation of Trails Regulations document.



TABLE OF CONTENTS

Contents

1. Overview.....	4
2. Events	4
2.1 Conditions for Trials Events	4
2.2 Event Regulations	4
2.3 Practice Events and Test Days	4
2.4 Training Days	4
3. Eligibility	4
3.1 Licences.....	4
3.2 Capacity and Licence Restrictions.....	5
3.3 Youth.....	5
3.4 Adult	6
3.5 Physical Eligibility / Proficiency Assessment.....	6
3.6 Class Variations	6
4. Officials Licences.....	6
4.1 Licenced Officials	6
4.2 Unlicenced Officials	6
4.3 Marshal	6
5. Motorcycle Specification	7
5.1 Wheels and Tyres.....	7
5.2 Mudguards.....	7
5.3 Clutch and Brake Levers.....	7
5.4 Footrests and Handlebars.....	7
5.5 Throttle	7
5.6 Exhaust Pipes	7
5.7 Ignition Cut-Out	7
5.8 Chain Guards.....	7
6. Number Boards and Rider Numbers	8
7. Technical Control.....	8
8. Safety	8
8.1 Medical Services	8
8.2 Clothing.....	9
8.3 Fire Extinguishers.....	9
8.4 Petrol Taps	9
9. Race Management.....	9
9.1 Course Area and Route	9
9.2 Timing and Timed Areas	9
9.3 Observed Area	10
9.3.1 Safety	10
9.4 Observer	10
10. Points and Marking.....	10
11. Instruction to Riders	10
11.1 Punch/Score Cards.....	10
11.2 Conduct.....	10
11.3 Parental Responsibility	11
11.4 Declaration.....	11
11.5 Event Penalties	11



1. Overview

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

The NORA Code of Practice together with these Regulations, any Event Regulations and any Final Instructions shall apply to all Motocross Events held under a Permit issued by NORA.

No discrimination is intended where references are made to specific gender within NORA's Code of Practice and Regulations.

The contents of this document are copyright and may not be copied without prior permission of NORA.

2. Events

2.1 Conditions for Trials 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 Event Regulations

Any event regulations issued for an event must specify all restrictions and requirements of eligibility and must be endorsed by NORA.

2.3 Practice Events and Test Days

- a) No such event may be held unless the appropriate notification and request of permit, along with Insurance/Inclusion has been issued.
- b) The NORA guidelines for practice will apply to a practice event or test day.

2.4 Training Days

- a) All trainers must be a 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 rider/s must hold a current NORA Licence.
- b) Practice licences are available for non-competition events.
- c) 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 and is available for All NORA Trial 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.



3.2 Capacity and Licence Restrictions

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification	
Youth Solo				
6–8 Years	Automatic	Maximum 50cc 2 or 4 stroke automatic no manual clutch	12-inch rear, 15-inch front	
7–10 years	65cc Junior	Maximum 65cc 2 stroke or 110cc 4 stroke	12-inch rear, 14-inch front	
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 Youth 250 class
14 - 17 years	Youth 250	Maximum 145cc 2 stroke Minimum 200cc 4 stroke Maximum 250cc 4 stroke	19-inch rear, 21-inch front	
Adult Solo				
15 Years	All	Minimum 120cc 2 stroke Minimum 175cc 4 stroke		
Sidecar				
15 Years	Driver	Unlimited		
15 Years	Passenger			
Adult Quad				
15 Years		Unlimited		
Youth Quad				
6 – 9 Years	50cc Automatic	50cc Automatic Quads with engine and frame as originally manufactured		
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.		

** Riders may continue in the youth 125 / 250 class until the end of the year in which their 18th 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 18th birthday falls. After reaching 15 years of age riders can apply for an adult 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 riders may remain in a lower class below their age.
- No rider may compete before their 4th birthday. *(a rider must be at least 4 years of age to participate on an Electric powered machine, and 5 to participate using a combustion engine machine)*
- 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

- a) 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 head office.
- b) 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.
- c) 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

Clubs are permitted to designate other classes such as 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.

4. Officials Licences

Trials 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

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 official's 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 deal with child protection issues.

4.3 Marshal

- a) Static Marshals must be a minimum 16 years of age.
- b) Riding Marshals must be a minimum 18 years of age.
- c) Marshals must be provided with a tabard / waistcoat clearly identifiable.



5. Motorcycle Specification

All Motorcycles designed for Trials and complied with the Code of Practice and the following may be used in Trials:

5.1 Wheels and Tyres

- a) Spindle Height must not exceed 115mm.
- b) On the rim tyres are to be inflated to a pressure of 14lb/sq in. and are required to have a nominal ratio of 100/100.
- c) Tread depth must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 9.5mm across the tyre or 13mm in a circumferential
- d) Further restrictions may be noted in the Event Regulations.
- e) Tyres may only be changed in the start work or pit area.
- f) For all groups wheels with six or less spokes must be guarded.
- g) 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.

5.2 Mudguards

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

5.3 Clutch and Brake Levers

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

5.4 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.

5.5 Throttle

All machines must be fitted with self-closing throttles. If the machine is set with a "tick over" and wheels are of cast, or fabricated construction (other than spoked wheels) then protection to the rear wheel is required by the fitting of solid discs to cover open areas.

5.6 Exhaust Pipes

The end of the exhaust pipe must not project beyond any part of the vehicle or its bodywork.

5.7 Ignition Cut-Out

- a) Solo Motorcycles used in Trials will be fitted with an engine cut-out button. With the cord securely fitted to the rider and have a cord which does not exceed 1m when fully extended.
- 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 to prevent accidental contact with any part of the motorcycle.

5.8 Chain Guards

For solo and sidecar motorcycles the manufacturer's original guards or parts of similar design must remain in place.



6. Number Boards and Rider Numbers

- 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.
- b) No metallic or reflective colours may be used in any circumstances.
- c) One plate must be carried facing forward and not more than 30 degrees from the vertical with one on each side of the machine.
- d) 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.
- e) The minimum dimensions of the numbers should be: – height 100mm.
- f) The Clerk of the Course has the discretion to disqualify any rider not showing legible numbers or discounting any protest resulting from illegible numbers.

**Colours will be at the discretion of the organiser.*

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

7. Technical Control

- a) Where it may be necessary for promoters to verify any fact, this shall be carried out at the cost of the rider. If a rider refuses to release his machine to be measured by the officials of the event, then this action will result in automatic disqualification from the event.
- b) In the event of a protest against a 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.
- c) 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.

** All payments to be made in cash*

8. Safety

8.1 Medical Services

At all Trials events, including official practice, a 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 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 must 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.

For smaller club level events (where there are approximately 99 riders or less) 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 an IHCD Emergency Technician or the VAS equivalent, plus enough qualified first aid personnel to cover the course layout, size and type of event.

It is recommended that you request a copy of the medical providers Public Liability, to keep on file.



8.2 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) 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 riders and passengers should wear a body belt/kidney protector and wear protective armour giving protection to at least the chest and shoulders.
- f) All riders and passengers 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 rider'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 rider and passenger. 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 92 track and event must have a minimum of two 6Kg dry powder fire extinguishers. The position of the extinguishers must be clearly marked and must as a minimum be sited at each refuelling point. All extinguishers must have a minimum 34A 183B rating as well as a current certificate attached.

8.4 Petrol Taps

Riders must ensure that the petrol taps on their machines are turned off.

9. Race Management

9.1 Course Area and Route

When planning and marking the course, it is essential that the Clerk of the Course should ensure that riders' ages and abilities are taken into consideration, as well as ensuring suitable markings and warning signs are displayed to guide and restrict spectators/members of the public.

The Clerk of Course reserves the right to change the Course at any point during the event and is entirely the rider's responsibility to follow the correct route and are entirely responsible for finding these areas of private land with any route marking provided by the organisers being solely for the purpose of assisting riders. Should a rider leave the course, they must rejoin at the same point.

The Clerk of the Course may disqualify any competitor considered to be riding the course for the benefit of another competitor.

Routes are recommended to be marked as follows: *(noting the severity of each section)*

- Route One, Main Route, Blue (left) Red (right)
- Route Two, Yellow Both Sides
- Route Three, White Both Sides
- All other routes are to be marked in colours chosen by the organiser/Clerk of Course.

9.2 Timing and Timed Areas

The following applies to trials other than Time and Observation Trials, where full details regarding the calculation of time penalties will be included in the Supplementary Regulations:

- a) Time Allowances are calculated from the moment a rider begins to ride.
- b) A time limit is set to part or all of the trial course/route.
- c) Time limits should not be extended only at the discretion of the Clerk of Course.
- d) Every time control point must have a clock showing the Official time visible to all riders.
- e) For late starting and late arrival at any subsequent Time Control, riders will be penalised one mark per minute or part of that minute, up to a maximum of twenty marks.



9.3 Observed Area

Section beginnings and end must be clearly identified for each Observed Section or Sub-Section.

Observed Sections and Subsections may be defined by boundaries, using markers or tapes, which must be firmly placed and positioned in order to clearly indicate the intended limits of the section. If boundaries are used these must clear the ground but not higher than 500mm.

Organisers should indicate which route each class will be riding along with the corresponding course markings.

The sections and sub-sections of the course must be numbered or lettered and ridden in order unless otherwise instructed by the organiser.

If a rider fails in a Sub-Section, he must restart in a forward direction. In order to qualify as a Finisher, a competitor must have attempted at least seventy five percent of the sections.

There will be no penalty for riders who inspect a section prior to riding it.

9.3.1 Safety

- a) In laying out sections, organizers should take into account the location of observers at each section and ensure they can observe in a safe environment.
- b) It is important to consider the mobility of observers when allocating them to appropriate sections on the day.

9.4 Observer

Observers are assistants to the Clerk of the Course appointed to judge a competitor's performance in an Observed Section.

10. Points and Marking

When the front wheel passes the 'Section Begins' card and until the front wheel passes the 'Section Ends' card, the machine is deemed to be in an Observed Section or Sub-Section. Points will be deducted as follows:

STOP PERMITTED

Points	Description
0	Clean
1	Footing Once
2	Footing Twice
3	Footing more than Twice
5	Failure
5	In response to a request from a rider rather than attempting the section on own
5	Before being called by an official to enter a section
10	Not attempting a section when being called by an official to enter a section
10	For failure to have Punch/Score Card marked, or missing a section

11. Instruction to Riders

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

11.1 Punch/Score Cards

Unless the rider is in youth class age group, the assistant or minder of that rider is responsible for looking after his or her punch card. Only the rider or passenger may present the punch card to the observer, if he or she is listed within an adult class.

Following the completion of the event, the Secretary of the Meeting must be notified of any disagreements or errors concerning the score punched.

11.2 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.



11.3 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.

11.4 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.

11.5 Event Penalties

The Organisers/Clerk Of Course reserve the right to issue penalties for infringements.