



TRIALS REGULATIONS

Issue #1.1 December 2025



VERSION HISTORY

Version	Date	Description
1.0	February 2024	Creation of Trails Regulations document.
1.1	December 2025	8.2 Tear offs not permitted



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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.

The NORA Code of Practice together with these Regulations, any Event Regulations and any Final Instructions shall apply to all Trials 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.

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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			
4 Years	Electric Trial (ET)	Maximum 2bhp	Max 12 inch Wheels
6–10 years	Junior D	Maximum 85 cc Combustion Maximum 7bhp Electric	Max 17-inch rear, 19-inch front
9–12 years	Junior C	Maximum 85 cc Combustion Maximum 7bhp Electric	Max 18-inch rear, 21-inch front
11 - 15 years	Youth B	Maximum 125 cc Mono Shock Maximum 250 cc Twin Shock Maximum 10bhp Electric	Max 18-inch rear, 21-inch front
14 - 17 years	Youth A	Maximum 125 cc Mono Shock Maximum 250 cc Twin Shock Maximum 10bhp Electric	Max 18-inch rear, 21-inch front
Adult Solo			
15 Years	All	Minimum 120cc 2 stroke Minimum 175cc 4 stroke	
15 – 17 Years	Dual	Maximum 125 cc Mono Shock Maximum 250 cc Twin Shock Maximum 10bhp Electric	Max 18-inch rear, 21-inch front
Sidecar			
15 Years	Driver	Unlimited	
15 Years	Passenger		

** Riders may continue in the youth A 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.*

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 6 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.
- A rider may purchase a Dual licence once they reach their 15th birthday. A holder of a Dual licence can compete either as a Youth A or Adult rider, they must not compete in both classes at the same event.

3.4 Adult

- 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.
- 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

Clubs are permitted to designate other classes such as they see fit. 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
Observer	Will be appointed and briefed by the Clerk of the Course or appointed person.
Child Protection Officer	A person appointed to deal with child protection issues.

4.3 Observers

- a) Observers must be a minimum 16 years of age.
- b) Observers are appointed under the Clerk of the Course to record a competitors performance in a section.
- c) A judgement made by an observer is classed as a statement of fact and cannot be protested.
- d) A misinterpretation of the rules by an observer may be protested.



5. Motorcycle Specification

All Motorcycles designed for Trials must comply with the Code of Practice. Where a motorcycle has to be used on the public highway to access sections, it is the responsibility of the competitor to ensure that they comply with all sections of the Road Traffic Act, a NORA92 RTA Exemption Permit will not cover public highways. The following conditions apply to motorcycles used in Trials:

5.1 Wheels and Tyres

- a) Wheels of six or less spokes must have the openings guarded.

Tyres measurements are taken with the tyre inflated to 14Psi

- a) Must have an overall width of not more than 115mm, measured at the spindle .
- b) Tread depth must not exceed 13mm. All tread blocks in the same circumference must be of the same depth.
- c) The space between the tread blocks must not exceed 9.5mm across the tyre or 13mm in a circumferential direction.
- d) Tyres may not be fitted with addition grip enhancements such as chains, spikes etc.
- e) Further restrictions may be noted in the Event Regulations.
- f) Tyres may only be changed in the start work or pit area.
- g) For all groups wheels with six or less spokes must be guarded.
- h) For Sidecar motorcycles:
 - The wheel track, or lateral distance between tracks, shall be no more than 880mm
 - Measured between the centres of the tracks of rear and sidecar wheels.

5.2 Mudguards

Solo must be fitted with two mudguards giving protection to the rider. These may be replaced but must be correspond to the original equipment fitted

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

- a) The ends of the footrests must be rounded with a radius of not less than 12.5mm.
- b) The ends of the handlebars on all motorcycles shall be rounded or otherwise protected.
- c) Footrests must be hinged to fold backwards.

5.5 Throttle

All machines must be fitted with self-closing throttles. If the machine is set with a "tick over".

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.
- b) Sidecar Motorcycles and Youth Solo 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 1000mm. 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.

5.9 Sidecars

- a) The entire body including the floor shall be either sheet metal or other substantial material and the Sidecar must be rigidly fixed to the motorcycle.
- b) The minimum height of the body at the apex of the dashboard position-375 mm.
- c) The minimum width of the cockpit at seating position-300mm.



- d) A seat must be fitted for the passenger and shall be not less than 300mm from the floor of the S/C
- e) The front of the sidecar can be constructed with or without a nose (i.e., flat front) However, if a nose is fitted the forward end must be hemispherical with a minimum radius of 75 mm with a minimum width of 150mm (6") and a minimum depth of 150mm
- f) The fitting of grab rails, handles, straps etc. shall be according to the driver`s requirements.
- g) Protection for the passenger must be provided from the rear wheel, the primary and final drive of the motorcycle and from the sidecar wheel by means of a mudguard or the coachwork of the sidecar.
- h) The use of sidecar wheel drive is prohibited.

6. Number Boards and Rider Numbers

- a) Riding numbers, however issued by the organisers must be clearly displayed in a legible condition throughout the competition.
- b) Riding numbers shall not be defaced in any way and no event sponsors advertising shall be covered.
- c) Riding numbers shall be removed at the Finish.
- d) Where there are different section routes for different classes of rider, each rider shall be issued with a means of identification to reflect the route the competitor is riding.

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 person 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.

It is recommended that an IHCD Emergency Technician (EMT), First Response Emergency Care person (FREC), level 3 or above or the Voluntary Aid Society (VAS) equivalent be in attendance throughout the event

The organiser must have outside communication and a plan for the access of emergency assistance for the event.

It is recommended that you request a copy of the Proof of Public Liability for any private medical services used.

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) Clothing must be worn to cover legs, body and the arms.
- c) Boots of an approximate length just below the knee but at least covering the ankle must be worn.
- d) The wearing of gloves is recommended but **MUST** be worn by all youth competitors.
- 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 of a non-splinterable type may be worn. Spectacles, if worn, must be non-splinterable. Tear offs are not permitted.
- g) It is the responsibility of the rider's parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.

8.3 Fire Extinguishers

Every NORA 92 sanctioned Trial event must have a minimum of one 6Kg dry powder fire extinguishers. The position of the extinguishers must be clearly marked and must as a minimum one must be sited at the start. 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 replace one of the Dry Powder Extinguishers.

8.4 Pillion Passengers

The carrying of pillion passengers is not allowed on competition machines.



9. Competition Management

9.1 Course Sections 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.

Where the event takes place on multiple areas of private land the rider will be entirely responsible for finding these areas of private land, any route marking provided by the organisers being solely for the purpose of assisting riders.

Any competitor who is, in the opinion of the Clerk of the Course, considered to be riding the course for the benefit of another competitor is liable to disqualification

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 and stated in the event regulations.

9.2 Timing and Timed Sections

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 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 Sections

Section beginnings and ends 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, organisers must 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.



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:

10.1 Points Awarded

Stop permitted trials do not apply to sidecar competition.

In a **no stop** trial, a vehicle deemed to have ceased its forward motion will be classified as a failure.

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.
5	Entering a section prior to being instructed by the Observer
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 without notification

10.2 Infringement Definitions

- a) CLEAN – A competitor completing a section without any penalty infringements
- b) FOOTING – Any part of the body or machine (with the exertion of the tyres and sump shield) touching the ground or benefiting from leaning on an obstacle.
- c) FAILURE –
 - i. If a rider dismounts his machine with both feet on the same side of the machine.
 - ii. A machine leaves the intended limits of the section.
 - iii. If the wheel spindle of the machine crosses any boundary markings or passes gate marking on the outside of the gate.
 - iv. If a section marker is disturbed such that it requires to be placed back in position by the observer.
 - v. The machine travels in a forward direction against the flow of the section.
 - vi. The machine crosses its own track.

10.3 Baulk

Should a competitor be impeded by an outside influence whilst attempting a section the observer can allow the competitor to restart the section from that point without penalty. Any points gained up until that point of the section shall stand.

10.4 Event Ties

Should a tie occur the method for determining a winner is based upon the most sections completed with the lowest marks. .i.e., the most cleans, then the most '1's and so on.

Should this not resolve the tie then it will be determined on the competitor that travelled the furthest with the least marks lost.

11. Time Control

If a time constraint is introduced to complete a set number of sections, the time limit must be laid out in the event regulations and may change for each class. If a time constraint is issued then there must be a clock displaying the time at each control point.

A rider's Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should be at the last section, or as close as practical. Riders will be penalised one mark per minute or part of that minute up to a maximum of twenty for late starting, and for arriving late at any subsequent Time Control, and thereafter disqualified.



12. 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.

12.1 Punch/Score Cards

- a) Only the rider or passenger may present the punch card to the observer, if he or she is listed within an adult class. For the youth class age groups, the assistant or minder of that rider is responsible for looking after his or her punch card.
- b) Following the completion of the event, the Secretary of the Meeting must be notified of any disagreements or errors concerning the score punched.
- c) Refusing to have the card punched, deliberately disfiguring or losing the punch card will result in disqualification for which no protest will be accepted.
- d) Any rider who does not return his punchcard to the appointed Official without delay will be classed as retired.

12.2 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.

12.3 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.

12.4 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.

12.5 Event Penalties

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