



# ***ROAD RACING REGULATIONS***

Issue #1.1 – December 2025



VERSION HISTORY

Version	Date	Description
1.0	August 2025	Creation of Road Racing Regulations document.
1.1	December 2025	8.3 Tear offs not permitted 8.4 Fire Extinguishers



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## 1 Definition

Road Racing is a sport where Competitors of Motorcycles, or Minibikes, compete in massed start sprint races, or mass start endurance racing, on closed circuits, which may be flat or undulating. Each circuit will ordinarily have a metalled, preferably a coal tar, surface.

## 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 Road Race Events held under a Permit issued by NORA 92 Limited.

## 3 Events

### 3.1 Conditions for Circuit Road Racing 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. As a minimum a venue map and layout plan must be submitted for approval prior to any event.

### 3.2 Event Regulations

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

### 3.3 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.

### 3.4 Training Days

- a. All trainers must be licenced through NORA
- b. No more than 20 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. Practice licences are available for non-competition events
- c. One event licences' are available for NORA permitted events. \* **A One Event Licence does not include Personal Accident cover.**
- d. A One Event Competition Licence grants the same benefits of an annual basic licence for the duration of one event only with regards to Rules and Regulations and is available for all events & practice days.
- e. All new applications for an annual licence must be accompanied by a passport style photograph, Photographs may be sent electronically.
- f. Youth only: All new applications must be accompanied by a photocopy of the rider's birth certificate.
- g. All successful new Standard Road Race licence competitors will need to undergo an assessment at their first event with a registered Clerk of the Course, this will require demonstration of knowledge of the regulations and riding ability in the first practice session.
- h. To apply for an Open grade licence, competitors must have competed at Standard level for 1 year at a minimum of 6 events and be signed off as competent by a licenced Clerk of the Course. Evidence from a non NORA regulated organiser will be accepted if certified as competent in writing by a Clerk from their organisation.



### 4.2 Capacity and Licence Restrictions

Age on 1st Jan	Grade	Engine Capacity	Restrictions
<b>Adult Solo</b>			
17 Years	RR17 Standard	Classic/Vintage Max 650cc Formula / Supersport 600cc Spec 673cc 3 cylinder Production 4 Stroke Max 250cc GP	
17 Years	RR17 Open	Unlimited	
17 Years	RR SC Driver	Unlimited	
16 Years	RR SC Passenger	Unlimited	
<b>Adult Sidecar</b>			
Driver 17 Years	SC17 Open SC17 Standard	F1, F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4-stroke or 2-stroke machine	
Passenger 16 Years	SCP16 Open SCP16 Standard	F1, F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4-stroke or 2-stroke machine	
14 Years	SC14 Parade	All classes	
<b>Youth Solo</b>			
13 Years +	RR13 Open	Max 125cc Production Scooter Max 80cc GP / 125cc Production 2 stroke Max 305cc Production 4 Stroke	
15 Years +	RR15 Standard	Max 125cc GP 2 stroke Max 305cc Production 4 Stroke	
15 Years + 16 Years +	RR15 Open RR16 Standard	Max 400cc Formula / 450cc Production 2 Stroke Max 500cc 4 Stroke Modified Max 700cc 4 Stroke Production	
16 Years +	RR16 Open	Classic/Vintage Max 650cc Formula / Supersport 600cc Spec 673cc 3 cylinder Production 4 Stroke Max 250cc GP	
<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) –	
8 – 10 years	110cc	Horizontal single cylinder, four stroke, Open Cradle Frame	
9 – 14 Years	125cc	Horizontal single cylinder, four stroke, Open Cradle Frame	
13 – 17 Years	150cc	Horizontal single cylinder, four stroke, Open Cradle Frame	

To qualify for a road race licence the competitor must demonstrate their knowledge of the rules and regulations for road racing by successfully answering a set of questions as part of the licence application.

To take part in a Parade, riders must hold a competition licence. Alternatively they must hold a DVLA licence and complete a one event licence form or membership.



### 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

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 official’s licence.



## 4.9 Unlicensed 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.
Environmental Office	A person appointed to deal with environmental issues .

## 4.10 Marshal

- The minimum age for marshals is 16 years of age.
- Riding Marshals (for endurance purposes) must be a minimum 18 years of age.
- Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.

## 5 Specification of Motorcycle

Solo Motorcycles designed or adapted for Road Race may be used but must not be combined with motorcycles specifically designed for off-road racing. Motorcycle machines shall comply with the Code of Practice and the following:

### 5.1 Brakes

- All Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.

### 5.2 Tyres

- For open meetings the use of slick tyres is permitted. For all other meetings the types of tyres must be specified in the Event Regulations.
- Any further restrictions will be stipulated in the Event Regulations.

### 5.3 Mudguards

Mudguards are not compulsory. If mudguards are installed, they must be securely attached and constructed of durable material to withstand the rigours of racing. There should be no sharp edges or projections that could cause injury in the event of a collision or fall. The overall coverage must be sufficient to help minimise spray and debris being thrown up during use, offering some protection to both rider and following competitors and comply to the following:

- The rear mudguard must cover at least 120 degrees of the circumference of the rear wheel, and the angle from rear end of the rear mudguard to the centre of the rear wheel must not exceed 20 degrees to the horizontal.
- The front mudguard must cover no less than 100 degrees of the circumference of the front wheel, and the angle from the rear of the guard to the centre of the wheel must not exceed 20 degrees to the horizontal.

### 5.4 Primary Drive and Chain Guards

- All motorcycles, should the primary transmission be exposed, must be fitted with a guard for safety measures. This guard must prevent access between the drive chain and sprocket from the side
- Chain guards must be fitted to prevent trapping between the lower chain run and the final driven sprocket.

### 5.5 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.



- d. Robust brake Lever Guards must be fitted. Classic, Vintage or specifically adapted machines, racing exclusively in their own race or event, are exempt.

### 5.6 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. 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.
- e. The ends of footrest must be rounded to a radius of not less than 8mm
- f. Footrest may be of the folding variety must be fitted with a device to return them to the normal position.
- g. The footrests for the rider must be placed no higher than 100mm above the centreline of the axles.

### 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. Fumes must be discharged in a manner so not to raise dust, foul the tyres or brakes, or inconvenience the rider.

### 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. Motorcycles are to 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.

### 5.11 Wheels

The minimum diameter of an inflatable type must be 400mm. All wheels must be of metal construction, any adaptation to the rim or the spokes of the original cast composite as supplied by the manufacturer are prohibited. All motorcycles wheels with six or less spokes, welded or cast must be guarded with a solid disc.

### 5.12 Additives To Water in Radiators

- a. The only liquid engine coolant permitted, other than lubricating oil, is water.

### 5.13 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, and 500cc.

### 5.14 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.

### 5.15 Rear Warning

All motorcycles must be fitted with a rear warning light which must be lit during sessions deemed to be low visibility by Race Control.

### 5.16 Batteries

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



### 5.17 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 285mm x 235mm in size with a width of 80mm radius.
  - The side plates should measure a minimum of 260mm x 220mm in size with a width of 80mm radius.
  - The plates must be flat or slightly curved (not more than 50mm 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 to be clearly visible from the side.
- f. The minimum dimensions of the numbers should be: – height 140mm Front / 120mm Side, Width 80mm Front / 70mm Side, Width of stroke 25mm 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. Individual events may specify other dimensions within their event regulations.  
At the discretion of the organiser the colours may be as follows: – The figures and background must be in a 'matt' (non-shiny) colour.

Class	Background Colour	Number Colour
Up to 125c	Red	White
126cc to 250cc	Black	White
251cc to 350cc	Green	White
350cc to 500cc	Yellow	Black
500cc +	White	Black

## 6 Specification of Sidecars

The sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.

### 6.1 Engine Position

The engine must be positioned in front of the rear wheel in such a way that the centre line of the engine – determined by half its overall width, shall not extend more than 160mm beyond the centre line of the rear wheel track of the motorcycle. By definition the centre line of the engine is the position midway between the centre lines of outermost cylinders for transverse engines or the crankshaft for in-line engines.

### 6.2 Ground Clearance

The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65mm with the handlebar in a straight position. No device is permitted to reduce the 65mm ground clearance during the course of the event. The under surface of the platform must, in principle, be flat.

### 6.3 Front Suspension

The suspension of the front wheel must be designed so that under suspension action and in a straight ahead position, it shall only move vertically and in a single plane relative to the motorcycle – the plane must be in the driving direction. This must occur without changes to the camber or the tracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm.



## 6.4 Steering

The motorcycle must be steered by a non adjustable handlebar which is directly fixed to the steering unit of the motorcycle. The handlebar must not be lower than the spindle of the front wheel. The steering unit must operate through the front wheel.

## 6.5 Coachwork

The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times. Neither driver or passenger may be attached to the machine (exception the driver must be attached by the cut out lanyard). The streamlining must be easily detachable for inspection by technical control.

There shall be a clearance of at least 20mm between the streamlining and the extremities of the handlebar, including any attachments thereto whatever the position of the handlebar.

## 6.6 Rider

The rider in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.

A solid and effective protection between the rider and the engine must prevent direct contact between his body or clothes and/or escaping flames or leaking fuel and oil.

## 6.7 Passenger

A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means. The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable hand-holds for the passenger to hold onto when leaning out. The handholds must be of the 'CLOSED LOOP' type, a single projection handhold is not permitted.

## 6.8 Passenger Platform

Minimum dimensions 800mm by 300mm measured 150mm above the platform. The orientation is free.

## 6.9 Battery

The battery must be covered in such a way that neither the rider or the passenger can come in to contact with the battery or its contents.

## 6.10 Throttle and Cut Out

- a. Throttle controls must be self-closing when not held by the hand
- b. An ignition cut-out must be fitted to operate when the driver leaves the machine. This ignition cut-out system must interrupt the primary circuit and must be wired for both the supply and return of the current. The ignition cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.
- c. Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut out device is operated.

## 6.11 Fuel Tank

The fuel tank must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe, this pipe must discharge into a suitable catch tank, minimum capacity 500ml. The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in the event of an accident.

## 6.12 Levers

All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever

## 6.13 Rear Driving Wheel

The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel, and to the top of the rear wheel rim flange on the outside. The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel spindle.



### 6.14 Exhaust

The exhaust system must fulfil all the requirements concerning noise control. Exhaust fumes must be discharged towards the rear but not in a manner as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other rider. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform. On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar. Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

The exhaust pipes must not extend beyond the limits of the sidecar on the sidecar side and must not extend more than 330mm from the centre of the machine on the opposite side unless contained within the streamlining

### 6.15 Airbox

An airbox must be used with all four-stroke engines. The airbox intake size is not restricted. The airbox must completely close around the induction bell-mouths. The engine must have a closed breather system. The engine breather must be connected and discharge in the airbox only. (by a sealed catch tank if required). The airbox must cover and collect fluids discharged from the bell-mouths. The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track. This oil containment must hold a minimum of 1000cc of oil. h. The airbox must be sealed to prevent spillage of oil or fuel.

### 6.16 Brakes

All three wheels must be braked. The brake system must consist of:

- a. One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels. If one circuit fails the other must work efficiently.
- b. An emergency system operated by a simple circuit operating on either the front or rear wheel of the motorcycle is compulsory. Only ferrous discs allowed.

### 6.17 Wheels & Tyres

All wheels must be of metal construction, any modification to the rim or the spokes of the original cast or composite wheel as supplied by the manufacturer is prohibited. For all meetings the use of slick tyres is permitted. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.

Slick Tyres: The surface of a slick tyre must contain three or more hollows across the width of the tyre around its circumference at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows across the width of the tyre become worn on different parts of the periphery, the tyre must no longer be used

### 6.18 Warning Lights

Sidecars must be equipped for the duration of the event with a functional rear facing red anti-fog lamp, measuring a minimum of 30 sq cm, and producing a minimum 1500 MCD light. The light must be mounted on a part of the suspended body (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger. Red lights must be switched on when a "Wet Race" is declared.

### 6.19 Fluid Containment

In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine breakdown at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The surrounding edges of the tray must be at least 50mm above the bottom of the tray. The front edge of the oil bay reservoir wall must be extended upwards to just below (within 20mm) the exhaust ports of the engine. Holes for the engine mounts (hangers) must be sealed. From a vertical view, the engine must be located completely inside the oil bay platform. The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.

Oil cooler must not be mounted on or above the body of the sidecar. The location of the oil tank and oil cooler should be placed where it is least likely to be damaged in an accident. Oil lines containing positive



pressure, if replaced must be of metal reinforced construction with swaged or threaded connectors. Manufactured solid construction oil lines, where practical, must be replaced also. All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100. This material shall be securely fixed to the following areas of the sidecar:

- a. The entire oil tray, both the bottom and inside wall of the same. The volume of material used in this area according to manufacturer's specifications, shall not be less than 3 litres of oil.
- b. Any bodywork directly covering the engine. In the event that oil is absorbed by the material, it must be replaced before the next track session.
- c. The material must be attached in such a way that it should be easily replaced, yet not become displaced while on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties. All absorbent material used, shall be non-flammable by design. Vintage and Classic (prior to 1973 construction) machines are exempt from the above requirement 6.8.
- d. Where an oil breather pipe is fitted the outlet must discharge into a catch tank in an easily accessible position which must be emptied before the start of the meeting, minimum capacity 500ml.

**Two strokes:** Where an oil breather pipe is fitted, the outlet must be discharged into a catch tank located in an easily accessible position and which must be emptied before the start of the race. The minimum size of catch tank shall be 250ml for gearboxes.

**Four-strokes:** Motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox only. (by a sealed catch tank if required).

### 6.20 Engine and Frame Numbers

All sidecar race machines are required to have engine numbers that have obviously not been tampered with or deleted. The penalty is disqualification. New unstamped components are permissible.

## 7 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



## 8 Safety

### 8.1 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.

2 State Registered Paramedics (PM) must be in attendance.

2 IHCD Emergency Technician (EMT), First Response Emergency Care person (FREC), level 3 or above or the Voluntary Aid Society (VAS) equivalent.

Sufficient First Aid Personnel as agreed between the Clerk of the Course and the Chief Medical Officer.

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 Paramedic, 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 shown below. One ambulance may be replaced by a suitably equipped static medical centre.

### 8.2 Concussion

Should a competitor be diagnosed with concussion by the onsite medical team then they are not to be permitted to take any further part in the event. It should be ensured that the incident is reported on the Medical Incident Report form and noted in the Clerk of the Course, Post Event Report.

### 8.3 Clothing

- a. All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within the NORA 92 Code of Practice.
- b. Racing suits must be one piece and manufactured of 1.2mm leather.
- c. Non leather materials should conform to the following:
  - Fire retardant ability non-flammable
  - Resistant to abrasion
  - Coefficient of friction against all types of asphalt
  - Nontoxic 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 rider's parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.
- j. No areas of skin are to be left exposed.

### 8.4 Fire Extinguishers

Each working vehicle in the paddock must have a 2kg (minimum) dry powder fire extinguisher.

All NORA Certified tracks 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. 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.

### 8.5 Riding in the Paddock

Riding of machines in the paddock is to be restricted to walking pace only and warning signs should be erected.

### 8.6 Track Access

Strictly no personnel, other than signed on officials, are permitted on the track during operating times.



## 8.7 Flag and Light Signals

The following flag and light 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 / Light Type	Meaning
National Flag / Red Light	Lighting systems: a red light to be displayed for 5 seconds, then irradiated to start race. Alternatively, the National Flag may be raised to start the race.
Green	Course clear / Riders under starters orders. Displayed motionless at the ensuing marshal post following an incident Shown motionless at marshal points for warm up / sighting laps and the first lap of practice session
Red	Session interruption. Riders must stop racing / practice and proceed as instructed by event officials Can be used on the grid, preceding the showing of the green flag.
Yellow – Motionless	A motionless Yellow Flag or Light shows Danger ahead, ride with extreme caution, no overtaking.
Yellow – Waved	A waved Yellow Flag or Flashing Light shows a more imminent Danger ahead, riders must be prepared to stop if indicated.
Blue (Optional)	Shown waved to a rider that is about to be overtaken or lapped by a faster rider
Flag Type	Meaning
Black - with the rider's number clearly shown on a board	That rider to stop racing immediately and leave the track
Yellow and Red Striped	Motionless, this flags denotes a potential lack of adhesion on this section of the tack which could be caused by any reason other than rain.
Yellow with Black Cross	Start of final Lap. A +2 and +1 Lap board may be used to replace the flag.
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



## 9 Race Management

### 9.1 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.

### 9.2 Start Procedure

- a. 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 warmup 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.
- b. No mechanics or tyre warmers are allowed on the start grid unless stated otherwise in Championship Conditions or Final Instructions.
- c. 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.
- d. 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.
- e. 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.
- f. 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.
- g. 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.
- h. 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.
- i. 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 to this decision will be allowed.



### 9.3 Start Procedure – Enduro

- a. Riders will be informed of their designated start time.
- b. The maximum number of starters per 30 seconds will be:
- c. Solo machines – 4
- d. Sidecar / Quad machines - 2
- e. If a work area is provided riders may enter the parc fermé 15 minutes prior to their start time and push their machine to the exit. Riders may enter the work area 10 minutes (20 minutes for sidecars and quads) to attend their machines.
- f. If no work area is provided riders may enter the parc fermé 5 minutes prior to their start time and push their machine to the exit.
- g. Once given the start signal a rider has 1 minute to start his machine with the fitted start devices and cross a 20m line, failure will incur a penalty.
- h. Riders missing their start a lot by more than one minute will be penalised 60 pts for each minute overdue and must then carry out the above procedure.

### 9.4 Parc Fermé - Enduro

- a. After preliminary examination the machine may be placed into a parc fermé.
- b. Where possible it should be properly fenced, otherwise its limits should be properly marked and controlled by officials to ensure that only authorised persons may enter.
- c. Access to the parc fermé is only allowed to the Officials of the Meeting.
- d. Riders may only enter when parking or collecting their machines and must not interfere with other machines.
- e. If any work or adjustments are made to a machine whilst in the parc fermé the rider will be penalised.
- f. Machines must either have a fitted or temporary stand and must not be covered in any way whilst in the parc fermé.
- g. In events of more than one day's duration, where organisers do not intend to place machines in the parc fermé overnight but return them to riders, this must be clearly stated in the Event Regulations.

### 9.5 Restricted Speed Areas - Enduro

- a. Restricted speed areas must be established on the approach to the Time Control Clock and refuelling points
- b. Restricted speed areas will be identified by blue tape defining the route.
- c. Within restricted speed areas riders must not exceed walking pace, any offence against this rule will be penalised.
- d. The Clerk of the Course may also establish restricted speed areas at other parts of the route if required.
- e. The restricted speed area must be clearly identified by the following signs:
- f. A 600mm x 300mm sign with diagonal blue stripes on a white background will indicate the start
- g. A 600mm x 300mm sign with diagonal black stripes on a white background will indicate the end.

### 9.6 Methods of Starting - Enduro

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

### 9.7 Grid Formation \_ Enduro

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  
Start formation for endurance racing will be stated in the event regulations. Le Mans style formations are allowed for endurance racing.

### 9.8 Tyre Warmers - Enduro

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.



### 9.9 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.

### 9.10 Stopping a Race

- a. If a race is stopped before 67% (rounded down) 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 67% (rounded down) and providing the race results shall be declared on a minimum of 2 complete laps the race 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.

### 9.11 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 75% of the race distance will be declared as finishers, unless otherwise stated in the event regulations.

### 9.12 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.

### 9.13 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.

### 9.14 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.

### 9.15 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.



### **9.16 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.

## **10 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.

### **10.1 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.

### **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 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.