



CAR OVAL-TARMAC REGULATIONS & GUIDELINES

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1. Overview

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

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

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The NORA Code of Practice together with these regulations, the Event Regulations, and any Final Instructions shall apply to all 4x4 Cross Country events held under a permit issued by NORA 92 Limited.

2. Events

2.1 Conditions for Car Tarmac Oval Events

- a. The organiser must be affiliated to NORA
- b. A Road Traffic Act (RTA) exemption permit must be applied for and in place for the whole event.
- c. The circuit must hold a current certificate or be approved by a qualified NORA Clerk of the Course

2.2 Practice Events and Test Days

- a. An RTA exemption permit must be applied for and in place for the whole event.
- b. Circuits must be laid out with the level of participant in mind.

2.3 Training Days

- a. All trainers must be licenced through NORA
- b. No more than 20 participants may be in attendance for each trainer.

2.4 Open Events

Events containing either adult only competitors or a combination of adult and junior races

1. Adult and Junior competitors may not compete or practice on a circuit at the same time.

2.5 Junior Events

Events whereby the participants all fall within the junior category.

3. Eligibility

- a. For all NORA competitions the competitor must hold a current NORA licence.
- b. Practice licences are available for non-competition events.
- c. A one event competition licence will be available and can be completed on the day of the event.
- d. A one event competition licence grants the same benefits of an annual licence for the duration of the event only with regards to Rules and Regulations.
- 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.



4. Licence Requirements

The following annual licences are required for taking part in Car Tarmac Oval events.

Licence Type	Minimum Licence Requirement	Minimum age (at 1 st Jan)
Junior Driver	Car Oval Basic – Practice	13-17 Years
Junior Driver	Car Oval Basic – Race	14-17 Years
Adult Driver	Car Oval Basic – Practice	16 Years
Adult Driver	Car Oval Basic – Race	16 Years

Holders of a NORA race licence may take part in practice and training events.

National basic licences can be upgraded to a National Advanced which includes Personal Accident cover or an International which also includes repatriation cover across Europe.

5. Officials Licences

Senior officials are required to hold a NORA licence of the appropriate grade for the performance of their duties.

5.1 Licences Officials

The following officials will require to be licenced by NORA.

Official	Licence Term	Training Method
Clerk of the Course	3 Years	Seminar
Chief Technical Officer	3 Years	Seminar
Engine Measurer	3 Years	Seminar / Qualified Mechanic
Electronic Timekeeper		Assessment

Licences will only be issued to persons having attended a training session organised by NORA or who are approved by the NORA representative for the discipline in question.

5.1.1 Electronic timekeeper

licences are only required where timing is conducted to an accuracy of less than one second. Assessment may be carried out by the following:

- a. For timing less than one minute but no less than 1 second – Clerk of the Course
- b. For timing to an accuracy of great then 1 second – NORA Chief Timekeeper.

5.2 Unlicenced Officials

The following officials do not require a licence from NORA and come under the authority of the Clerk of the Course.

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
Recovery Marshal	Appointed, briefed and under the control of the Clerk of the Course
Judges	Assigned and briefed by the Clerk of the Course or a deputy.
Child Protection Officer	A person appointed to manage child safeguarding issues



5.2.1 Marshal

- a. The minimum age for a marshal is 16 years.
- b. Marshals under the age of 18 MUST be accompanied by a marshal over the age of 18 years.
- c. All marshals under the age of 18 must be signed on by a person with parental responsibility.
- d. Marshals must be provided with high visibility or defining clothing

5.2.2 Recovery Marshal

- a. The minimum age for a recovery marshal is 18 years.
- b. Course marshals under the age of 18 must not get actively involved in a recovery but may be used to signal oncoming drivers.
- c. Recovery teams will be sited under the direction of the Clerk of the Course.
- d. Event regulations should state the type of (if any) recovery available.
- e. The Clerk of the Course should inspect the equipment and safety of any recovery vehicles prior to the event.

5.2.3 Judges

- a. May be appointed to notify the Clerk of the Course of any course infringements by a competitor, due to the potentially confrontational nature of the task it is recommended that any judge be at least 18 years of age.
- b. Judges may be appointed for the following infringements:
 - i. Start Infringement.
 - ii. Course limit infringement.

6. General Vehicle Specifications

For all events the vehicles must comply with the following minimum standards, further technical regulations may be imposed in the event regulations. Vehicle checks may be by the Chief Technical officer and duly documented, however it is the responsibility of the competitor, or accompanying adult in the case of a minor, to ensure the safety and compliance of the vehicle.

6.1 Seats

- a. Vehicles must be equipped with a minimum of one certified fixed seat for the Driver.
- b. It should not take an occupant more than 5 seconds to be released from the seat. Further it should not take an occupant more than 10 seconds to evacuate the vehicle. All times are nominal.
- c. It is recommended that all seats are less than three years old.
- d. Seats should be checked that they fit the occupant correctly and that the occupant can reach all of the controls without excessive stretching.

6.2 Harness

A minimum five-point seat harness must be fitted to the seats.

- a. All restraint systems must be mounted to structural members able to withstand the load the restraint system will place on them in a crash, without tearing or failing.
- b. The harness must be fastened in the lap with two straps coming from either side of the base of the seat, two across the shoulders and one from between the legs.
- c. It is recommended that all harnesses are less than three years old.
- d. Harnesses should be worn by occupants, tightened suitably, anytime that the vehicle is in motion.
- e. Harnesses should be checked that they fit the occupant correctly.

6.3 Wheels

- a. Have not less than four road wheels and tyre. Vehicles may not have more than four wheels and tyres.
- b. Not be fitted with any wheel spacer exceeding 2.5cm in thickness or of less than hub diameter. Multiple or Laminated Spacers and extended studs are prohibited.

6.4 Tyres

- a. Tyres must be compatible with the wheels and be acceptable to the Organiser, unless a particular type and size of tyre is specified in the event regulations.
- b. The use of tyre chains or studs is prohibited.



6.5 Battery System

- a. Batteries must remain in the original manufacturer position.
- b. Have batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.
- c. Have the battery earth lead, if not readily distinguishable, identified by a yellow marking.
- d. All vehicles must be fitted with a battery isolator switch, accessible by the driver and from the outside, with location marking, which must simultaneously stop the engine. Where a vehicle is fitted with multiple electric circuits there must be an isolator switch for each system.

6.6 Brakes

Brakes must be operative on all four wheels and activated by a single pedal.

6.7 Tow Straps

All vehicles must be fitted with wire tow straps to the front and rear of the vehicle.

6.8 Window Nets

For all events side windows must be fitted with window nets so that a competitor's arm cannot move beyond the confines of the vehicle.

- i. The open areas of the side of a vehicle must be covered by a door or net; the net must not be fitted to the ROPS by means of drilling or welding.
- ii. Nets must be fitted to allow easy access and egress from the vehicle.

6.9 Sound Testing

- a. Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground.
- b. Where more than one exhaust outlet is present, the test will be repeated for each exhaust, and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0m from the centre line of the vehicle at 90° to the centre line of the vehicle, with the microphone 1.2m above the ground.
- c. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0m (in the 0.5m test) or within 10.0m (in the 2.0m test).
- d. Background sound levels should be at least 10dB(A) below the measured level.
- e. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.
- f. The 2.0m test can be made from either side of the car. The highest reading registered being the one needing to comply with the maximum noise requirements.
- g. Sound testing should be carried out BEFORE taking part in any competition.
- h. The time and location of sound testing should be advised to competitors prior to the event.
- i. It is stressed that all participants in motor sport, competitors, officials, marshals, etc., should be aware of, and protect themselves from, noise.

Appropriate Levels

Discipline	dBA at 0.5m	dBA at 2.0m
All disciplines	100	88

7. Vehicle Safety

7.1 General Points

- b. Vehicles must be of sound construction and mechanical condition and be well maintained.
- c. Have positive fastenings for all doors and all hinged or detachable parts of the bodywork.
- d. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.
- e. All vehicles must carry a current and fully charged fire extinguisher.
- f. Belt cutter(s) must be carried on board at all times. Both driver and recovery marshals must be able to reach a belt cutter when the driver is seated with their harness fastened.



8. Rollcage Safety

The following are various specifications and configurations that can be used in manufacturing, preparing and installing Roll-Over Protection Systems (ROPS)

8.1 Roll-Over Protection System

ROPS must include as a minimum

- a. Circular tube main frame with six mounting points
- b. Door bars on both sides
- c. Central roof bar
- d. Seat support bar

8.2 Material Requirements

8.2.1 Tube requirements

- a. **Minimum Material:** Cold Drawn Seamless Unalloyed Carbon Steel, containing a maximum of 0.3% of carbon. Note: For an unalloyed carbon steel, the maximum content of additives is 1.7% for manganese and 0.6% for other elements.
- b. **Minimum Yield Strength:** 350 N/mm²
- c. **Minimum Dimensions (Ø in mm):**
 - a. Mandatory tubular members
 - i. 31 x 3 (1.25" x 0.118") or 38 x 2.0 (1.5" x 0.095").
 - b. Optional tubular members
 - i. 31 x 3 (1.25" x 0.095") or 38 x 2.0 (1.5" x 0.095").
- d. The tubing must be bent by a cold working process, and the centreline bend radius must be at least three times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.

9. Safety

9.1 Medical Services

At all events, including official practice, qualified first aid personnel should 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.

9.1.1 Minimum Requirements

The below are the minimum requirements for medical availability to allow racing to continue, if the minimum requirements are NOT available then racing must cease and not restart until the requirements are met.

- a. A registered paramedic along with an IHCD Emergency Technician (EMT), First Response Emergency Care person (FREC), level 3 or above, the Voluntary Aid Society (VAS) equivalent or person qualified to Fpos1 must be in attendance during official practice and racing.
- b. A fully equipped road legal ambulance as registered with the DVLA
- c. All medical suppliers must be registered with the CQC.

9.2 Clothing

- a. All Competitors must wear approved Crash Helmets (see code of practice),
- b. All competitors must wear a form of neck support or restraint such as a Hans or Simpson restraint.
- c. All competitors must wear flame resistant clothing and gloves for all events.

9.2.1 Fire Suits

All competitors must wear a one-piece fire-retardant suit conforming to SFI 3.2/5, 10 second rating and TTP (thermal protective performance) value of 19. Where graphics are introduced to the suit, then SFI 3.4/5 is the minimum standard.

SFI 3.2/1 is acceptable if worn in conjunction with SFI 3.3 specification underwear covering both the legs and arms, reaching to the ankles and wrists.

Recommendations



It is recommended that fire suits are made from Aramid materials for longevity. Flame retardant treated cotton suits are acceptable but will degrade with washing and soaking, it is expected that cotton suits are suitable for 30 – 45 washes and should then be changed.

When washing suits, it is recommended that:

1. Garments are always washed following the instructions on the label
2. Garments are always washed separately to avoid contaminants.
3. Garments are washed inside out whenever possible.
4. Garments are not washed on the hottest setting,
5. Use non bleach based liquid detergents, avoiding the use of starch and fabric softeners.
6. Garments are removed from the machine as soon as the cycle is complete to avoid leaving in soak.

Other points to consider:

1. Grease, fuel, oils, fluids, and their fumes can soak into fabric creating a conduit for fire, support the flames and lead to a combustible situation.
2. The suits quilting is used to create air pockets. Tight suits are counter productive.
3. Wearing fire-resistant underwear adds to the TPP.
4. Patches should have a fire-retardant backing and be attached using an aramid thread to the outer layer of the suit.
5. Embroidery should be created with an aramid thread and should only be attached to the outer layer of the suit.

The current FIA equivalent specification is FIA 8856-2000 / FIA 8856-2018

9.3 Fire Extinguishers

- a. Each organiser should provide fire extinguishant of a minimum one 6kg dry powder and one 6L foam, suitable for extinguishing vehicle fires.
- b. All officials should be made aware of the position of fire extinguishers.

9.4 Spill Kits

- a. Organisers must provide at least one spill kit.
- b. This spill kit can be carried by a Recovery Marshal.
- c. Where trial sections are closely grouped, one spill kit located at a clearly visible central point is permitted.
- d. For all Hill Rallies, Competitive Safaris, Point to Point, Challenge Events and Orienteering a medium spill kit must be located at the start of the course, each Special Stage or section
- e. Every vehicle in attendance are required to carry a spill kit, capable of absorbing approximately 2 litres of oil.