ELECTRIC BIKE REGULATIONS

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: 08453 880992 - : licences@nora92.com - : nora92.com

VERSION HISTORY

Version	Date	Description
1.0	October 2025	Creation of E-MX Regulation document.
1.1	December 2025	8.2 e – tear offs not permitted.
1.2	December 2025	Update to licences and classes
1.3	August 2026	3.2 Capacity and Class Restrictions: E5 5. Approved Manufacturer 5.1 Compliance Requirements
1.4	October 2026	3.2/3.3 Licence & Class Updates 3.2 CE/UKCA marking
1.5	November 2026	3.2 Capacity and Class Restrictions 5. Approved manufacturers list, bike approval 8.3 Fire Extinguishers: compulsory for competitors

NORA MOTORCYCLESPORT, Unit 9-10 Cholswell Court, Cholswell Road, Shippon, Abingdon, OX13 6HX
TEL: 08453 880992 WEB: www.nora92.com E-MAIL: office@nora92.com

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NORA MOTORCYCLESPORT, Unit 9-10 Cholswell Court, Cholswell Road, Shippon, Abingdon, OX13 6HX
TEL: 08453 880992 WEB: www.nora92.com E-MAIL: office@nora92.com

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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 Electric MX 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 Electric-MX 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
d. Greenfield sites must comply with current circuit guidelines
e. No more than 20 participants may take part in a single event class

2.2 Practice Events

a. A permit shall be applied for and put in place for all practice days.
b. The NORA guidelines for practice track facilities will apply to practice days
c. No more than 20 participants may take part in a single practice class

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

3. Eligibility

3.1 Licences

a. For all NORA competitions the competitors must hold a current NORA Licence.
b. Practice licences are available for non-competition events.
c. A One Event Competition Licence grants the same benefits of an annual licence for the duration of one event only with regards to Rules and Regulations.
d. A One Event Licence **does not** include Personal Accident cover.
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 participant's birth certificate.

3.2 Capacity and Class Restrictions

Electric MX-style bikes (E1+) must be standard manufacturer-produced models with no power modifications.
Please refer to your registered organiser's supplementary regulations for details on the groups and classes that will be catered for.

All bikes must bear an CE/UKCA marking of conformity for the exact bike model.

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Grade	Age as of 1st Jan	Motor Capacity	Max Wheel Size / Specification	Restrictions
An **Electric balance bike** is a lightweight, pedal-free bike, with handlebars. Youth Balance or Youth Electric licence required				
Electric Balance 12"	3 years 4-5 Years	Max 170W Max 250W	12" inch wheels	3year olds 170w 24 voltage maximum.
Electric Balance 16"	3-4 years 5-7 years	Max 250W, Max 400W *XL 600W	16" inch wheels	3year olds 170w 24 voltage maximum. *XL 600W applies to 5years+
Electric Balance 18"	5-7 years 8-14 years	Max500W *Max 800W	18" inch wheels	*Max 800w applies to 8years+
Electric Balance 20"	8-14 years	Max 800W *Max 1000w	20" inch wheels	*Max 1000w applies to 11years+
Electric Balance 24"	9-14 years	Maximum of 1000W	24" inch wheels	
An **Electric MX-Style** bike is a motorised off-road bike following a Motocross-style.				
Electric E1	3-6 years	Maximum of 800W	14" wheel	3-year-olds must be assessed and signed off by a COC.
Electric E2	3-6 years	Maximum of 2000W	10" wheel	3-year-olds must be assessed and signed off by a COC.
Electric E3	4-6 years	Maximum of 4000W	10" wheel	
Electric E4	4-7 years	Maximum of 4000W	12" front, 10" rear wheel	
Electric E5	5-8 years	Maximum of 5000W	14" front, 12" rear wheel	
Electric E7	7-11 years	Maximum of 8500w	14" front, 12" rear wheel	
Electric E6	7-11 years	Maximum of 14000W	14" front, 12" rear wheel	
Electric SW E8	9-12 years	Maximum of 22000W	17" front, 14" rear wheel	
Electric BW E8	11-15 years	Maximum of 22000W	19" front, 16" rear wheel	
Electric E9	12-16 years	Maximum of 22000W	21" front, 19" rear wheel	
Electric Adult	15 years +	15 years and over, this covers all types of adult Electric competition		

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3.3 Licence Requirements

Competitors must ensure they obtain the correct competition licence for the type of motorcycle they intend to ride.
Licence categories are determined by motorcycle type: **Electric Balance** or **Electric MX**. Competitors should refer to **Section 3.2 – Capacity and Class Restrictions** before selecting their licence.
Competitors intending to participate in both Electric Balance and Electric MX classes must obtain the higher licence category, Electric MX.
All competitors aged 16 years and over must obtain an Adult Competition Licence.

Licence	Age on 1st January	Available Classes
Electric Balance Bike		
Youth Balance	3-15 Years	As per regulations 3.2
Electric MX Bike		
Youth Electric	3-15 Years	As per regulations 3.2 Electric E1 to E8
Practice		
Youth Balance Practice	3-15 Years	As per regulations 3.2
Youth Electric Practice	3-15 Years	As per regulations 3.2

3.4 Youth

a. Upon assessment participants may remain in a lower class below their age.
b. When a participant reaches the maximum age limit for their group, they may continue to compete in that group until the end of the calendar year.
c. On reaching the minimum age for the next group, the participant may upgrade. Please note that any participant 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.
d. An assessment will be required for any participant wishing to ride in a class of which they do not reach the age requirement to be arranged by the participant following application to the NORA office. No participant may upgrade more than 6 months earlier than reaching the required age for the class.
e. 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 participant is present.

3.5 Adult

a. An assessment will be required for any participant wishing to ride in a class of which they do not reach the age requirement to be arranged by the participant 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 participant is present.
c. No participant will be permitted to compete in the adult classes until they reach the minimum required age.

3.6 Physical Eligibility / Proficiency Assessment

At the time of moving from Balance Bikes to the Electric class, 3-year-olds should be considered to have the appropriate level of ability by a Clerk of Course.

3.7 Class Variations

a. Parent/guardians are permitted to assist competitors prior to the start of the race; they must be signed on and wearing an appropriate identification bib or sash to assist their participant before going on to the course.
b. Only one parent/guardian per competitor is allowed trackside at any given time. Subject to clerk of course discretion.
c. 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.
d. Clubs are permitted to designate other classes. These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.
e. Clubs are permitted to impose further restrictions within youth classes as indicated in any championship or Event Regulations
f. Separation of classes

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Officials Licences

3.8 Licenced Officials

Officials that require a Licence.

Official	Licence Term	Training Method
Clerk of the Course	3 Years	In Person or Online Seminar
Chief Technical Officer	3 Years	In Person or Online Seminar
Engine Measurer	3 Years	In Person or Online Seminar
Timekeeper	3 Years	In Person Assessment

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.

3.9 Unlicenced Officials

Officials who do not require a Licence

Official	Training Method
Event Secretary	May receive training from NORA or the Clerk of the Course
Technical Officer	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
Youth Participant Assistant	Will be briefed by the Clerk of the Course
Child Protection Officer	

3.10 Chief Marshal

The Chief Marshal is responsible for briefing all of the event marshals prior to them conducting their duties in line with the NORA form 'Marshal Brief'. Once the briefing is completed, this must be marked as complete on the Clerk of Course Risk Check List.

3.11 Marshal

All Assistant Officials whose function is to be carried out at the immediate trackside must be at least 16 years of age. Marshals under 18 years of age must have the approval and signature of the person with parental responsibility for them.

3.12 Youth Participant Assistant

Youth Participant Assistants may be allowed trackside during Electric MX races at the discretion of the Clerk of the Course. **Strictly** one parent per participant is allowed track side and must be positioned in zones around the circuit. The duty of Youth Participant Assistants is to assist any participant that is in trouble in their allotted zone of the track and not to give encouragement or signals to participants. The minimum age for a Youth Participant Assistant is 18 years of age, and they must complete the officials sign on form. When track side, assistants must not use mobile phones or pit boards.

4. Specification of Motorcycle

All motorcycles and balance bikes shall comply with the Code of Practice and the following:

4.1 Brakes

a. Electric Balance bikes must be equipped with one efficient brake, operating on either the front or rear wheel.
b. Electric MX style bikes must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the riding position.

4.2 Tyres

a. Chains and other non-skid devices are not permitted.

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b. Scoop or paddle (continuous radial rib) tyres and/or tyres with lugs having a height of more than 19.5mm are forbidden.

4.3 Mudguards

a. Mudguards are not required for Electric Balance bikes.
b. Electric MX style bikes must be fitted with two mudguards giving protection to the participants. The rear mudguard must cover 35 degrees of the upper rear wheel.

4.4 Brake Levers

a. 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.

4.5 Footrests and Handlebars

The ends of the footrests must be rounded with a radius of not less than 12.5mm and fold in a rearward direction. The ends of the handlebars on all motorcycles and balance bikes shall be rounded or otherwise protected.

4.6 Lamps

For all motorcycles and balance bikes, mirrors must be removed. Other glass or plastic lenses must be taped, padded with foam rubber, or equivalent, at least 25mm thick and taped again.

4.7 Ignition Cut Out

Electric bikes (excluding balance bikes) must be equipped with an engine cut-out button. This cut-out must be in the form of a lanyard connected to the participant via a wrist strap. The cut-out button must not be covered, modified, or adapted in any way.

4.8 Chain Guards

All motorcycles and balance bikes must retain the manufacturer's original primary drive guards or have replacement parts of a similar design and function securely installed.

4.9 Wheels

All wheels over 12 inches in diameter with six or fewer spokes must be equipped with guards.

5. Approved List Manufacturers

The list of approved motorcycle manufacturers is provided below.
Manufacturer approvals are reviewed annually on 1st January. Any manufacturer not included on the approved list will not be eligible for approval during the current calendar year. No new manufacturer approvals will be granted mid-season.
Individual motorcycle models produced by an already approved manufacturer may be considered for approval during the season. Prior approval from NORA is mandatory before entering any event.

Amped	**Oset**
Duo	**Revvi**
Factory MX	**RFN**
GasGas	**Stacyc**
Husqvarna	**Stomp**
HVR	**Surron**
KTM	**Torrot**

5.1 Compliance Requirements

All electric motocross bikes supplied, imported, distributed, or sold under this specification shall comply with all applicable UK product safety and conformity requirements in force at the time the product is placed on the market.
Prior to purchase ask the supplier/seller for the manufacturer/supplier to provide the following documentation:

NORA MOTORCYCLESPORT, Unit 9-10 Cholswell Court, Cholswell Road, Shippon, Abingdon, OX13 6HX
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a. **Declaration of Conformity** - A valid CE and/or UKCA Declaration of Conformity for the exact make, model, and specification of the electric motocross bike. The declaration shall identify the applicable legislation and standards used to demonstrate conformity.
b. **Compliance and Laboratory Test Reports** - Complete supporting test reports shall be available. Reports shall clearly identify the product/model tested, applicable standards, test laboratory, report number, test date, and test results. A CE or UKCA marking alone shall not be considered sufficient evidence of compliance.
c. **Battery Safety Documentation** - Lithium-ion traction batteries shall be supplied with appropriate safety and technical documentation, including battery specification, rated voltage, capacity, maximum charge/discharge parameters, Battery Management System (BMS) information, and applicable safety test evidence.
d. **Electromagnetic Compatibility (EMC)** - The vehicle, motor controller, BMS, charger, and other applicable electrical/electronic systems shall meet applicable electromagnetic compatibility requirements. Supporting EMC test reports.
e. **Battery Charger and Electrical Safety** - Any charger supplied with the vehicle shall be suitable for use in the United Kingdom and comply with all applicable electrical safety and EMC requirements. The manufacturer/supplier shall provide the relevant Declaration of Conformity and supporting test documentation for the exact charger model supplied.
f. **Product Identification and Data Plate** - Each vehicle shall carry permanent and legible identification appropriate to the applicable regulatory requirements, including the manufacturer/brand, model or type designation, unique serial or identification number, applicable conformity marking, and other required product information.
g. **Instructions and Safety Information** - Each vehicle to be supplied with instructions and safety information in English. Documentation shall include, where applicable, safe operation, charging procedures, battery handling and storage, inspection, maintenance, warnings, intended use, foreseeable misuse, and emergency procedures.
h. **Modification and Change Control** - No material change shall be made to the battery, BMS, motor, controller, charger, electrical system, frame, braking system, firmware, or other safety-critical component without assessment of whether the change affects the vehicle's existing conformity documentation and test results.

6. Number Plates

a. All bikes will have a minimum of one number plate, and it is the participant's responsibility to ensure that the numbers are clearly visible and correct.
b. E3-E9 bikes should have a minimum of three number plates.
c. No metallic or reflective colours may be used in any circumstances.

7. Technical Control

In the event of a protest against a motorcycle and balance bike specification, this must be submitted prior to the commencement of an event. In the event of the protest being upheld the protest fee will be returned.
* All payments to be made in cash

8. Event Safety

8.1 Medical Services

At all Electric events, including official practice, qualified first aid personnel must be in attendance with full first aid equipment. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished.
An IHCD Emergency Technician (EMT), First Response Emergency Care person (FREC), level 3 or above or the Voluntary Aid Society (VAS) equivalent must be in attendance during official practice and racing.
A Paramedic (PM) is recommended. *For practice only events please refer to the NORA 92 Practice Guidelines.
The minimum requirement for the start of every event is two ambulances. If one of the two ambulances has to leave the circuit then the minimum requirement for the event to continue is one ambulance and one IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent, plus enough

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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 participants 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 participant the event must stop until such time that the ambulance is available again. The ambulance should be accompanied by either an IHCD Emergency Technician or the VAS equivalent, plus enough qualified first aid personnel to cover the course layout, size and type of event.

8.2 Clothing

a. All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within the NORA Code of Practice.
b. Competitors are advised not to wear hand, face or body jewellery/piercings, and to tuck away long hair, 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. It is not advised that bulky hard objects such as tools etc. are carried in pockets or on the person.
e. Goggles or visor of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable. Tears offs are not permitted.
f. Competitors must wear gloves at all times while participating to ensure proper grip and to protect their hands in the event of a fall.
g. It is advised for Electric MX that all participants should wear a body belt/kidney protector and wear protective armour giving protection to at least the chest and shoulders.
h. It is the responsibility of the participant's parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.
i. In all races and official practices complete protective clothing shall be worn by each participant. For Electric MX races, Motocross or Minibike boots should be worn as a minimum. For Balance bikes boots which cover the ankle bone must be worn – no trainer type shoes allowed. Any loose fitted clothes such as hoodies should be removed.
j. Jerseys should provide protection against abrasion to the body and arms and are required to be long sleeved. Elbow pads are also recommended.
k. Trousers/shorts must provide protection to the knee, shin and hips. Knee pads are also recommended.

8.3 Fire Extinguishers

Every NORA approved track / event must have a minimum of two 6Kg dry powder fire extinguishers. The position of the extinguishers must be clearly marked. All extinguishers must have a minimum 34A 183B rating as well as a current certificate attached.
The organiser must also 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.
All competitors are required to have lithium-ion battery fire extinguisher, or an equivalent fire suppression device specifically designed and tested for lithium-ion battery fires, readily available when in attendance.

8.4 Riding in the Paddock

Riding of motorcycles and balance bikes, in the paddock is strictly prohibited, warning signs should be erected.
Motorcycles and balance bikes should be pushed with the engine dead. Riding of motorcycles and balance bikes at a slow pace can be permitted if designated lanes protected from the public are used. Motorcycles and balance bikes must be pushed upon exiting from any point on these lanes. In exceptional circumstances, if risk assessed by the Clerk of the Course, participants may be permitted to ride their motorcycle or balance bike but must not exceed a restricted speed and must always wear a helmet. Under no circumstances may the motorcycle or balance bike be ridden by anybody other than the competitor or pillion passengers carried.
All Electric powered bikes and scooters are not permitted to be used at any NORA event unless they are competing.

8.5 Track Access

Strictly no personnel, other than signed on officials, are permitted on the track while construction, grading and watering is operating.

NORA MOTORCYCLESPORT, Unit 9-10 Cholswell Court, Cholswell Road, Shippon, Abingdon, OX13 6HX
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8.6 Flag Signals

The following flag signals will be used:

N.B. 'Waved' shall mean a flag should be moved up and down through an arc of 45 degrees and not indiscriminately. Only authorised officials are permitted to use these flags. Any participant who is judged to have taken unfair advantage whilst a yellow flag is displayed and waved, 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.
The blue flag should be used by trained officials only and should not be used by marshals covering a static point.

Flag Type	Meaning
National Flag	This flag can be used for starting a race by being raised from the ground
Red	All participants must stop. Participants must not pass any red flag unless authorised or directed to do so and then proceed at a slow pace
Black – with the participant's number clearly shown on a board	That participant to stop racing immediately and leave the track
Yellow – Motionless	Danger, take care. Ride with caution.
Yellow – Waved	Great Danger, prepare to stop, ride with extreme caution, no overtaking. Wheels must remain in contact with the ground wherever practicable. Marshals are advised to wave their flags when participants are stopped on the course in a dangerous position or being attended to by officials or medical staff
Green	Course clear / Participants under starters orders.
Blue – Waved	Warning you are about to be lapped.
Yellow with Black Cross	Last Lap. / (either or) a two lap and then one lap board, clearly marked.
Chequered	Finish.
White with Green or Red Cross	Medical attention required at that post provided. This may be replaced by a flag mutually agreed with the medical staff

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. Participants 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 participant joins the circuit.
d. The waving of the chequered flag will indicate the end of practice.

9.2 Start Positions

a. Start positions will be established according to the provisions of the Event Regulations.
b. Where the organisers decide the grid positions will be by ballot, this must be conducted with the competitors, add or person with parental responsibility, at the event.

9.3 Electronic Timekeeping

a. Only licensed NORA Timekeepers can time a qualification practice where qualification to a final, a series of races or start line positions is the determined outcome. The Chief Timekeeper should be stated in the Event Regulations and official programme.

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b. If timed practice is used and identical times are recorded by more than 1 participant in the official qualifying practice session for the race the participant with the second-best lap time will receive the better starting position.
c. Transponders, if used, should be fitted to the motorcycle as per the timekeepers or manufacturer's instructions, it is the participants responsibility to ensure that the correct transponder is securely fitted, it is the participants responsibility if a transponder is lost from the motorcycle during an event.

Note: A Mylaps – MX transponder requires a minimum of 14 hours of trickle charge to ensure optimum performance.

9.4 Method of Starting

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

a. The raising of the National flag
b. Flyaway elastic start gate.
c. Drop down metal start gate.

9.5 Start Procedure

a. Participants are deemed to be under starter's orders when all of the participants are on the start line, signified by the raising of a green flag.
b. No persons will be allowed in the start area once participants have come under orders at the start line, except participants, passengers and authorised officials.
c. Once the participants are under starter's orders, the start procedure should not commence until the circuit is clear, signified by the lowering of the green flag.
d. If a 15 and 5 second board is used the following procedure should be followed.
   - The 15 second board will be displayed for a full 15 seconds
   - The 5 second board will be displayed following the 15 seconds
   - The gate will drop between 5 and 10 seconds after the "5 seconds" board is shown
e. The above timings should be employed at all national level events, for club level events the organisers should use a constant method for conducting the start procedure.
f. The start procedure for beach racing will be issued in the Event Regulations.

9.6 False Start

All false starts shall be indicated by the waving of a red flag; all participants will have to go back to the starting area and await announcements regarding the restart.

9.7 Stopping a Race

a. If a race is stopped before 50% of the race time has been completed, the race shall be re-run if conditions and time permits.
b. If a race is stopped after 50% and providing the race results shall be declared on a minimum of 2 complete laps the result will not be re-run and the result will stand.
   - The order of classification shall be based upon the order of last crossing the finishing line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.
   - If a race has to be stopped after the leader has taken the chequered flag they will be classified as having finished the race. The order of classification for those participants 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 participant or participants who is/are the prime cause of the race initially being stopped.
d. Only the Clerk of the Course, or appointed assistant, 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 participants as quickly as possible. The Clerk of the Course determines if radio communication is required.

9.8 Finish of a Race

a. The chequered flag will be displayed as the winner crosses the finish control line and will be kept flying until the last participants finish the lap.

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b. No participant will be allowed to start a fresh lap after the chequered flag has been displayed.
c. Participants crossing the finish control line will be flagged off, their position being determined by the number of laps each has completed, those participants who complete a similar number of laps having their positions determined by the order in which they finish.
d. Only participants passing the chequered flag at the finish control line and after completion of a minimum 75% for adult classes and 50% for youth classes (rounded down) of the total laps completed by the race leader will be declared as finishers unless otherwise stated in the organiser or event regulations.
e. Only participants crossing the finish line within 5 minutes of the winners' time will be classified as finishers.

9.9 Race Results

a. If the results are to be decided on points, the points allocation must be clearly defined in the Event Regulations.
b. Should a tie occur on an overall result the highest position in the final leg will determine the final order
c. Should a tie occur in a championship series of events, the highest number of individual race wins will determine the final order, if still tied then the highest number of second places and so on.

9.10 Change of bike

A change of bike 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 motorcycles and balance bike must be used throughout any one race.

9.11 Outside Assistance

a. If during a race a participant receives outside assistance other than that provided by the Organisers for the removal of themselves or their motorcycle and/or balance bike from the course in the interests of safety, that participant may be disqualified or penalised.
b. Participants receiving signals from persons associated with them in prohibited areas may be disqualified or penalised

9.12 Foul, Unfair or Dangerous

The Clerk of the Course may disqualify any participant who, in their opinion, is guilty of unfair, foul or dangerous riding.

9.13 Course Conduct

If, for any reason, a participant leaves the course, they must rejoin it as closely as possible to the point where they left the course, without any outside assistance. They must not gain any advantage. If any advantage is obtained, they may be disqualified or penalised.

NORA MOTORCYCLESPORT, Unit 9-10 Cholswell Court, Cholswell Road, Shippon, Abingdon, OX13 6HX
TEL: 08453 880992 WEB: www.nora92.com E-MAIL: office@nora92.com

10.Instructions to Participants

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

Participants, 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 and/or balance bike, or its accessories whether by fire, accident or other causes, nor for the theft of a motorcycle and/or balance bike, or its accessories before, during and after the event.

10.4 Compliance With Regulations

Every participant, by entering or being entered, thereby acknowledges that they are bound by the NORA Code of Practice and these Standing Regulations together with any Event Regulations or Conditions and Final Instructions issued, to all of which they undertake to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for.

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