



RALLYSPRINT REGULATIONS



VERSION HISTORY

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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 Rallysprint 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 Rallysprint events

- a. The organiser must be affiliated to NORA
- b. A Road Traffic Act (RTA) exemption permit must be applied for and in place before any activities take place.
- c. The circuit must hold a current certificate or be approved by a qualified and licenced NORA Clerk of Course.
- d. Competitors may run individually against the clock.
- e. Two competitors may compete head to head against each other and use two layouts including a cross over to each.
- f. If two competitors are racing head to head a consecutive start may be used from the same point.

2.2 Practice Events and Test Days

- a. A Road Traffic Act (RTA) exemption permit must be applied for and in place before any activities take place.
- b. Circuits must be laid out with the level of participant in mind.
- c. Participants must run individually, one at a time, not wheel-to-wheel.

2.3 Training Days

- a. A Road Traffic Act (RTA) exemption permit must be applied for and in place before any activities take place.
- b. All trainers must be a qualified and licenced NORA Trainer.
- c. Training must be completed as a 1:1.

3. Eligibility

- a. For all NORA sanctioned events the competitor 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.



4. Licence Requirements

The following annual licences are required for taking part in Rally Sprint Events.

Licence Type	Minimum age (as at January 1 st)	Engine Limits
Junior Rally	14-17 yrs	Up to 1300 cc, 2WD
Junior Rally Practice	14-17 yrs	Up to 1300 cc, 2WD
Adult Rally	17yrs +	
Adult Rally Practice	17yrs +	

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

Holders of a NORA Practice licence may not take part in competitive 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.

4.1 Junior Competitors

- An assessment will be required for any participant wishing to compete 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.
- 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.

4.2 Adult

- An assessment will be required for any participant wishing to take part 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.
- 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.
- No participant will be permitted to compete in the adult classes until they reach the minimum required age or completed the correct upgrading process as noted in 4.1 Youth.

5. Officials Licences

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

5.1 Licenced Officials

The following officials will require to be licenced by NORA.

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, Online Seminar or Qualified Mechanic
Electronic Timekeeper	3 Years	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.

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:

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



5.2 Unlicensed Officials

The following Officials do not require to hold a licence issued by NORA and come under the authority of the Clerk of Course.

Official	Training Method
Event Secretary	May receive training from NORA or the Clerk of the Course
Incident Officer	This role may be the Clerk of Course, or a person appointed by the Clerk of 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
Recovery Marshal	Will be appointed and briefed by the Clerk of the Course
Judges	Will be appointed and briefed by the Clerk of the Course, or deputy
Child Protection Officer	A person appointed to manage child safeguarding issues, and should hold a valid DBS Certificate, or accompanied in role

5.2.1 Chief Marshal

The Chief Marshal is responsible for briefing all of the event marshals prior to them conducting their duties. The content of the Marshal briefing must be recorded and once the briefing is completed, this must be marked as complete on the Clerk of Course Risk Check List.

5.2.2 Marshal

- a. The minimum age for a marshal is 16 years
- b. Marshals must be provided with high visibility or defining clothing
- c. Marshals under 18 years of age must have the approval and signed on by a person with parental responsibility for them.

5.2.3 Recovery Marshal

- a. The minimum age for a recovery marshal is 18 years.
- b. Recovery marshals under the age of 18 years of age 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 Course.
- d. Event regulations should state the type of (if any) recovery available.
- e. The Clerk of Course should inspect the equipment and condition of any recovery vehicle/s prior to the event.

5.2.4 Judges

- a. May be appointed to notify the Clerk of 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

All vehicles participating in events must comply with the following minimum standards. Additional technical regulations may be specified within the event regulations. Vehicle inspections may be conducted by the Chief Technical Officer and will be appropriately documented; however, the ultimate responsibility for ensuring the vehicle's safety and compliance rests with the competitor, or with the accompanying adult in the case of a minor.

6.1 Seats

For both driving and passenger seats

- a. Competition seats must be of the following minimum standard, with the label visible.
 - o FIA 8855-1999 - Typically, valid 5 years from manufacture (extensions can be permitted)
 - o FIA 8862-2009
- b. Seats must be mounted securely and correctly, with steel or approved mounted sides.
- c. Seat positioning for Junior competitors must be checked for a correct fit to the occupant, providing adequate support for the shoulders and hips, and allowing the occupant to reach all controls without excessive stretching
- d. It is recommended that seats are less than 3 years old.

6.2 Safety Harness

- a. All competing vehicles must be fitted with a minimum 5-point harness. Safety harnesses must comply with one of the following minimum standards:
 - o FIA 8853/98 (widely used in club-level rally cars)
 - o FIA 8853-2016 (current preferred standard)Harnesses must carry a visible FIA homologation label.
- b. 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.
- c. 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.
- d. Harnesses should be worn by occupants, tightened suitably, at all times, whilst seated inside the vehicle.
- e. Harnesses for Junior competitors should be checked to ensure they fit the occupant/s correctly.
- f. It is recommended that all harnesses are less than three years old.

6.3 Wheels

- a. All vehicles must have four road wheels and tyres.
- b. Wheels must be suitable for the car and surface, free from cracks, damage, or structural defects – suitable for competition or practice use.
- c. All road wheel securing nuts (except centre-lock types) must be steel and have full thread engagement on the studs. Extended or composite wheel bolts/studs are prohibited in competition events.
- d. NORA recommends the use of safety wheel nuts to prevent wheels pulling over standard nuts.
- e. Wheels must not be fitted with any wheel spacer exceeding 2.5cm in thickness or of less than the vehicle 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, a particular type and size of tyre may be specified in the event regulations.
- b. Treaded tyres must have at least 1.6 mm of tread depth around the circumference at the start of the event.
- c. When tyre choice is free, the competitor is responsible for selecting tyres with an appropriate speed rating and construction for the event.
- d. Tyre pressure control valves are not permitted.
- e. Organisers have the right to check or test any tyre at any time during the event for compliance.
- f. The use of tyre chains or studs is prohibited.



6.5 Battery System

- a. Batteries may be relocated within the vehicle provided that:
 - i. They are securely fixed in position
 - ii. Batteries terminals are covered to eliminate the chance of a short circuit.
- b. Batteries must be duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.
- c. The battery earth lead, if not readily distinguishable, must be 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

- a. All vehicles must be equipped with an efficient braking system capable of safely stopping the car at all times.
- b. The braking system must operate on all four wheels, unless the vehicle was originally manufactured as a two-wheel braking system.
- c. All braking components must be securely mounted and free from leaks, cracks, excessive wear, or fluid contamination.

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

A window safety net must be fitted to the driver's side window of all vehicles being used in the event. The net must be securely mounted, capable of quick release by the driver, and designed to prevent the driver's arms from extending outside the vehicle in the event of an incident.

- 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 Requirements

- a. Vehicles must be of sound construction, in good mechanical condition, and maintained to a high safety standard.
- b. All doors and any hinged or detachable body panels must be fitted with secure, positive fastenings.
- c. Where a windscreen is fitted, it must be constructed of laminated glass or polycarbonate/plastic with a minimum thickness of 4mm.
- d. Each vehicle must carry a current, fully charged fire extinguisher securely mounted within reach of the driver.
- e. A suitable belt cutter must be carried within the vehicle at all times and positioned so that it is accessible to the driver when seated with harnesses fastened and to rescue personnel.
- f. 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 in normal conditions. All times are nominal.

8. Rollcage Safety

The following requirements apply to the manufacture, preparation, and installation of 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 ovalized during bending, the ratio of minor to major diameter must be 0.9 or greater.
- e. The system must be of a minimum six-point design attached to the main structure of the vehicle.



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 Fposl 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 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. Every competitor in attendance at an event must have a spill kit, capable of absorbing approximately 2 litres of oil, available to them in their pit/paddock area.