



SPRINT REGULATIONS

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VERSION HISTORY

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1.0	January 2023	Creation of Sprint Regulations document.
2.0	January 2025	Update and removal of section 5.14 Motorcycles 1300cc and over



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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 Cross Country Events held under a Permit issued by NORA 92.

2. Events

2.1 Conditions for Sprint Events

- a. The organiser must be affiliated to NORA.
- b. An RTA permit must be applied for and in place before the event.

2.2 Description

Sprint events are a test of speed over a set distance in a straight line.

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-competitive 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 and is available for All NORA Sprint events.
- d. **A One Event Licence does not include Personal Accident Cover.**
- e. All new applications for an annual licence must be accompanied by a portrait photograph.
- f. Youth only: All new applications for an annual licence must be accompanied by a photocopy of the competitors' proof of age.

3.2 International Competitors

Competitors from outside of the UK, taking part in a sprint event must carry proof of medical repatriation insurance to cover the event. In the case that this can not be provided this can be supplied by the organisers with a one event international licence.

3.3 Practice & Test 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



3.4 Capacity and Licence Restrictions

Minimum Age on 1st Jan	Engine Capacity
Youth Solo	
8 years	Maximum 50cc Automatic machines or Electric Max Power 1.5 Kw
9 years	Maximum 70cc automatic Machine
10 years	Maximum 125cc automatic / semi-automatic Machine
12 years	Maximum 125cc 2 stroke or 250cc single cylinder 4 stroke restricted machines
13 years	Maximum 125cc GP or 350cc 4 stroke unrestricted machines
14 Years	Maximum 125cc 2 stroke or 350cc 4 stroke machines
15 Years	Maximum 500cc 4 stroke twin cylinder production-based machines
Adult Solo	
16 Years	Unrestricted

Competitors may continue in the youth classes until the end of the year in which their 16th birthday falls. After reaching 16 years of age, competitors can apply for an adult sprint licence and still retain a youth licence until the end of the year in which their 16th birthday falls. Competitors may not compete in a youth class and adult class at the same event.

3.5 Youth

- The Clerk of the Course must satisfy themselves that Youth riders have the ability to control their machine.
- Upon assessment competitors may remain in a lower class below their age.
- No competitor may compete before their eight birthdays without a written assessment by the Clerk of the Course and a full annual licence being issued.
- When a competitor reaches the maximum age limit for their group, they may continue to compete in that group until the end of the calendar year.
- On reaching the minimum age for the next group, the competitor may upgrade. Please note that any competitor who chooses to upgrade.
- An assessment will be required for any competitor wishing to ride in a class of which they do not reach the age requirement to be arranged by the competitor following application to the NORA 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 competitor is present.
- Youth competitors are restricted to a maximum length of $\frac{1}{4}$ mile (402 metres)
- For all youth classes, superchargers and turbochargers are not permitted. Standard rebore are permitted to a maximum increase in engine capacity of 3cc.

3.5.1 Youth $\frac{1}{4}$ Mile

- Youth riders must have a minimum ET of 14.5 seconds.
- A rider recording a time of 14.3 or quicker below will receive a warning.
- The repetition of riding quicker than 14.30 seconds at the same event will result in the disqualification from the remainder of the event for that rider.
- A rider recording an ET of 14.10 seconds or quicker or a rider exceeding a terminal velocity of 130 km/h (81 mph) will be immediately disqualified from the event

3.5.2 Youth $\frac{1}{8}$ Mile

- Riders are restricted to a minimum elapsed time (ET) of 9.42 seconds.
- A rider recording an ET of 9.29 seconds or quicker will receive a warning.
- The repetition of riding quicker than 9.29 seconds at the same event will result in the disqualification from the remainder of the event for that rider.
- A rider recording an ET of 9.16 seconds or quicker or a rider exceeding a terminal velocity of 100 km/h (62 mph) will be immediately disqualified from the event



3.6 Adult

- a. 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 competitor is present.
- b. No competitor will be permitted to compete in the adult classes until they reach the minimum required age.

3.7 Physical Eligibility / Proficiency Assessment

All youth competitors should be able to sit astride their machines and with one foot firmly on the ground, must be able to control the gear lever or the foot brake with the other foot.

3.8 Class Variations

- a. Clubs are permitted to designate other classes as they see fit.
These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.
- b. Youth classes may be combined following consultation with NORA.

4. Officials Licences

Sprint Race Officials are required to hold a NORA Licence of the appropriate grade for the performance of their duties.

4.1 Licenced Officials

Officials that require a Licence.

Official	Licence Term	Training Method
Clerk of the Course	3 Years	Seminar
Chief Technical Officer	3 Years	Seminar
Engine Measurer	3 Years	Seminar
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.

4.2 Unlicenced Officials

Officials who do not require a Licence

Official	Training Method
Event Secretary	May receive training from NORA 92 or the Clerk of the Course
Incident Officer	This may be the Clerk of the Course or a person appointed by the Clerk of the Course
Technical Official	Will receive training from the Chief Technical Officer
Marshal	Will be appointed and briefed by the Clerk of the Course or the Chief Marshal
Child Protection Officer	A person appointed to manage child protection issues.

4.3 Marshal

- a. Marshals must be a minimum of 18 years of age,
- b. Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.
- c. Mobile Marshals must comply with the appropriate risk assessment.



5. Specification of Motorcycle

All Motorcycles, Solo, Quad or Sidecar, designed for sprint or drag racing with the exception of Rung What you Brung classes which must be road legal vehicles.

5.1 Drive

The drive to the machine shall be only through the road wheel or wheels.

5.2 Brakes

- a. Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
- b. For Sidecar motorcycles, brakes are not required on the sidecar wheel.
- c. For Quad motorcycles brakes must be capable of operating, as a minimum, to both rear wheels.

5.3 Tyres

- a. There is no restriction on the type or size of tyres that may be used however the cross section must not be less than 50mm.
- b. Further restrictions may be stipulated in the event regulations.

5.4 Clutch and Brake Levers

- a. Clutch and brake levers must be, in principle, ball ended, the diameter of the ball to be at least 12.5mm.
- b. This ball can also be flattened but in any case, the edges must be rounded.
- c. These ball ends must be permanently fixed to form an integral part of the lever.

5.5 Footrests and Handlebars

- a. The ends of the footrests must be rounded with a radius of not less than 12.5mm.
- b. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected.
- c. For Quad motorcycles nerf bars or running boards must be fitted so that a competitor's leg will not be pulled under the rear wheel.
- d. Handlebars must be a minimum width of 450mm.
- e. There must be a minimum gap of 30mm between the handlebars and fuel tank when on full lock

5.6 Throttle

All machines must be fitted with self-closing throttles.

5.7 Superchargers

Superchargers are permitted on machines up to 2000cc.

5.8 Ignition Cut-Out

- a. A clearly marked on/off ignition switch must be fitted in a position accessible to a marshal and operable by the rider without removing a hand from the handlebar.
- b. In addition, a lanyard operated switch is recommended. The switch must disconnect when the rider's hand is no further than 500mm from the handlebar. Coiled or elastic cords are not permitted.
- c. Any part of a switch that remains live when in the off position must be shielded to prevent contact with any part of the machine.
- d. All switches must cut power to ignition and fuel pump systems.
- e. Quad Motorcycles will be fitted with an engine cut out button that must be operated by a non-elastic string or cord. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.
- f. Cut out must be clearly marked, and in a position operable by the competitor without removing hand from the handlebar.

5.9 Chain Guards

- a. For solo and sidecar motorcycles the manufacturer's original guards or parts of similar design must remain in place. With a minimum thickness of 3mm in aluminium or 1.5mm in steel.
- b. For quad motorcycles a suitable primary drive guard must be fitted if no original was fitted to the motorcycle.
- c. Primary chain guards must cover upper and lower chain runs and be of 3mm thickness in aluminium or 1.5 mm in steel.



- d. A final drive steel guard with a minimum thickness of 1.5mm steel or 3mm alloy gauge must be fitted to enclose the top run if a chain is used. If drive shafts are employed, restraining steel rings must encircle the shafts, one at each end.

5.10 Oil

- a. Oil drain plugs must be tight, free of leaks and secured with locking wire. Run What You Brung machines do not require wire locking.
- b. Oil breather pipes must discharge into a catch tank located in an easily accessible position.
- c. Total loss engines must have an effective way of collecting oil without contaminating the road surface.

5.11 Fuel

For sprint and drag racing Nitro Methane, Methanol and Nitrous Oxide gas are allowed if permitted for the class. Water based fire extinguishers must be available if Methanol is being used. All fuel lines from the main supply tanks must be fitted with easily accessible on/off control taps.

Machines running on any percentage of nitromethane must have a mechanical fuel cut off valve operable by the rider without removing a hand from the handlebar. A red triangle must be displayed on the front of the machine to indicate the use of nitromethane.

A machine fuelled by methanol must display an orange circle on the front of the machine.

5.12 Construction

- a. The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm spindles, and the wheel spindles is forbidden.
- b. For wheel spindles, the use of light alloy is also forbidden.
- c. The use of titanium alloy nuts and bolts is allowed.
- d. All frames must be entirely self-supporting and stable in the event of an engine disintegrating.
- e. Front steering assembly must be of sufficient strength to obviate the likelihood of collapse during acceleration or deceleration. Flimsy forks or frames are not permitted.

5.13 Streamlining

- a. Unless otherwise stated in the Supplementary Regulations, there is no restriction on the type of streamlining of a motorcycle except that there must be a clearance of at least 50mm between the streamlining and the extremities of the handlebars or other form of steering device, including any attachments thereto, whatever the position of the handlebars.
- b. Should the streamlining totally enclose the rider and/or passenger, a firewall must be installed between the engine and the rider and passenger, and, in addition, a substantial roll bar must be securely fitted.
- c. Streamlining must not be able to come in to contact with the wheel or tyre.
- d. Any streamlining must be approved by the Technical Official and, unless so approved, the motorcycle must not be driven in any event or in practice thereof.

6. Number Plates

- a. Where number plates are required they will be a minimum of three in number on all machines and it is the competitors responsibility to ensure that the numbers are clearly visible.
- b. No metallic or reflective colours may be used in any circumstances.
- c. One plate must be carried facing forward and not more than 25 degrees from the vertical with one on each side of the machine.
- d. The minimum dimensions of the numbers should be: – height 140mm
- e. The Clerk of the Course has the discretion to disqualify any competitor not showing legible numbers or discounting any protest resulting from illegible numbers.
- f. For Quad motorcycles a further number plate may be fitted running parallel with the machine at the rear, readable when facing the side view of the machine. The mounting bracket must not exceed 25mm in height.

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 125cc	Black	White
126cc to 250cc	Green	White
251cc to 350cc	Blue	White
351cc to 500cc	Yellow	Black
501cc to 750cc	White	Black
751cc to 1300cc	Red	White
1301cc to 2000cc	White	Red
Sidecars and Quads	White	Black

Clubs may specify or accept different colours and numbers at the Clerk of the Courses discretion.

7. Technical Control

- 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.
- 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.
- 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.

8. Safety

8.1 Medical Services

At all Sprint 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.

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 to transport an injured competitor the event must stop until such time that the ambulance is available again. The ambulance should be accompanied by 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 as shown in Code of Practice.

8.2 Clothing

- All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within the NORA Code of Practice.
- Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.
- 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.
- Competitors must wear a complete leather suit of at least 1.2mm in thickness (on all parts of the suit), two piece suits that zip together at the waist are acceptable. Each part of the zip should be securely attached to the jacket or the trousers respectively and the suit must zip together over at least 75% of the waist band.
- Competitors footwear must be of leather (i.e. outer hide) or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection i.e. no exposed areas. No areas of skin to be left exposed between the wrist of the suit and the wrist of the glove.
- Competitors must wear leather (or an approved substitute material) protective gloves to provide, with the suit, complete protection. No areas of skin to be left exposed between the wrist of the suit and the wrist of the glove.



- g. Long hair and beards should be contained within the helmet or clothing.
- h. If bra's are worn these must not be underwired and sports bras are recommended.
- i. Identification discs must be worn showing the competitors name and date of birth as a minimum.

8.3 Fire Extinguishers

Every NORA 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. Water fire extinguishers must be used where Methanol is a source of fuel.

8.4 Riding in the Paddock

Riding of machines in the paddock is not permitted at NORA sanctioned events. Machines that are driven must do so at walking pace.

8.5 Track Access

Strictly no personnel, other than signed on officials, are permitted in the prohibited areas around the track while the event is in progress.

Competitors must be aware of slower riders and service vehicles that may be on the circuit.

Riders of service vehicles must wear distinctive identification clothing.

9. Race Management

9.1 Circuit

- a. It should be generally realised that the organisers of speed events have a legal responsibility to the public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public. The circuit will be made up of one straight section of a single surface.

9.2 Timing Equipment

- a. Unless otherwise provided for in the Supplementary Regulations, the timing apparatus shall not be placed beneath the wheels of the motorcycle in order to actuate the timing equipment.
- b. The timing apparatus to be used must be stated in the Supplementary Regulations.

9.3 Starts

- a. Starts shall be made from a stationary position with the engine running and the foremost part of the motorcycle a distance of 100mm behind an actual start line or beam. A single or 2 beam system may be used.
- b. A chock may be placed against a rear wheel of the motorcycle upon lining up with the 100mm mark and may be retained in position.
- c. A rider must start within one minute of receiving the start signal. Any rider failing to start within this period may be disqualified.
- d. A rider will be deemed to have started when his machine actuates the timing equipment.

9.4 Start Access

- a. Competitors, start officials and 1 signed on mechanic per machine are allowed access to the start area.
- b. The mechanic can not be in contact with the machine whilst conducting a burnout.
- c. No persons may stand behind the machine during the start procedure.
- d. No Grip or Start compounds are to be used on the start area.

9.5 Finish

- a. The finishing line shall be clearly marked and defined by a chequered flag or board.
- b. The limit of the braking area shall be clearly defined. The distance of the braking area must be stated in the Supplementary Regulations.

9.6 Competitor Information

Marshals and other officials may use flags or lights to convey information to competitors.



10. Instructions to Competitors

All Event Regulations and Final Instructions issued for an event will have the same force as these Sprint Regulations but must in no way contradict it.

10.1 Conduct

Competitors, 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 competitor, by entering or being entered, thereby acknowledges that s/he is 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 s/he undertakes to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for.