



NORA-MX Supplementary

Regulations 2025

Tel: 07887 737888 E-mail: office@nora-mx.co.uk Website:

www.nora-mx.co.uk

1. ANNOUNCEMENT

a. Nora-Mx will organise the Nora-Mx Championships 2025.

2. SECRETARY OF THE MEETING

a. Cerys Griffiths,

i. Email: office@nora-mx.co.uk

3. COURSE LOCATIONS QUAD

Round	Championship	Date	Venue	Postcode	Permit #
Practice	Nora MX Quad	30 th March	Swanmoore	SO32 2QQ	
Rd1 & 2	Nora MX Quad & ACU British Quad (20th April)	19 th / 20 th April	Warmingham Lane	CW10 0HL	
Rd3	Nora MX Quad	4th May	TBC	TBC	
Rd 4 & 5	Nora MX Quad & ACU British Quad (18th May)	17 th / 18 th May	Culham	OX14 3DT	
Rd 6 & 7	Nora MX Quad & ACU British Quad (22nd June)	21 st / 22 nd June	FatCat Motoparc	DN3 3EH	
Rd 8 & 9	Nora MX Quad	12 th / 13 th July	Landrake Motoparc	PL12 5EP	
Rd 10	Nora MX Quad	3 rd August	West Meon	GU32 1JX	
Rd 11	Nora MX Quad	21 st September	Grittenham	SN15 4JW	
RESERVE DATE		4 th / 5 th October	TBC		
RESERVE DATE		25 th / 26 th October	TBC		

3.a Locations ACU National Open Sidecar

Round	Championship	Date	Venue	Postcode	Permit #
Practice	National Open Sidecar	30 th March	Swanmoore	SO32 2QQ	
British Sidecar	ACU British Sidecar	19 th April	Warmingham Lane	CW10 0HL	
RD1	National Open Sidecar	4 th May	TBC	TBC	
RD2	National Open Sidecar	17 th May	Culham	OX14 3DT	
PROVISIONAL /RESERVE	National Open Sidecar	21 st June	Fatcat MotoParc	DN3 3EH	
RD3 & 4	National Open Sidecar	12 th / 13 th July	Landrake	PL12 5EP	
RD 5	National Open Sidecar	3 rd August	West Meon	GU32 1JX	

Entries can be made as follows: -

- Via ACU sport 80 online.
- Enter on the day – Depending on class availability (*Any Entries not processed via the ACU sport 80 platform, will incur a £10 late entry fee*).

The National Open Sidecar Championship is open to all bike classes including Twin Shock and Evo and aimed at clubman riders.

Please note that riders that compete consistently in the European / World GP championships may ride but NO points will be awarded.

NB. A single Annual Club membership (£99) per Quad Rider (£50 per Sidecar outfit) is required in order to score points in the Nora MX Championship. Alternatively, a non-member fee of £15 per Entry will be charged at signing on. Non-Members do not score points in the Nora MX Championship. The Rider/Outfit will only score points for the single round, these points will not be added to the championship standings.

Day licences will be £20 per person for non ACU licence holders.

4. JURISDICTION

The meeting will be held under the Sporting Code and Standing Regulations of the A.C.U. 2025 edition, the Nora-Mx & British Quad Championships regulations, these supplementary regulations and any further Instructions Issued or Official Announcements made.

5. INSURANCE

The insurance cover for this event will be *Basic* (limit of liability £10M) and *Medical Malpractice insurance* (limit of liability £5m) is included. There is NO *Personal Accident Insurance* for Competitors. Competitors are therefore strongly recommended to purchase such cover.

6. RIDER ELIGIBILITY

Riders holding a current ACU or SACU licence, who are members of the Nora-Mx Quad racing Club & who have reached the minimum age for the class entered/hold a valid ACU licence for the class they have entered. Or holding a current national licence issued by their European FMN.

Any competitor not holding an ACU or SACU licence must provide proof of Insurance and a written start permission document issued by their Federation / FMN.

Day licences at £20 & Non-Members fee at £15 are available.

To qualify for the Under 21 championship a rider must be under the age of 21 years on the date of the first event of 2025.

The 'winner' and 'runner up' of Inters, Masters B, clubman, clubman-elite, and pro-am must automatically compete in the next competitive class the following year to enable competitive growth throughout the adult ranks. - Exceptions will be considered by Nora MX where a riders ability does not match the class move

All Riders moving up from the 250 groups, will be classed into relevant Clubman or Inters classes and will **not** be able to enter the Elite, Pro-Am or Pro for their first Adult Race. Should a rider moving from the 250 groups feel they would be better suited in the Elite/Pro/Pro-Am classes within their first year, they must complete 1 Full Nora MX round in Clubman or Inters. Within this round, they will need to show capability to ride at an equivalent pace of their desired class. This will be confirmed by their “Best Lap Times” being comparable to that of their desired class on the same Race & Round. Please note, riders will **not** be able to carry their points from the round competed within Clubman/Inters into their desired class.

This is to allow the young riders to develop and grow through the ranks of the adult groups while considering the safety of all riders.

Nora MX reserve the right to move riders to a more suitable class based on their ability, if, in their opinion it would enhance the championship for the good of the sport, or the safety of riders.

Yamaha Supported “bLU cRU” Championship – Nora MX will hold a Dedicated bLU cRU Championship for riders who hold a Y1 or Y2 licence and compete on a YFM90 or YFM 110. Both Y1 and Y2 riders in this championship will be scored together. This class is exclusive to the above bikes, and riders must be of a relevant age to obtain a Y1 or Y2 Licence. – No Engine modifications are allowed.

Sidecar National Championship – Any sidecar rider holding a FIM licence and competes consistently in the European / World GP championships are not eligible for entry into the ACU Nora MX Sidecar National championship.

Youth Sidecar – Nora MX will also run a YSC1 and a YSC2 Youth Sidecar Championship. YSC1 & YSC2 outfits will run on the same gate as Youth Quads (250cc AC / 250cc Open / 150cc Open) but be scored independently. Where a full gate of 20 Quads exist, YSC1 & YSC2 must start on the Second row on the gate. If a Full gate of quads is not achieved, YSC1 & YSC2 sidecars will be seeded to the gate after all quads are gated.

Machines as per the 2025 ACU Handbook, Nora-Mx Quad Racing Club rules, regulations & British Championship Regulations.

7. TECHNICAL CONTROL & SIGNING ON

Each competitor is required to sign on before the commencement of the event. For the case of Sidecar Outfits, both Rider and Passenger will need to sign on at the same time, as well as completing technical control together.

Helmets and Body armour must be presented to Technical Control (Located at signing on) by the respective rider/guardian before being able to sign on. Failure to do so may result in a disqualification or penalty. Once a rider has presented a suitable Helmet (*Gold/Silver Helmet stamp displayed*) and body armour to Technical Control officials, they will be issued a wristband confirming they have passed technical control. Wristbands must be worn at all times. If no wristband is present the rider will not be authorized to enter the track. Please note, only the Helmets and body armours presented to technical control may be used at all times during an event, race or practice.

Machines **must** be within the noise levels currently in force for the category of machine (see ACU handbook Standard Regulations).

The Clerk of the Course can, at random carry out regulation checks including sound check and implement time penalties or exclusion dependant on the severity of the infringement. Rider/Parents/ guardians, are responsible for their machines to be within class guidelines, as stated in class categories in the ACU Handbook.

Any machines to be used in British rounds, must also be presented to technical control for inspection alongside Helmets and Body armour.

All machines Kill cords will be checked before entering the track for Practice/Sighting laps. Should a kill cord not function correctly, the rider will be refused entry to the track. He/She may return to the paddock and repair the fault. The Kill Cord will then be re-checked before entering the track by a Club Official. Riders will be refused entry to the track should the Kill cord still not function.

Nora MX reserve the right to randomly check machines that are deemed to be potentially unsafe.

Please note, at all times during an event, race or practice, it is the sole responsibility of the rider/parent to ensure that any and all of their entered machines and equipment are of a safe and sound condition, to the correct standard, and no defects are present.

8. OFFICIALS

Official Role	Assigned Official	ACU Licence #
Clerk of the Course	ACU Clerk of Course - TBC	
Assistant Clerk of the Course		
Assistant Clerk of the Course (Reserve)	Lewis Shaw	
Club Secretaries	Cerys Griffiths	
Incident Officers	Sam Tatler, Luke Binskin, Simon Terrell	
Chief Technical Officer & Sound Testing	Simon Terrell Luke Binskin	N/A
Technical Officer & Sound Testing	Luke Brown Geoff Otway	187739
Start Official	Anthony King / Marcus Sparson / Arron Long / James Scott	
Chief Time Keepers	Sophie Hall, Tracey Sprason	
Child Protection Officer	Cerys Griffiths	
Paddock & Track Manager(s)	Simon Terrell, Luke Binskin, Sam Tatler, Luke Brown	
Holding Area Official	Danielle Clements	
Land Allocation Officer	S Lawrence	
Starter	Jacob Hall	
Recovery Officials	Arron Long, Josh Hall	
Signing On	Cerys Griffiths, Luke Brown	
Chief Marshal	Anthony King / James Scott	
Club Steward	TBC	
ACU Steward	TBC	

9. TRANSPONDERS

Riders must supply a transponder number with their membership or hire and pay Nora-Mx for a season's transponder or hire at each event (£10 Per day), which must be returned to Nora-Mx at the end of each event for charge & maintenance – there will be a *£250.00 invoice*, if transponders are not returned. It is the rider's responsibility to securely fix the transponder to their quad (if hired, with the correct bracket). In a *vertical position (with no obstruction between base and ground), NOT Horizontal*.

All transponders issued on a Hire basis will be subject to a £10 deposit, as well as a Debit/Credit card or Passport/Driving licence to be left as a security deposit which will be returned on completion of the event when the transponder is returned to Nora MX

The organisers and timekeepers will not take responsibility for missing results of riders, who fail to fit a transponder or a correctly charged or working transponder to their machine.

The transponder required is a My-laps Motocross type transponder, orange. Or X2 Type. (Note AMCA only transponders cannot be used).

10. NUMBER PLATES

All Quad Machines must be fitted with a front & rear number plate of a minimum size of *150mm x 150mm*, with the rear mounted behind the rider in a *vertical position on the rear grab bar* and be in line with the machine reading left to right on both sides. The mounting bracket must *not be higher than 150mm*. Height of the number 100mm. Width of the number 80mm. Width of the stroke 25mm. Space between two numbers 15mm. The rear number board must always display the correct number of the rider. The background surrounding the number, and Majority of the board must match the correct colour background and lettering for the rider's class. Rear number boards should not use Holographic/Chrome based print. You may be prevented from riding if this is not adhered to, or a Rider penalty issued at the discretion of Nora MX club officials.

Please see the Nora-Mx Website for Number Plate colours in each class – Nora-mx.co.uk.

Note –

Clubman Elite – Red background, White Number

Pro/Pro-AM – White background, Black number

Blue Backgrounds for Under 21 Pro/Pro Am Group Riders.

Sidecars – Yellow Background Black Number Or Red

For all other classes, please check Nora-mx.co.uk, or contact Nora MX on 07887737888

11. BODY ARMOUR

It is mandatory that all riders wear both chest and back protection, Where possible, Nora / ACU will check in holding area or start line that Body armour is worn – Please note, it is the riders responsibility to ensure Appropriate body armour (as presented to technical control) is worn when entering the track, and for the duration of the race/practice. Nora MX Official will

confirm a technical control wristband is present, signalling the riders Body Armour and Helmet have been verified by Technical control official. No Body Armour / No Ride, No Wristband / No Ride. It is also advised / recommended that body/kidney belt is also worn. Currently, there is not a specific standard required in the UK but the European ruling is En 1621-2 (Back) and En 1621-3 (Chest). As part of technical control, all riders must present their body armour to the Nora MX Technical Control Official, who will issue a wristband to confirm body armour has been inspected (*please see "7. Technical control & Signing on*).

NB. HAIR – Competitors with long hair

Long hair must be contained within Helmet or clothing.

12. FLAG SIGNALS

Red	All Riders must stop (riders must not pass a red flag unless authorized to do so and then only proceed at a slow pace).
Yellow Motionless	Danger, take care, Drive slowly
Yellow Waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be seen, no jumps should be attempted.
Blue	Warning you are about to be lapped.
Black	Rider has 2 laps to respond and then must the rider to stop immediately and leave the track.
Green	Under Starters orders
White with Green or Red Cross	Medical Attention necessary

NB. Noise:- a board with riders number will be displayed and rider will have 2 laps to respond or fix the problem in the work area.

13. ROUNDS

The Nora Championships will consist of 11 rounds for classes 150,s,250's, Clubman, Clubman Elite, Pro, Pro-Am, Masters A&B, 50/100's, Inters, and Nora Ladies. Each round consisting of sighting lap(s)/Practice & three races. (All rounds to count for Championship points).

Sidecar National Open Championship will consist of 5 rounds Consisting of sighting lap(s)/Practice and 3 Races. (all rounds to count for Championship points).

Pro and Pro-Am classes will have the opportunity to enter the British Quad and Nation Expert Quad Championship at the British dates (dates tbc and subject to ACU British Quad Championship confirmation). (British Championship round riders will collect Nora Championship points as well as British points at this event).

On British Event days, Clubman Elite may be required to complete their Practice / Sighting laps During British/Pro/Pro-Am's untimed Practice where event Timetables require. They will then be placed into a separate gate for their 3 races. Exceptions may be made in the case of low rider entries or timetable restrictions – this may result in the elite races being combined into another gate (For example (and not limited to) British/National experts) All rounds to count.

Ladies ACU British Championship will be contested within the Inters/Clubman/Nora Ladies class, with an end of year trophy being awarded, with all rounds to count.

14. CHAMPIONSHIP POINTS

The allocation of points will be displayed on the club website www.nora-mx.co.uk.

15. ENTRIES

Nora-Mx club events entries must be made online via the online ACU sport 80 entry booking system. Entries may be available on the day in your class. Please check with Nora Club Secretary on telephone 07887737888, before traveling to an event without a confirmed entry – Please be aware, entries submitted after the closing date (or on the day) will incur a "late entry" fee of an additional £10. The club reserves the right to refuse any entry without giving a reason. The entry fees for a Nora-Mx club meeting is Adults £70, Youth 150/250 (Y3/Y4) £65, Junior 50/100cc (Y1/Y2). £60

Sidecar £75

Non-Licence holders Day licences at £20 & Non-members fee at £15 charged at each round

Entry can be refused if the rider is late for the times allocated for signing on as stated on the final instructions. Entry refunds will only be considered, if a rider informs Nora-MX of his injury / illness 48 hours prior to the event and sends a doctors/hospital certificate to the club.

If entry to the event is made on the ACU sport 80 online system an ACU sport 80 surcharge per rider will apply if the ACU, the Club or rider have to cancel entry or the event.

If an event is cancelled by the club, landowner or any other involved party no refund will be issued for any rider/class that has had the opportunity to ride (Regardless of if they chose not to participate). Where the club is able to recover costs agreed with the landowner and other parties (Including and not limited to Medics etc) refunds may be considered at the discretion of the club

Should an event be cancelled in advance of the event date due to poor weather or other contributing factors, refunds will be issued minus any transaction/sport80 fees

16. PRACTICE & QUALIFICATION

Practice/Sighting Lap(s) will be held at each event – although organisers may limit to 1 sighting lap, dependant on circumstance of Track and Event set-up.

Race Duration will depend on the class entered and can be changed at the discretion of The Clerk of the Course.

First race of the season, The riders will select a peg to obtain gate position for race one. The second and third race gate positions are taken on the finish position from race 1 and race 2. It is the responsibility of the rider to be in the holding area when the riders are called to the start line or lose their position.

Pro/Pro Am riders will be seeded to the gate in advance of the Clubman Elite class riders. Clubman Elite riders will be seeded to the gate after Pro/Pro-Am.

From round 2 Onwards, Race 1 gate position will be determined on the overall finish position of the previous round. Race 2 and Race 3 position will be determined by Race 1 and Race 2 Result.

ONLY Official signed on youth helpers wearing a designated Nora Youth Helper High Viz jackets will be allowed to enter the start area or any part of the Track during the 50/100cc class race. Parents of children in the youth classes may offer initial support in the holding area, but must leave once the first rider is called to the line.

ONLY official signed on Youth helpers wearing designated Nora Youth helper high Viz jackets will be allowed on track during the 50cc/100cc races. Youth helpers will be assigned specific sections on the track (often alongside a marshal point) where they will be based for the duration of the race, and assist youth riders who pose a hazard on the track or require assistance due to mechanical breakdown and or accident.

For all Youth Quad classes, each rider may have one assistant at the start line, the assistant must sign on with Nora MX at the start of the event (During designated signing on hours), to help with starting the riders machine. Once the Clerk of the Course or Starter signals the beginning of the race procedure by raising the green flag, all machines must be started, and the assistant must leave the start area immediately. Failure to comply with this instruction may result in the rider's disqualification. Refer to section MXSR 9.15.2 of the ACU Motocross regulations.

All youth Start helpers MUST be signed on with Nora MX and be wearing a provided Nora MX Youth Start Helper High vis at all times. Anyone found to be "sharing" the High vis bib to non-signed on assistants will have their bib removed and may result in rider disqualification. Anyone on the start line who has not signed on / signed on correctly may be prevented from signing on/assisting at future events.

At the discretion of Nora MX, where it is not possible to load the gate during the previous race (due to track layouts etc), youth assistants will be able stay in the holding area until the rider is called to the line. At that point, the start procedure will be considered "underway" and Start Assistants will not be able to visit the start line

Any unauthorised track access will result in a Rider Penalty or Rider Disqualification. Any Youth Start helpers remaining on the track/start area after the green flag has been raised, may result in Rider Penalty or Rider Disqualification

The start will be live engine, clutch type. A Rider is deemed to be under starters orders when the Green flag is presented.

No rider is permitted to join the start line after the green flag is presented as this demonstrates the start gate is closed and under starters orders - the rider will not be permitted to start or join the race and will be scored as did not start (DNS).

No one except Riders and Officials shall be permitted in the area of the starting gate (excluding signed on Youth Helpers, or Youth Start Helpers (where appropriate), limited to the

relevant youth classes, Youth Start Helpers are only permitted in the start area until the green flag is raised). *No tools or outside assistance* is allowed.

When all the riders are on the start line, the starters assistant will hold up a 15 second board for 15 seconds. At the end of the 15 seconds, a five second board will be shown and the gate will drop anywhere between 5 – 10 seconds after the five-second board is shown. In Case of a machine not starting or not running off the starting line, the machine will be removed immediately to maintain free starting area.

Any rider hitting the start gates will be penalised (Place penalty to disqualification).

Leaving the race - Any rider who leaves the race /track and enters the Paddock area will be deemed a DNF.

Any works to machine must be carried out in the allocated work area. – with max of assistance of 2 (ie Rider and 2 mechanics).

In the case of a False Start, a waving Red Flag will be used to signify a false start. All riders should go back to holding area and await further instructions.

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.

Competitors not on the original start may not participate in the restart.

The Clerk of the Course has the right, for safety reasons or other cases to stop a race prematurely or to cancel a part or whole of the meeting.

To be a class finisher, a rider must complete 50% (rounded down) of the number of completed laps of the race winner. The Rider does not need to cross the line.

Timekeeping will be completed by My Laps Electronic timekeeping / lap scoring, should the electronic timekeeping system fail, manual lap scoring will take place. Points are awarded in order of finishing.

If a tie occurs on points scored on the day, it will be resolved on the highest place in the last race. If a tie occurs at the end of the Championship, it will be resolved in favour of the rider gaining the greater number of first places, then in favour of the Rider gaining the greater number of second places and so on.

If during a race a Rider receives outside assistance other than that provided by the organisers/officials in the interest of safety, that Rider may be disqualified.

During Youth Races, the Designated recovery team may assist in restarting youth riders' machines in the interest of safety – This is on a best endeavours basis, if Recovery or officials are unable to restart the machine, the machine will be towed to the track exit. Once Towed off the track, the rider will not be able to re-join the race.

The organisers accept no responsibility for any damage to a machine or equipment during any race meeting including and not limited to during the recovery of failed/stuck machines.

A trackside working area (where possible) will be available. Only in this area may mechanics make repairs or adjustments to the machine during races/qualification. This area is **not** for spectators or riders who are not participating in the current race.

Protests accepted in writing only with the correct fee of £100 payable to Nora MX, any subsequent appeals in writing only & with the correct fee. Penalties issued will be written on the results and / or the notice board, it is a rider's responsibility to check for any penalties issued.

Protests about penalties must be made within 30 minutes of the result publication.

17. TEAR-OFFS

Tear-offs are NOT permitted at any Nora MX event – any rider wearing tear off will be asked to remove them, so prepare to have the ability to use one of the many roll-off systems available. If a Tear off retention system is fitted, Tears-offs may be used, providing they are secured using an appropriate retention system.

18. PROGRAMME

Check Club Facebook, Instagram and Website News page www.nora-mx.co.uk for times. Riders briefing normally takes place at 8.00am, followed by practice and qualifying, any rider not attending the riders briefing may be excluded from the event or face a Rider Penalty, unless prior agreement is given from Nora MX officials. *Please note: 3 random riders names will be called out during Riders briefing to confirm attendance.* **Riders Briefing is MANDATORY for all riders** Unless prior agreement has been made with Nora MX Officials due to exceptional circumstances. Programme of race order, race times & groups will be advised on the day & on the club Facebook and website. Presentation of trophies for top 3 riders in each class will be presented at the next meeting. – Nora MX reserve the right to make adjustments to the Programme/Race Day format, if deemed necessary

- Riding in the pits is restricted to *walking pace* and only permitted *to or from* your race.
 - Helmets must be worn & fastened at all times when a machine is in motion.
 - No motorised Pit or Mini Bikes are allowed to be used in the *paddock* (including electric)
 - Dogs *must be kept on a lead* & supervised at all times, some tracks exclude dogs please check (please clean up your dog foul)
 - Engines can only be started on race day mainly between 9am - 6pm (Grittenham – 9.30 – 5pm) – Nora MX will advise per round, as part of the final instructions.
 - Generators must be *turned off by 11pm* - Loud Music is prohibited - No Campfires. •
- Competitors can access the start area only for their specific race or practice/qualifying
- Access to any part of the course on race day is prohibited (except officials).

19. PADDOCK

All competitors are responsible for their own & their entourage's behaviour at the event and removing all rubbish from the venue, anyone found to be creating or leaving rubbish in their area or by person, will be subject to the ruling laid here on in; Anyone found leaving rubbish will have two choices:

- Pay £250 – which will be donated to Air Ambulance.
- Or be excluded from any future Nora MX promoted event.

'Their area' relates to, area occupied by rider's camp, pit area, start gate.

Bin bags are available free of charge from the Race Truck. If you see rubbish, pick it up, no excuses.

20. SOUND

For all machines; 115dB/A (+1dB/A type 1 meter or +2dB/A type 2 meter before the race; +2dB/A type 1 Meter or + 3dB/A type 2 meter after the race). Test procedure: 2 Metre Max method

Sound Control after a race – Any rider whose machine is above the limit documented above – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalised by having 1 minute added to his riding time in the race in question. Riders may be chosen by the use of ride by sound tests or at random by the Clerk of the Course.

Should a machine become excessively noisy during a practice or racing session, in the opinion of the Clerk of the Course, a board displaying “Noise” together with the offender’s number shall be shown to the rider in question at an appropriate place on the circuit. Once passing the board the rider has two laps in which to enter the work area and effect repairs. i.e. the rider may only pass the board on two occasions. If the rider fails to enter the work area during that time, they will be shown the Black Flag and disqualified from the race in question. Under these circumstances no Sound Test shall be undertaken.

In either instance, if there are not enough laps left in the session or race for the above scenario to take place, the rider will still be shown the board whereby he is advised to affect a repair. However, if he fails to do this, the machine will automatically be sound tested at the end of the session or race. Any rider refusing to have an engine measured will result in the loss of all Nora MX / Class Championship points & prize money for the event in question.

21. CAMPING & SPECTATORS

Overnight pre-event camping is available at all events & is charged at £10 **per vehicle** per night, you will be required to have paid this prior to signing on. – Spectators maybe subject to admission fee at any event on our 2025 Championship calendar.

All vehicles that have paid for camping will be issued a Nora MX camping Wristband that should be displayed on the Driver’s door handle. Club officials will note any vehicles that have not paid for camping, occupants will be required to pay the camping fee at Signing on before entry to track will be allowed. In the event of a 2 day event, you will be issued a wristband for each day that has been paid for.

22. PHOTOGRAPHERS

All Photographers require a current *Public Liability Insurance certificate* and must be at least 18 years old.

A hard copy is now required to go trackside in the possession of Nora-Mx, this has to be approved by Nora-Mx and *each photographer has to have signed on* during the normal signing on times published.

Nora-MX reserves the right to refuse any commercial photography (*which requires riders to purchase images taken*), or to allocate exclusive rights to any commercial photography company for the good of the club/Sport.

Nora-MX encourage photographers who wish to promote the sport/Club at no fee to the riders to take photos at our events – however, track access will need prior approval as well as public liability insurance.

Drones are not permitted without the organiser's permission, with a current licence and Public Liability Insurance certificate and hard copied to be with the club.

23. ZERO TOLERANCE POLICY

Please note, Nora MX operate a zero-tolerance policy to recreational drug use at ANY of our events. No exceptions. Anyone seen to be breaking this rule, will be asked to leave immediately with no refund issued. This is for everyone's safety, including riders and spectators.

Nora MX will not tolerate any aggressive behaviour towards Nora MX officials or volunteers. Any physical violence towards any Rider, Spectator, club official, volunteer, marshals, or medical staff will result in you being asked to leave immediately, and where Nora Club officials deem fit, a ban from future events.

Verbal abuse towards Nora MX officials & Volunteers in any form including verbally insulting the team will not be tolerated.

24. DECISIONS

STATEMENT OF FACT

Any offence or breach of the rules contained within the Sporting Code, the relevant discipline regulations, or appendices, or any supplementary regulations; howsoever caused if witnessed by a senior event Official shall be deemed for purposes of disciplinary procedure as a "Statement of Fact".

Senior event Officials will include: - but not be limited to; Clerk of the Course and his Assistants, and Chief Marshall.

Any such Statement of Fact shall not be subject to protest or appeal.

Statements of Fact shall also include the decisions of Timekeeper, Starter and Finish Line Judges, Sound Inspectors as already defined within the Code.

Any non-racing decisions made by the organisers will be final.

Please always check club Facebook (Nora-mx 2020), Instagram and the news page on www.nora-mx.co.uk before you travel to any event.