General Governance and Establishment
Chapter 1 General Governance and Establishment

App.1  Nomenclature and Definitions
App.2  Fees and Fines
App.3  Insurance
App.4  Competing Abroad
App.5  Appointed Forestry Liaison Officers, Forestry Commission District Offices, Route Liaison Officers, MoD Liaison Officers, Radio Coordinators, Technical Commissioners and Environment Inspectors
MOTORSPORT UK ASSOCIATION LIMITED trading as Motorsport UK ('ASN') 2025 NATIONAL COMPETITION RULES ('NCR')
Defined and abbreviated Terms appear in bold text. All nomenclature and definitions are found in App.1 to this Chapter.
The ASN Policies and Codes of Conduct referred to are hyperlinked to the ASN website www.motorsportuk.org at the end of this Chapter.
The NCR comprises 21 Chapters each where relevant supported by numbered Appendices.

CHAPTER 1

The following Appendices apply:

App.1 Nomenclature and Definitions
App.2 Fees and Fines
App.3 Insurance
App.4 Competing Abroad
App.5 Appointed Forestry Liaison Officers, Forestry Commission District Offices, Route Liaison Officers, MoD Liaison Officers, Radio Coordinators, Technical Commissioners and Environment Inspectors

General Governance and Establishment

1. The FIA is the sole international authority entitled to make and enforce rules and regulations for the control of automobile Competitions to be exercised in a fair and equitable manner. To achieve that purpose the FIA has created the Code.

2. The ASN is a founder member of the FIA recognised by FIA as the sole national sporting authority for the United Kingdom and is bound to uphold the fair and equitable application of the Code. Under the authority of that recognition and the Code the ASN declares its authority and has made these National Competition Rules ('NCR') to be referred to in all Official Documents as 'NCR'.

3. The ASN is also authorised by United Kingdom statute and regulations to organise and authorise Competitions for Motor Vehicles in the British Isles.

4. The exclusive right to alter vary amend or provide exemption from the NCR by such means as it shall determine is vested in the ASN. Such variations shall be published by the ASN in the means most expedient to the ASN and shall have Regulatory effect as stated by the ASN.

5. The style and get up ‘Motorsport UK’ is the exclusive property of the ASN and shall not be used howsoever without its prior written authority.

6. The NCR apply to all Events and Participants as well as to Licence Holders as to their general societal conduct and when the Licence or any Registration granted by the ASN is produced to the Organiser of an Activity who relies in any way on that Licence for the purposes of the Activity and or admission to a Venue.

7. Any Licence or Registration may be withdrawn by the ASN in its entire discretion whether for the purposes of investigation of breach of the NCR or any related complaint or permanently under the ASN inherent authority. Any withdrawal by the ASN shall state reasons.

8. A Steward appointed by the ASN to oversee an Event has the authority to suspend any Licence or Registration
temporarily in accordance with the Judicial Regulations and any related Practice Directions.

9. The ASN is empowered as of right to grant exemption from the NCR in particular cases and to decide any question on interpretation of the NCR and may in its discretion also refer such question to the National Court whose decision shall then be final and binding subject only to any Right of Review. Such authority vests automatically in the National Court when it is seized of any matter under the Judicial Regulations or the National Court Practice Direction(s). Subject as stated the Decisions of the National Court do not generally create any precedent regarding the nature of the subject matter before it.

10. An interpretation of the NCR made by the ASN and not referred by it to the National Court shall be definitive of the issue subject only to any relevant Decision of the Court under a properly admitted Appeal or Inquiry under the Judicial Regulations and or National Court Practice Direction(s).

11. Motorsport is gender neutral and all Official Documents must conform to such principles.

12. Any International Event occurring in the territory of the ASN shall be organised in accordance with the Code.

13. For the purposes of stability of the NCR all amendments except for the enablement of sporting fairness or exemption from the NCR or to create compatibility with the Code or correction of error or urgent safety shall be effective 1st January normally on 6 months' notice for sporting matters and 12 months for technical matters. It is the prerogative of the ASN Board to determine the date of applicability of any new or amended Regulation.

14. An application for any ASN Licence or Registration and any Entry to an Event is a declaration by that Applicant of submission to and conformity with the NCR and any applicable Official Documents as well a contractual undertaking to exhaust all remedies under the NCR before howsoever bringing or pursuing any other right or remedy in any jurisdiction.

15. The holders of International Licences undertake to respect and uphold the Code.

16. All Licence Holders and Registrants submit to the binding final authority of the ASN or where applicable the National Court in respect of all matters arising out of or touching upon the NCR.

17. The ASN shall only grant authority to organise a Championship to an entity acceptable to the ASN or authority to hold an Event to Recognised Clubs.

18. All Events shall be organised and participated in with full respect to the NCR and where applicable the Code and all ASN Policies and Codes of Conduct in force at the date of the Event.

19. The ASN Policies and Codes of Conduct as published from time to time are of regulatory value to enforce the right of Participants to take part in motorsport under principles of personal safety and respect for the individual without any form of abuse including the safeguarding and protection of children and vulnerable adults the principles of Equality Diversity and Inclusion and respect for property and the environment.

20. The ASN shall appoint a Disciplinary Officer whose function shall be to advise on perceived breaches of these NCR and to represent the ASN in all such matters whether directly or by the appointment of independent representation and whether before the National Court or otherwise.

21. Notices under the NCR shall be sent to ASN at its current Registered Office address and communications sent by the ASN to Participants shall be sent by the most expedient means to the last address or e address provided to the ASN.

22. The NCRs including any interpretations of them come into force on the date of publication of them or as amended by the ASN and remain in force until amended under Art.4 or 9 or 10 or 13 above or replaced or in the case of any exemption granted by the ASN.
23. The **ASN** pursuant to the **Code** has established and funds the **ASN National Court** however the **Court** is independent of the **ASN** and members of the **Court** shall not be executives of the **ASN** nor have been howsoever involved in any subject matter before the **Court**.

**Insurance**

24. Motorsport and related activities under an **ASN Permit** or **ASN Certificate of Exemption** are insured under the **ASN Public Liability Master Policy**. Brief details of this insurance can be found at **App.3 to this Chapter**.

25. The **ASN** provides a **Personal Accident Policy** for the benefit of participants in **Permitted Events** and the brief details of this can also be found at **App.3 of this Chapter**.

**ASN Policies and Codes of Conduct**

26. The following **Policies** and **Codes of Conduct** are of regulatory value and any breach of them as well as any breach of the **NCR** may be subject to **Judicial** action as provided by the **Judicial Regulations** or of any action by the **ASN** under its inherent authority:  
   A. General conduct and obligations  
   B. Alcohol and Drugs  
   C. Safeguarding (see **Art.29 below**)
   D. Discriminatory conduct  
   E. Health and Safety including medical requirements and obligations  
   F. Environment  
   G. Medical including concussion  
   H. Disability  
   I. **Equality Diversity** and **Inclusion**  
   J. **Race with Respect**  
   K. Data Protection Policy  
   L. **Drones**

**Funding and Competition Fees**

27. The work of the **ASN** and the cost of insurance premiums is in part funded by **Competition Fees**. The details of all **Competition Fees** including **Licences**, **Permits** and **Judicial Fees** for **Appeals**, **Protests** and **Fines** are found at **App.2 to this Chapter**. **Competition Fees** are reviewed annually and effective from 1 January in each calendar year.

**Competing abroad**

28. Brief guidance in relation to competing abroad is provided at **App.4 to this Chapter**.

**Safeguarding Policy**

29. Everyone who takes part in motor sport is entitled to do so in a safe and enjoyable environment. All Persons whose activities are within the scope of these Regulations must follow the **ASN Safeguarding Policy** and Guidelines (as amended from time to time) and the provisions of this Regulation. Every **ASN Recognised Club** must have a nominated **Club Safeguarding Officer (CSO)** licenced annually by the **ASN**.

2025 National Competition Rules Chapter 1 General Governance and Establishment
30. The ASN is committed to helping everyone in motor sport accept their responsibility to safeguard Children and Adults at Risk from harm and abuse. This Regulation and the ASN Safeguarding Policy and Guidelines applies to Persons involved in motor sport. All Persons participating in motor sport have a duty of care to safeguard the welfare of Children and Adults at Risk and prevent their abuse.

31. The ASN shall have jurisdiction to investigate any allegation of abuse of a Child or Adult at Risk, any breaches of the ASN Safeguarding Policy and Guidelines and/or any breach of Arts.29 – 31 inclusive reported to it. Relevant information will be shared with statutory agencies in accordance with the ASN’s legal obligations.
CHAPTER 1 GENERAL GOVERNANCE AND ESTABLISHMENT

APPENDIX 1

Definitions and Nomenclature

The following descriptions define key words and phrases referred to in the texts of the National Competition Rules. They may be amended or added to at any time.

**Adequate Strength.** The component concerned is of strength to fulfill the function for which it was intended.

**Adult at Risk.** means any adult who is at risk of, or experiencing abuse and/or neglect, and who is unable to protect themselves from harm due to their care and support needs.

**Advertisement.** Any lettering, additional trademark or symbol appearing on a Vehicle, including any border or background that is distinguishable from the underlying surface on which it appears.

**Aerodynamic Device.** Any device or part of a Vehicle (excepting normal and conventional styled bodywork) that has a principal effect of creating aerodynamic downforce. Within this definition should be included forward facing gaps or openings in the bodywork but will not include spoilers in the form of raised surfaces continuous with the body surface and not wider than the body surface. It is not permitted to mount an aerodynamic device on unsprung parts of the Vehicle.

**Appeal.** A challenge lodged pursuant to Chapter 2 by an Entrant or Competitor within specified time limits and made against a decision, act or omission made by an Official of an Event. An Appeal Scale Fee is payable to the ASN in accordance with Chapter 1 App.2. In the case of an Appeal being made against a decision, the Entrant or Competitor involved must have been either:

a. The party involved in the incident giving rise to the decision, or
b. The party who lodged the Protest which resulted in the decision, or
c. The party against whom a Penalty has been imposed.

**Appointments Panel.** Depending on the context means either the Nominations and Appointments Committee of the ASN Board or a special Appointments Panel created by the ASN.

**Approved Formulae.** A set of Regulations, approved by the ASN, providing the parameters for a Vehicle to be used in a specific Competition or series of Competitions.

**ASN Approval Sticker.** A sticker designated by the ASN as indicating approval of a vehicle or any component thereof or in respect of an item of Safety Equipment or Competitor Personal Safety Equipment.

**ASN Approved.** Any person or item that has been approved in writing by the ASN as being in conformity with the NCR or any Guidance or Policy issued by or on behalf of the ASN.

**ASN Safeguarding Officer.** A person designated by the ASN to manage safeguarding at the ASN.

**ASN Safeguarding Policy.** The ASN Safeguarding Policy, Guidance and Procedures (as amended from time to time) or any other successor policy and procedure for the safeguarding of Children and Vulnerable People. The ASN Safeguarding Policy is binding on all those Persons involved in motor sport.

**ASN Website.** https://www.motorsportuk.org/
Authorised Foreign Participation. According to the context either Permission for the holder of an ASN Licence to participate in an Event outside the ASN jurisdiction or for the holder of a foreign ASN Licence to participate in an Event within the ASN jurisdiction.

Autocross. A speed Event on a closed Circuit with a grass or unsealed surface.

Automobile / Car / Vehicle. Land Vehicle running on at least four non-aligned complete wheels, of which at least two are for steering and at least two for propulsion.

By agreement with the Auto-Cycle Union includes pre-1941 three-wheel Vehicles in all Events and such Vehicles of any age in Touring Assemblies.

Autotest. A Competition for Vehicles in which marking during the Event is based solely on a Competitor’s performance in manoeuvring tests, and defined as:

a. Autotest. These tests may include spin or handbrake turns, stop astride lines, and some reversing, and may be at one or more sites. A Passenger is not allowed. (see Chapter 17);

b. Production Car Autotest. A Competition for Production Cars capable of being taxed and MOT’d. These tests may include a limited number of spin turns or, handbrake turns, stop astride lines, or reversing, and may be at one or more sites. A passenger must be carried in the front seat.

c. AutoSOLO. For Road Going Vehicle, with tests held on a sealed surface. These tests shall be all forward and non-stop, without requiring any spin or handbrake turns, and may be at one or more sites. A passenger may be carried in the front seat.

d. Evening Autotest/AutoSOLO. A Clubmans status Event designed for Clubs to organise early evening, mid-week during the Summer months. The Official Documents must specify the type of Event (a, b or c above) which must comply with the specific requirements for each Event type (see Chapter 19). An Evening Autotest/AutoSOLO may include Classes for different Autotest Event types. Separate awards must be issued for each type.

Auxiliary Battery. The Auxiliary Battery supplies energy for signalling, lighting or communication and optionally to the electrical equipment used for the IC engine.

Ballast. Non-functional material added to increase Vehicle weight. Units of Ballast are to be strong and unitary blocks, fixed by means of tools with the possibility of affixing seals and placed on the floor of the cockpit or the luggage compartment, visible and sealed by the Scrutineers.

Kart Ballast material added (where permitted) to a Kart to achieve a regulated minimum weight.

Bambino Kart Event. Pre-Race training for 6 and 7 year olds, which can only be held on Circuits specifically licensed for Bambino. Drivers must hold a Kart Clubman Licence, which they can obtain from their 6th birthday and may continue in Bambino until their 8th birthday. Full details and criteria contained within the Karting UK Yearbook.

Barred. A restriction imposed on an individual’s involvement in motor sport on such terms as may be determined by the ASN.

Bodyshell. The major structural part of the Vehicle constructed of all parts that are permanently attached (by welding, brazing, riveting, bonding, etc.) around which are assembled the mechanical components. Panels that are attached by means of removable fasteners are not considered to be part of the bodyshell.

Bodywork. All entirely sprung parts of the Vehicle in contact with the external air stream, except the rollover structures and the parts definitely associated with the mechanical functioning of the engine, transmission and running gear.
Airboxes and radiators are considered to be part of the bodywork. Exterior rear-view mirrors are not considered to be part of the bodywork. Bodywork is differentiated as follows:

a. Completely closed bodywork.

b. Completely open bodywork

c. Convertible bodywork with the hood in either supple or rigid (hardtop) material.

Brake light. Rear facing red light(s) each of 750 sq mm minimum surface area equipped with a 21W bulb or of equal luminosity directly operated without delay by application of the Vehicle brakes.

Bulkhead. A partition separating one Vehicle compartment from another.

Cadet Marshal. A Cadet Marshal grade can be issued to Marshals between the dates of their 11th birthday and their 16th birthday and whose details are made available to the ASN for registration purposes. They may perform a limited range of duties appropriate to the grade and type of Event, in line with ASN Guidelines.

In order to ensure compliance with the ASN Safeguarding Policy and Guidelines, all Events using Cadet Marshals are required to include in the regulations for the Event contact details of an ASN Safeguarding Officer.

Car Trial. A 'Sporting Trial' confined to Vehicles of a production type over a Course that is suitable to test equally the capabilities of cars of all sizes.

Catalytic Converter. A device designed and used to reduce the quantity of toxic emissions produced by an internal combustion engine.

Championship. A Competition recognised by the ASN by the grant of a Championship Permit and which is governed by the provisions of the Championship Regulations and these NCR

Championship Administrator. Any person or entity having any appointed or de facto responsibility for the administration of or any organisational responsibility for or connection to the administration of a Championship or any part thereof including any person appointed by the Championship Permit Holder or the Championship Rights Holder. The Promoter cannot be the Championship Administrator.

Championship Coordinator. The person or entity appointed by the Championship Permit Holder or the Championship Rights Holder with responsibilities regulated in Chapter 5 PART 2 Appendix 4. The Promoter cannot be the Championship Administrator.

Championship Permit. Authority granted by the ASN to conduct a Championship.

Championship Permit Holder. the Organiser holding the Championship Permit granted by the ASN

Championship Regulations. The Official Document comprising regulations governing the terms and conduct of a Championship published by the Championship Permit Holder.

Championship Rights Holder. The Promoter or other person or entity recognised by the ASN as having the intellectual and other property rights in a Championship and who has subject to the consent of the ASN the right to designate the Championship Permit Holder

Chassis. The overall structure of the Vehicle around which are assembled the mechanical components and the bodywork.

Championship. An Event or series of Events organised for the purpose of establishing the right to an individual or collective title.

Child. A person under the age of eighteen years as defined by the Children Act 1989 and the term "Children" means more than one Child.

Circuit. The whole area used for an Event under the control of the Organising Club and / or a Circuit owner.
**Class.** A division of Vehicles by their engine capacity or any other means of distinction.

**Classic Reliability Trial.** A Competition based on the ability to climb hills or traverse difficult sections non-stop, that may use the Public Highway for all or part of its route or may be entirely on private ground.

**Clubmans Cars.** Open Sports Racing Car constructed in accordance with the technical regulations published by The Clubmans Register Ltd.

**Clubman Event.** An Event confined to members of the sole organising club, and, by invitation, to members of a limited number of other clubs.

**Club Membership Card.** A physical or digital document acknowledging that the holder is a member of the issuing organisation whether permanently or for a fixed term.

**Club Safeguarding Officer.** A person designated to manage safeguarding at a club, association or Organising Club.

**Clubsport Event.** A Competition involving motor Vehicles, but not necessarily exclusively and where the emphasis is on the social element rather than any outright performance of the Vehicle and of an Event type prescribed by the NCR.

**Co-Driver.** The second member of each double crew competing in the relevant Event.

**Commercial.** Any objective or undertaking or enterprise concerned with making money or related to the buying and selling of goods or services.

**Commercial Rally Recovery Supplier.** Any supplier of recovery services not licensed by the ASN in accordance with Chapter 11. A registered limited company that specialises in the recovery operations of vehicles certified to PAS43:2018 and is a member of one of the following associations: AVRO or IVR or RRRA. Commercial Recovery Suppliers are not covered by the ASN master policy and must have Public and Employers Liability insurance cover to a minimum of £5M.

**Commitment Guarantee (Race).** A written guarantee in the form required by the ASN for any proposed Championship that has not previously run as a Series. This is additional to any Championship Permit Fee and if the Championship runs as specified during the first three years this Guarantee will be discharged at the end of the third year. If the Championship fails to take place or ceases prematurely the Commitment Guarantee will be enforceable. Any commercial liabilities arising from the Championship during these first three years, are the responsibility of the Club / Championship Organisers. Any forfeit Guaranteed sum received by the ASN will be paid to a registered charity nominated by the ASN or used to fund training or prizes.

**Competition.** That part of an Event that is given a competitive nature by the publication of results. It must be completed by the end of the Event. An individual specific Event, such as a gymkhana or treasure hunt, shall not be a Competition for the purpose of these Regulations if, on being informed in writing of the details of the proposed Event, the ASN has waived in writing the necessity for an Organising Permit and the Event takes place in accordance with such details.

**Competitor.** A person or body whose Entry is accepted for or who competes in any Event whatsoever, whether as Entrant, Driver, Co-Driver, Navigator or Passenger.

**Competitor’s Licence Record.** The record of the Competitor’s Competition licence history, including any penalty points and other judicial matters protected by GDPR.

**Competition Numbers.** Numbers displayed on Vehicles in Competition for identification purposes.

**Composite.** Material formed from several distinct components, the association of which provides the whole with properties which none of the components taken separately possess.

**Control or Check.** Any point that Competitors must visit during an Event. A Control will be manned by Officials; a Check may or may not be manned. If the term Time Control is used this will imply that the Competitor’s time of arrival at or departure from this point is recorded.
Control Fuel. Fuel supplied from a defined source with chemical composition monitored in a manner defined by ASN Regulations.

Control Line. The line by reference to which a Vehicle is timed or its performance in a Competition is determined.

Course. The Track, plus all run-off areas, up to and including safety barriers, fences and walls.

Crew. The combination of Driver and any permitted Co-Driver, Navigator or Passenger.

Cross Country Junior Trials Vehicle. A two-wheel drive Vehicle adapted from a front-engined lawn or garden tractor with the cutter deck and associated ancillaries removed, and fitted with a four stroke petrol or diesel vertical crankshaft engine of the Industrial and Commercial restricted type.

Cross Country Vehicle. A Vehicle that has a manufacturers' design function to traverse arduous cross-country terrain.

Cross Country Event. An Event intended only for Cross Country Vehicles. These may be defined as follows:

a. Competitive Safari. A timed Event taking place on private ground that will be laid out over one or more Courses and at one Venue only.

b. Cross Country Orienteering. An Event involving navigating and driving a Vehicle to an objective, or series of objectives.

c. Cross Country Vehicle Timed Trial. A Trial taking place on one area of private ground in which the marking during the Event is mainly based upon the ability of Competitors to climb hills or traverse difficult sections non-stop, but where the results are decided predominantly by the time taken to traverse those sections.

d. Cross Country Vehicle Trial. A Trial in which the marking for the Event is mainly based upon the ability of Competitors to climb hills or traverse difficult sections non-stop, and in which the mileage upon a Public Highway does not exceed 50 miles.

e. Hill Rally. An Event of which the main portion of the route is cross country, and in which the marking for maintaining a set time schedule shall form a substantial part of the Competition. A Hill Rally may include tests or observed sections.

f. Point to Point. An Event the object of which is for a team of Vehicles to seek and visit points spread out on open ground. The points must be accessible by Vehicle(s) and it may require team effort to reach and pass through the points. Public Highways must not be used.

g. Team Recovery. An Event the object of which is for a team of Vehicles, by self-recovery or team effort, to proceed through an Observed Section in the shortest possible time.

h. Winch Recovery. An Event the aim of which is to move an object (normally a demobilised Vehicle) by winching through a gate and along a specified Course.

i. Promotional Event. A non-competitive Event designed solely to enable participants to experience driving their Vehicles off-road, and to introduce them to organised cross country driving.

j. Challenge Event. An Event the aim of which is for Competitors to manoeuvre their Vehicles to a remote location by means of driving, towing and or winching, or any combination thereof and where proof of visiting that location is by way of the scorecard, which shall be permanently attached to the Vehicle, being officially marked.

k. Cross Country Driving Test. A Cross Country Competition in which marking during the Event is based solely on a Competitor's performance in manoeuvring tests. These tests may be at one or more sites on private property and be on unsealed surfaces and intended to encourage newcomers to the sport.
**Cylinder Volume.** Volume \( V \) generated in cylinder (or cylinders) of an IC Engine by the upward or downward movement of the piston(s).
\[
V = 0.7854 \times b^2 \times s \times n
\]
where: 
- \( b \) = bore
- \( s \) = stroke
- \( n \) = number of cylinders

**Data Acquisition.** The collection and storage of data on a **Vehicle**, also termed "data logging". Data loggers acquire and store data until the data is downloaded.

For **Kart** applications, data loggers are acceptable, provided there is no electrical connection between the data logger and the ignition system of the **Kart** other than to an insulated section of the high-tension (HT) lead. Any lap-timing device used as part of the data logger must adhere to the lap-timing section of these definitions.

In **Karting** terms, a data logger is a combination of an electronic memory and a series of sensors and looms, usually allied to a beacon detector for lap-timing. Data is usually viewable on a software program on a computer after download from the memory. A data logger may have **Driver** instrumentation connected to it for on-track display of information to the **Driver**.

**DBS.** The Disclosure and Barring Service.

**DBS Disclosure.** A DBS Disclosure issued by the DBS including any renewal disclosures.

**Decision,** depending on the context a Decision in writing made by any of the ASN, an **Event Official** or the **National Court**.

**Delay Allowance.** A period of time permitted within a **Competition** which does not attract a **Penalty**.

**Disqualification.** Disqualification forbids the person concerned to take part in any particular **Competition**, or in several sporting **Competition**s of the same **Event** Disqualification may be applied in retrospect, by the deletion of any result in any **Competition**.

**Drag Race.** A **Race** between two **Vehicles** over a flat and straight course of 440yds, with a minimum braking distance of 800yds, and a minimum width of 50ft.

**Drag Racing Vehicle.** A **Vehicle** designed and prepared to obtain maximum acceleration over a straight **Course**.

**Driver.** A person nominated as the **Driver** of a **Vehicle** in any **Event**.

**Driver Instrumentation.** The medium by which information is displayed to the **Driver** while the **Vehicle** is on the **Circuit** or in the Pits / Paddock. **Driver** instrumentation can be driven either by stand-alone sensors or driven by a data logger. Sensors to drive the instrumentation are considered as part of the **Driver** instrumentation.

For **Karting** applications **Driver** instrumentation is permitted, whether the display is stand-alone or used in conjunction with a data logger.

**Duration of Event.** An **Event** is considered to have begun as from the time scheduled for the beginning of administrative checking and / or **Scrutineering** and shall include **Practice** and **Qualifying** and the **Competition** itself. It shall end upon the expiry of the time limit for **Protests** or **Appeals**, or the conclusion of any **Hearings**.

**Electrical isolation switch.** A general circuit breaker which cuts all electrical circuits (battery, alternator or dynamo, lights, horn ignition, electrical controls, etc.), except for those that operate fire extinguisher, and must also stop the engine.

**Electric Vehicle.** **Vehicles** which solely use electricity stored on board and which are not necessarily or essentially propelled by the conversion of solar energy.
**Enclosure.** An area of land within an Event Venue which is enclosed and to which access is denied or is restricted to a class of person or vehicle. The Enclosure may be demarcated by barriers or fences of a permanent or temporary nature and should carry warning signs.

**Endurance Kart Event.** A Kart Race of a minimum of 60 minutes duration, where the need to refuel and/or make Drivers stops, or changes, is an integral part of the Race. Drivers must have reached their 16th birthday. A group of licensed drivers may be referred to collectively by their team name without the requirement to hold an Entrants Licence.

There are two types of Endurance Kart Events and these require different licence grades, namely:

- a. For engines which do not exceed 15hp in total per Kart Drivers must hold a minimum of a Kart Clubman Licence.
- b. For engines exceeding 15hp in total per Kart Drivers must hold a minimum of a Kart Interclub (Novice) licence.

**Endurance Race.** A Race scheduled to have a minimum of 90 minutes duration, with mandatory refuelling and/or Driver stops and/or Driver changes, as an integral part of the Race.

**Entrant.** The person or body responsible for making an Entry into a Competition and responsible for all matters pertaining to that Entry.

**Entry.** The act of a Competitor or Entrant entering a Permitted Event or a Championship and which thereby creates a contract of participation between those parties subject to the rights vested under the NCR respectively in the Organisers and Competitors. An Entry must be made in the manner specified by the Organiser and must be accompanied by the applicable fee(s) in accordance with the Organiser’s instructions.

**Environmental Spill Kits.** For use in managing spills of automotive fluids, lubricating oils and fluids, gasoline, coolant additives, hydraulic oil etc. All kits to include adequate number of disposal bags for collection of used materials. Used Spill Kit materials to be disposed of in accordance with National and/or Local Authority Guidelines.

- a. **Large Spill Kit**
  Absorbent pads and/or granular absorbent material capable of dealing with spillages up to 14 litres capacity.
- b. **Medium Spill Kit**
  Absorbent pads and/or granular absorbent material capable of dealing with spillages up to 7 litres capacity.
- c. **Small Spill Kit**
  Absorbent pads and/or granular absorbent material capable of dealing with spillages up to 1.25 litres capacity.

**Event Control.** The location specified in the Official Documents from which the Event will be controlled.

**Event.** Any motorsport activity under the jurisdiction of the ASN and which has been granted a Permit by the ASN or has been confirmed by the ASN as being exempt from the requirements of being granted a Permit under these NCR.

**Excluded.** A person or body shall be said to be Excluded when permanently forbidden to take part in any Event whatsoever. Exclusion is of international effect throughout the territories of the FIA and is notified to the FIA and published on the relevant public facing ASN and FIA Registers.

**FIA.** Federation Internationale de l’Automobile being the world governing body of motorsport.

**Fees.** A contractual obligation to pay monies specified within or by virtue of these NCR

**FIA International Sporting Code (‘Code’).** The Regulations of the FIA governing world motorsport and International Events.

2025 National Competition Rules Chapter 1 Appendix 1 Definitions and Nomenclature
**Fines.** A financial penalty imposed by or by virtue of these NCR and being a contractual obligation to pay to the ASN or such other body as specified in any Official Document. Fines payable to the ASN will be enforced as a contract debt.

**Finishing Line.** The last Control Line on a Course.

**Forced Induction.** Any device capable of augmenting atmospheric pressure to increase the induction of air or Fuel / air mixture into the combustion chamber (Superchargers, Turbochargers etc.). Any means of artificially reducing induction air temperature (eg packing with solid CO2 etc.) is prohibited. Ram effects entirely due to the forward motion of the Vehicle or tuning of induction or exhaust pipe length are not included within this definition.

**Force Majeure.** Unexpected circumstances beyond the reasonable control of the parties involved including by way of example only (and subject to such matters being beyond the reasonable control of the party concerned) pandemic industrial action fire flood accidents war riots insurrection civil disturbance acts of government governmental regulations adverse weather conditions terrorism or threat of terrorist act.

**Fuel (see Pump Fuel).** All substances fed into the combustion chambers of an IC Engine of a Competition Vehicle excepting only:

a. Atmospheric air and water vapour contained naturally therein.

b. Lubricating oil exceeding in viscosity 5 cSt at 100°C.

**Fuel pump isolation system.** A switch / device that stops the electrical flow to an electric fuel pump to cut the supply of fuel to the engine.

**Grand Touring Car (GT).** An open or closed Vehicle which has no more than one door on each side and a minimum of two seats situated one on each side of the longitudinal centre line of the Vehicle; these two seats must be crossed by the same transversal plane. The Vehicle must be able to be used perfectly legally on the open road and adapted for Racing on Circuits or closed Courses.

**Ground Clearance.** The clearance between the ground and the lowest part of the bodywork, or of the suspended part of the Vehicle in normal trim with the Driver aboard.

**Guardian.** See: Parent / Guardian

**Guarantor.** In the context of the NCR a person or legal entity who has provided a written assurance or pledge in favour of the ASN.

**Gymkhana.** An Event held wholly on private ground and in which no Test is determined solely by the speed of the competing Vehicle, or by the skill of the Driver in controlling the Vehicle, and in which if there are to be timed Tests, there will be at least an equal number of untimed Tests. No Test may be timed to less than five seconds.

**Handicap.** A method laid down in the Official Documents for the purpose of equalising the Competition.

**Hard Top.** An accessory manufactured in rigid material used in place of or to replace collapsible fabric cockpit hoods on open Vehicles. When a hard top is fitted to a Vehicle (even temporarily) the Vehicle is then defined as ‘closed’ and must have a rear window installed, unless otherwise stated in Official Documents.

**Head Restraints.** A device permanently fixed to or a design feature of the seat of a Competition Vehicle and intended to restrain the rearward deflection of the occupant’s head and neck.

**High Speed Trial.** A Competition run on a Circuit in which Competitors are required to maintain a minimum speed for a specified time or distance, or cover a minimum distance in a specified time, and may or may not benefit from improving upon the minimum specified. Deemed to be a Race and subject to the appropriate conditions.

**Historic Motorsport Competitions.** Under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology.

2025 National Competition Rules Chapter 1 Appendix 1 Definitions and Nomenclature
**Holder of Records.** The Driver or Drivers who were driving the Vehicle when the Record was achieved.

**Hot Lap Challenge.** A Hot Lap Challenge is run over a number of sessions to determine the Competitor (in Class) completing the fastest lap time. Drivers are not competing against each other but against the clock and in a manner equivalent to a timed qualifying session. By display of their headlights Drivers indicate they are attempting their flying lap (hot lap).

Overtaking should only be carried out on the left.

There will be: Warm Up, Practice, Qualifying and Final. These Sessions are always open Pit Lane and can vary from 15 minutes to 20 minutes per Session.

After the Warm Up (untimed) and Practice sessions the main segments of the day are the Qualifying and the Final. All Classes will participate in the Qualifying Sessions. The Vehicles to go forward into the Final will be confirmed in the Official Documents. The overall winner will be declared as that Driver who has posted the quickest lap time in the Final.

Organisers reserve the right to split / amalgamate classes at their discretion in all sessions.

Session 1 – Warm Up – will be untimed.

Session 2 – Practice – will be a timed session.

Session 3 – Qualifying – will be a timed session. The fastest Drivers will proceed into Session 4 the Final. The number of Competitors proceeding to the Final will confirmed in the Final Instructions.

Session 4 – The Final.

**Hybrid Vehicle.** A Vehicle that uses two or more distinct power sources to propel the Vehicle.

**IC Engine.** An internal combustion engine

**Identical Cars.** Cars belonging to the same production series and which have the same Bodywork (outside and inside), same mechanical components and same Chassis (even though this Chassis may be an integral part of the Bodywork in the case of a monocoque or unitary construction).

**Ignition cut-off.** A switch / device which stops the electrical flow to the Vehicle ignition system and stops the engine.

**Incident.** An unintended occurrence during an Event.

**Interclub Event.** An Event in which the Competitors or Drivers who take part have to comply with particular conditions of eligibility for instance:

(a) Membership of an Invited Club or Championship.

(b) A Competition confined to Vehicles of a particular make.

**International Event.** An Event is International when it is Permitted as such and entered on the FIA International Calendar and is run to the provisions of the Code and open to Competitors and Drivers of all ASN nationalities.

**International Record.** The best performance accomplished in a determined Class or group. There are International Records for Land Vehicles, Automobiles, Special Vehicles and Ground Effect Vehicles.

**Judge of Fact.** A person appointed by Organisers and named in Official Documents as having responsibility to determine or decide on any factual occurrence in connection with a Competition and to report to the relevant Event Official.

**Junior Autocross.** A restricted Autocross Class held to permit young Drivers between the ages of 14-17 years of age to compete in Autocross Events.

**Kart.** A small four wheel racing Vehicle with a rigid frame and no suspension of the wheels. The engine(s) drive the rear wheels only and these rear wheels must be joined by a single piece rear axle with no differential action between them. The Driver will be seated with feet to the fore.

2025 National Competition Rules Chapter 1 Appendix 1 Definitions and Nomenclature
**Kart Category.** A category within which Kart Classes are recognised and may include defining the age, and in some cases weight, criteria of the Competitor.

**Kart Class.** A recognised division within a Kart Category defined by the engine or some other means.

**Kart Clubman Event.** A Kart Clubman Event is a Kart Race Event run primarily as entry level Karting. Engines may not exceed 17hp for Seniors or 10hp for Juniors, in total per Kart. Competitors must hold a Kart Clubman’s Licence, as a minimum.

**Kit Cars.** A Vehicle in which the Chassis frame, body panels and other major components are manufactured and / or supplied from one manufacturer to which other specified components and parts are added / assembled to produce a complete Vehicle.

**Land Vehicle, Automobile, Special Vehicle, Ground Effect Vehicle.**

a. **Land Vehicle.** A locomotive device propelled by its own means, moving by constantly taking real support on the earth's surface, of which the propulsion and steering are under the control of a Driver aboard the Vehicle.

b. **Automobile.** See Automobile above.

c. **Special Vehicle.** Vehicle having at least four wheels not in line that is steered by at least two wheels and is propelled otherwise than through the wheels.

d. **Ground Effect Vehicle.** Vehicle that takes a bearing on the ground by the means of a pressurised air cushion, magnetised levitation or similar means.

**Lap-Timing.** For Karting applications, a trackside beacon emitting a continuous output of infra-red light is permitted for use in conjunction with a data logger or for stand-alone lap-timing purposes. The position of the trackside unit is either to be located outside of the safety barriers or to be approved by the officials of the Event.

**Licence.** A certificate of registration issued either:

a. under the Code by an ASN to any person or body wishing to participate in Competitions held under the Code; the holder of such a licence is presumed to know and abide by the Code and these Regulations, or

b. by the ASN to any person participating in any other agreed activity under terms defined by the ASN.

**Licence Number.** The number on a licence and which may correspond with the Holder’s Licence Record.

**Licence Upgrade Card.** A record whether physical or digital of Event results or relevant information to support a licence upgrade. A request for an upgrading signature has to be made by a Competitor to the Organisers and if the results of the Event show that the Competitor’s performance was satisfactory, their Upgrade Card will be signed by the Clerk of the Course or the ASN Steward of the Meeting where applicable. In the case of Kart Races only the ASN Steward of the Event is empowered to sign and only one signature per meeting is permitted, (Kart Endurance, Kart Clubman or Bambino Kart signatures are not accepted to upgrade a Kart Race Licence). A maximum of two signatures may be obtained at a single Car Race Event or Race Venue Karting Event. In exceptional circumstances only documentary evidence such as printed official results sheets may be considered as proof of performance for upgrading.

**Light Alloy.** Any alloy containing more than 10% aluminium, magnesium or titanium.

**Local Record.** A Record established on a permanent or temporary Track approved by the ASN whatever the nationality of the Competitor.

**Locomotive Device.** A self-contained and powered device capable of moving from place to place.

**Main Chassis Structure.**
a. **Single seater racing cars** – the fully sprung structure of the Vehicle to which the suspension and / or spring loads are transmitted, extending longitudinally from the foremost front suspension mounting on the Chassis to the rearmost one at the rear.

b. **Other Vehicles** – the overall structure of the Vehicle around which are assembled the Mechanical Components and the Bodywork.

**Marshals Pathway.** The ASN accreditation and performance review process for the approval and grading of Marshals.

**Mechanical Components.** All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

**Methanol.** Methyl Alcohol CH₃OH. This is a clear colourless liquid, miscible with water acetone and other ketones, the esters, aromatic and highly unsaturates hydrocarbons, and castor oil. It is not miscible in all proportions with straight-run petroleum spirit or mineral oil. B.P. 64.7°C, Specific Gravity 0.796, Flash Point 32°F. For Speed Events, British Standard 506 with an allowance of up to 10% Acetone, is permitted. It must include an ASN approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

**Mile and Kilometre.** For all conversions of English to Metric measurements and vice versa, the mile shall be taken as 1.609344 kilometres, and the kilometre shall be taken at 0.62137 of a mile.

**Ministry of Defence.** His Majesty’s Government Ministry of Defence.

**Misconduct.** the general use of language (written or verbal), gesture and / or sign that is offensive, insulting, coarse, rude or abusive and might reasonably be expected or be perceived to be coarse or rude or to cause offense, humiliation or to be inappropriate, assault or threat of assault.

**Model Year.** This defines new or reengineered Vehicles that are built to a specification intended for sale and use from the start of the year indicated. Example: Vehicles built in the last months of a year for the next season would be defined as new season Vehicles and would have to conform to regulations applicable to the new season.

**Modification.** Any change in the design, material, shape, dimensions and/or surface finish of a component, except for basic manufacturing processes, normal wear and published service or repair procedures.

**Monocoque Chassis.** A structure of metal and / or composite materials welded, riveted or bonded into a structure in which the skin carries all or most of the stresses imposed on that structure.

**Motor Racing Control Panel.** A consultative body appointed from time to time by the ASN to discuss proposed Race Championships and to inform but not to make decisions.

**Nationality.** The nationality of a Competitor or Driver for the purpose of these Regulations shall, after the grant of a Licence, be deemed to be that of the ASN that last issued a Licence.

**National Event.** An Event open only to Competitors and Drivers holding an appropriate National or higher licence issued by the ASN or the holder of a Licence of acceptable grade issued by another ASN under the provisions of the Code.

**National Court.** The body with ultimate authority under the provisions of the Code and the NCR for the administration of justice in the territory of the ASN. The National Court is funded by but is independent of the ASN. No employee of the ASN may sit on the panels of the National Court.

**National Record.** A Record made within the territory of the ASN regardless of the Nationality of the Competitor.

**Navigational Scatter Event.** A navigational Event where there is no Competition on the Public Highway and which falls within the provisions of automatic authorisation under the Motor Vehicles (Competition and Trials) Regulations (where applicable). Competitors should be required to visit a number of points at random and no merit should be attached to...
visiting more than 75% of the points listed. The majority of the points should not be readily accessible without leaving the Vehicle and the Vehicle shall be an incidental means of transport between the various points.

**Navigator.** The second member of each Crew competing in Rallies, or other Events, held entirely on the Public Highway.

**Noise.** Sound as measured by an ASN approved measuring device carrying a current Certificate of Conformity to a traceable standard.

**Novice Cross Plate.** A sticker applied to a Competitor’s Vehicle as required by the NCR and indicating that the Driver is of limited experience.

**Number Plate.** The plate that would normally carry the registration number of the Vehicle, were it to be run on public roads. Size and shape to be in accordance with DVLA requirements or the requirements of the territory in which the Vehicle is registered for highway use by the government of that territory.

**Observed Sections.** Those parts of a competitive course that the Organisers state shall be observed for regulatory compliance by Competitors and for the purposes of scoring points or penalties in the relevant Competition.

**Official.** A person having a designated role in connection with a Permitted Event and who may be either a volunteer or undertaking a remunerated function and who is recognised by the ASN and / or has been appointed by the Organising Club for the purposes of a Permitted Event.

**Official Documents.** Compulsory documents issued by the Organisers of a Competition with the object of laying down the details conditions and regulations of that Competition. Includes Championship Regulations, Event Regulations, Final Instructions, Bulletins and all communications to Competitors regarding the organisation of an Event or a Championship.

**Off-Road Racing.** A Race on a grass or unsealed surface.

**Organising Club.** A Club registered with and recognised by the ASN and responsible in all respects for the organisation of an Event.

**Organiser(s).** The entity authorised by the ASN by Organising Permit (Permit) or Permit Waiver to organise and hold a Competition and or Event and responsible for the acts and omissions of its appointed Event Officials.

**Organising Permit.** The documentary authority to organise and hold a Competition, granted solely by the ASN.

**Original Equipment.** See Standard Part.

**Pace Notes.** Any information (in any recorded form) relating to a Special Stage, that has not been provided to all Competitors by the Organisers of that Event. This excludes Subjective Route Notes and the use of commercially available maps.

**Paddock.** An area provided by the Organisers for the parking of Competition and support Vehicles, and for the purpose of servicing Competition Vehicles.

**Parc Fermé.** Any secure and / or identified area designated by and under the control of the Organisers and Officials of an Event and into which any Entrant or Competitor must place the Competition Vehicle and / or associated items as well as and when directed by the Organisers or Officials including the route instructions of the Event. The only persons who may be present in Parc Fermé and the only contact with the vehicles in Parc Fermé that are permitted shall be stated in the Official Documents.

**Parent / Guardian.** A person with legal responsibility for or the custody of a child whether by birth, adoption or other legal means.

**Passenger.** A person, other than the Driver, permitted to be conveyed on a Vehicle during a Competition.

**Penalty.** A penalty applied to a Competitor as provided by these NCR.
**Period Defined Vehicles (Non-Rally).**

**Historic Vehicles.** Cars which are either original Competition cars or cars built to exactly the same specification as models with national or international Competition history complying with the rules of the period.

- **A1** – (Veteran) Cars of a specification valid before 1 Jan 1905.
- **B1** – (Edwardian) Cars of a specification valid between 1 Jan 1905 and 31 Dec 1918.
- **C1** – (Vintage) Cars of a specification valid between 1 Jan 1919 and 31 Dec 1930.
- **D1** – (Post Vintage Thoroughbred) Cars of a specification valid between 1 Jan 1931 and 31 Dec 1946.
- **E1** – Cars of a specification valid between 1 Jan 1947 and 31 Dec 1961 (up to 31 Dec 1960 for single seater and two-seater racing cars).
- **F1** – Cars of a specification valid between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two-seater racing cars and up to 31 Dec 1966 for Formula 2).
- **G1** – Cars of a specification valid between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971.
- **H1** – Cars of a specification valid between 1 Jan 1972 and 31 Dec 1976.

**Non-Historic Vehicles.** Non-Historic Vehicles built using period specification parts. The period will be defined by the specification date of the latest major component of the Vehicle. The major components being; the Chassis, Bodywork / Bodyshell, engine, transmission, brakes, Suspension and Wheels.

- **A2** – Cars of which the latest major component is of a specification valid before 1 Jan 1905.
- **B2** – Cars of which the latest major component is of a specification valid between 1 Jan 1905 and 31 Dec 1918.
- **C2** – Cars of which the latest major component is of a specification valid between 1 Jan 1919 and 31 Dec 1930.
- **D2** – Cars of which the latest major component is of a specification valid between 1 Jan 1931 and 31 Dec 1946.
- **E2** – Cars of which the latest major component is of a specification valid between 1 Jan 1947 and 31 Dec 1961 (up to 31 Dec 1960 for single seater and two-seater Racing Cars).
- **F2** – Cars of which the latest major component is of a specification valid between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two-seater Racing Cars and up to 31 Dec 1966 for Formula 2).
- **G2** – Cars of which the latest major component is of a specification valid between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971.
- **H2** – Cars of which the latest major component is of a specification valid between 1 Jan 1972 and 31 Dec 1976.

**Period Defined Vehicles (Rally).**

A Vehicle will be dated by the specification presented and not necessarily by the date of build or registration.

- **Historic Category 1** – Cars of a specification valid before 1 Jan 1968 that comply with Chapter 13 App.15 Art.63.a or Chapter 13 App.17 Art.4.a.i.
- **Historic Category 2** – Cars of a specification valid between 1 Jan 1968 and 31 Dec 1974 that comply with Chapter 13 App.15 Art.63.b or Chapter 13 App.17 Art.4.a.ii.
- **Historic Category 3** – Cars homologated in Groups 1, 2, 3 or 4 between 1 Jan 1975 and 31 Dec 1981 that comply with Chapter 13 App.15 Art.63.c or Chapter 13 App.17 Art.4.a.iii.
- **Historic Category 4a** – Cars homologated in Groups A, N and B between 1 Jan 1982 and 31 Dec 1985 excluding any cars that were regulated out by the FIA.
- **Historic Category 4b** – Cars homologated in Groups A, N and B between 1 Jan 1986 and 31 Dec 1990 excluding any cars that were regulated out of Competition by the FIA.
**Permit.** Within these Regulations a Permit is a form of written permission from the ASN (and where applicable to any International Event then by FIA or another ASN) and includes variously Permit, Event Permit, ASN Permit, Organising Permit, Promoters Permit, Championship Permit, Attempt Permit and Exemption of Permit.

**Permitted Event.** A Competition authorised by the ASN or by FIA or the ASN of another jurisdiction by the issue of a Permit whether with or without conditions attached to the issue of the Permit.

**Persons.** All and any, but not limited to, participants, coaches, volunteers, teams, employees, any person howsoever connected to an Entry or Entrant at a Permitted Event and anyone involved in motor sport, whether or not they are ASN Licence Holders or otherwise.

**Pit Lane.** That part of the Track that provides Competition Vehicles with access to and from the Pits.

**Pits.** An area that may be provided by the Organisers for Competitors and their authorised Persons for the purpose of servicing Vehicles, in accordance with the Official Documents and that has direct access to the Pit Lane.

**Ports (Inlet/Exhaust).** Openings and passages in components forming or housing the combustion chamber and/or cylinders through which inlet and exhaust gases pass.

**Practice including Qualifying Practice.** That part of an Event intended to enable a Competitor to familiarise themselves with the Course or Track and which may be used by the Organisers to determine starting order or position. Practice is subject to all the regulations and Official Documents governing the Event.

**Practising / Training Event.** An Event organised for the purpose of enabling Drivers to gain experience of their Vehicles.

To qualify as a Practising / Training Event there must be no element of Competition, no awards, times may be recorded but not published and Vehicles may not be started simultaneously. There may be no revenue other than from Entry Fees.

**Production Kit Car.** A minimum of ten identical cars must have been constructed within a twelve consecutive month period. The following items must be identical on all ten cars: wheelbase, track, engine type and specification, weight at front and rear wheels, body shape and material, wheel diameter, wheel rim width. (dimensions are subject to normal manufacturers’ [i.e. homologation] tolerances).

**Production Car Autotest.** An Autotest Event restricted to strictly production cars as defined in the Specific Regulations, intended to encourage newcomers to the sport.

**Programme.** A document prepared by the Organisers of an Event for the purpose of informing the participants and spectators about the Event.

**Promoter.** Any person or body financially responsible for a Competition. The organisation of the relevant Competition shall always be the responsibility of the Organiser.

**Proprietary Equipment.** Equipment marketed under a trade name that is on general sale to the public.

**Protest.** A formal complaint, lodged within specified time limits by an Entrant or Competitor, about an act or omission by another Competitor, or about the eligibility of another Vehicle.

**Public Highway.** See: S.328 Highways Act 1980. Generally, a way over which there exists a public right of passage without let or hindrance.

**Public Relations (‘PR’).** The management and dissemination of strategic information connected to a proposed Permitted Event including mandatory and or statutory notifications and consultations.

**Pump Fuel.** Commercially available Motor Fuels - See Chapter 8 Appendix 1

**PVG.** A criminal record check in Scotland from Disclosure Scotland and more particularly the Protecting Vulnerable Groups Scheme disclosure.
**Race.** A *Competition* where two or more cars are started simultaneously from the same *Start Line* and over the same *Course* on the same *Track*, and in which the winner is the *Competitor* who first completes a specified distance, including any Handicap credit, or who completes the greatest distance in a specified time.

**Racing Car.** See Single-Seater Racing Car and Sports Racing Car.

**Radiator/Intercooler.** Mechanical part allowing for the exchange of thermal energy between two fluids (including air).

**Rally.** A *Competition* that may utilise the Public Highway and where there is an imposed average speed for *Competitors*, but which does not meet the requirements of a Classic Reliability Trial, Navigational Scatter Event, Treasure Hunt or Road Safety Rally. The greatest speed must never form a factor for the classification. All motoring *Events* utilising the Public Highway in England, Scotland or Wales are subject to Motor Vehicles (Competitions and Trials) Regulations. A *Rally* will comply with at least one of the following categories and must meet the organisational requirements laid down by the ASN. The *Regulations* must clearly indicate the category of *Rally* that is being organised.

a. **Economy Rally.** Designed to assess the fuel economy of *Competitors’* cars and in which the overall results are based on the relative fuel consumption of these cars.

b. **Navigational Rally.** A *Rally* designed to test the navigational skill of the crew.

c. **Road Rally.** A *Rally* in which the *Competition* on the Public Highway does not qualify for an alternative category and in which marking for maintaining a time schedule forms a substantial part of the *Competition*.

d. **Single Venue Stage Rally.** A *Special Stage Rally* that uses parts of stages more than four times.

e. **Special Stage Rally.** A *Rally* containing *Special Stages* joined by linking sections that may utilise the Public Highway.

f. **Twelve Car Rally.** A *Rally* complying with one of the above categories that falls within the provisions of automatic authorisation under the Motor Vehicles (Competitions and Trials) Regulations (where applicable). The category must be indicated in the title of the *Event* (i.e. Economy Twelve Car Rally, etc).

g. **Vintage Rally (or Run).** A *Rally* complying with one of the above categories and restricted to *Vehicles* built prior to 1st January 1941 (including Post-Vintage). The category must be indicated in the title of the *Event* (i.e. Vintage Twelve Car Rally, etc).

h. **Veteran Rally (or Run).** A *Rally* or Run restricted to *Vehicles* built before 1 Jan 1919.

i. **Historic Special Stage Rally.** As e. above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic Special Stage Rally *Vehicles*.

j. **Historic Road Rally.** As c. above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic Road Rally *Vehicles*.

k. **Endurance Road Rally.** A *Road Rally* where a substantial proportion of the *Competition* takes place on the highway, timed to the minute, and which shall also include *Special Tests* on private property which may be timed to the second.

l. **Trophy Rally.** A supplementary *Event* to a main *Rally*, which may be provided by Organiser’s to permit *Competitors* who retire from the main *Event*, the opportunity to have further *Competition* *Vehicles* must be re-scrutineered for conformity. *Competition* may only commence at a predetermined time during the *Event*. These *Competitors* may run behind the main *Event* or be re-introduced into their original seeded position, at the Clerk of the Course’s discretion. Results should be displayed and awards may be presented. The intention to promote a *Trophy Rally* must be included within the published *Event* regulations.
m. **Practice / Training Rally.** A Practice Event may be promoted as a supplementary Event, to permit Competitors who retire from the main Event, the opportunity to gain further experience of their Vehicles. The intention to provide a Practice Event must be included within the published Event regulations Vehicles must be re-scrutineered for conformity. Competition may only commence at a pre-determined time during the Event. These Competitors may run behind the main Event or be re-introduced into their original seeded position, at the Clerk of the Course's discretion. There will be no results or awards.

n. **Targa Road Rally.** A schedule timed rally where the principal Competition comprises the Competitor's performance on Special Tests.

**Rallycross.** A timed Event with several Cars starting simultaneously that takes place on a closed Circuit with a combination of sealed and unsealed surfaces.

**Rallysprint.** A title reserved for special Events run with the specific approval of the ASN that can only take place at ASN licensed Venues.

**Recognised Group (or Club).** A Club or association that does not have individual members but consists of a number of independent Clubs, registers or associations, that need not themselves be Recognised Organising Clubs.

**Record.** The best result obtained under the prescribed conditions.

**Registered Member of a Club.** Any Member of a Club, other than an Honorary Member, who has been duly elected and accepted for membership for at least 12 months or the balance of the Club's current membership year. Any form of membership that permits the holder to compete in Club Events, must also entitle such a member to be present and vote at General Meetings of the Club.

**Registration.** The required act of membership of the ASN as mandated by the NCR and or the ASN.

**Regional Association.** An Association of Organising Clubs that has been formed by and on behalf of the ASN.

**Regulated Activity.** The statutory definition of the term as set out in the Protection of Freedoms Act 2012 which in summary is teaching, training, instruction, care or supervision of Children, carried out by the same person frequently (once a week or more often), or on four or more days in a 30 day period, or overnight.

**Restrictor.** Any device with stated orifice and minimum thickness 3mm of non-porous material, imposed or inserted either in an inlet tract for the purpose of controlling the passage of the air / fuel mixture into the induction system and/or combustion chamber, or inserted in the exhaust tract to control the passage of exhaust gases.

**Road Book or Route Card.** A document supplied to Competitors instructing them how to proceed from one point to another, and containing such information as to the Controls and Checks that they are to visit during the Event, how they will establish that they have visited checks not manned by Officials, details of tests, etc.

**Road Safety Rally.** An Event organised with the intention of promoting Road Safety and falling within the provisions of automatic authorisation under the Motor Vehicles (Competitions and Trials) Regulations (where applicable). Such Events may qualify for an exemption of Permit.

**Road Section.** Any section of the route of a Special Stage Rally (excluding Control and service areas) whether on the Public Highway or not that links Special Stages.

**Rollover Protection System (ROPS).** Multi-tubular structure installed in the cockpit and fitted close to the bodyshell, the function of which is to reduce the deformation of the bodyshell (Chassis) in case of an impact. (See Chapter 7 App.3 Roll-Over Protection Systems.)

**RTA Licence.** A driving licence issued by or on behalf of a national government.

**Saloon Car.** See Touring Car.
**Scheduled Speed.** The average speed calculated from the time allowed to Competitors to cover a certain distance. In the case of highways this distance shall be that determined from 1:50,000 Ordnance Survey maps (or equivalent local maps) along the route specified by the Organisers, or if no route is specified by the shortest route.

**Section.** That portion of the route of a Competition between two Controls, or that portion of a route of a Competition to which specific requirements apply, eg:

- **Standard Section.** Any section of a Rally where a penalty is imposed for late arrival or arrival before Scheduled Time.
- **Neutral Section.** Any Section of a Rally where the Organiser must impose an early arrival penalty and, where applicable, a maximum lateness penalty and where a Competitor is supplied with supplementary information by the Organiser that requires the Crew to observe special restrictions as to their driving behaviour and being a Section where a Competitor may not make up time.
- **Observed Section.** A Section of a Trial that has to be traversed non-stop to avoid Penalty.
- **Regularity Section.** A Section of a Rally in which Competitors are required at all times to adhere to a set speed and in which adherence to that speed may be checked at intervals during the Section. The start and finish must be clearly defined.
- **Transport Section.** Any Section of a Rally, being at least four miles in length, where no penalty is applied for early arrival, other than in accordance with Chapter 13 App.4 Arts.35 - 37 but where applicable, a maximum lateness penalty can be applied. A Section whose sole purpose is to transport Competitors between other types of section.

**Seminar.** An educational presentation by or on behalf of the ASN with or without participation by the attendees.

**Series Production Car.** A Vehicle of which at least 1,000 identical examples have or are being manufactured within a twelve consecutive month period.

**Series Production Engine.** An engine sourced from a series production Vehicle. The origin of the cylinder head and cylinder block must always be established.

**Servicing.** Work carried out on the Competition Vehicle by any person, other than the competing Crew, or the use of any part or tools not carried in the Competition Vehicle.

**Shortest Route.** The shortest route between two points using only Public Highways, unless specific permission has been obtained for the use of private property and all Competitors so informed.

**Signal.** A means of communication to a Competitor by ASN (or FIA where applicable) approved flag or light signals.

**Silencer.** A noise-deadening device forming part of the exhaust system for reducing the noise emitted by the exhaust of an internal combustion engine.

**Silhouette.** The outline of the original body shape, in the side and plan view, of the Vehicle above a line drawn through the front and rear hubs.

**Single Seater Racing Car.**

- Unless period defined, the construction of the Vehicle must be symmetrical, i.e. when the Vehicle is lifted laterally and weighed without the Driver, the half weight on either side must be equal to half the overall weight.
- ±5%.
c. It must be possible to enter or leave the Driver’s seat without it being necessary to remove or detach any part of the Vehicle, other than the steering wheel, side impact protection systems, including those incorporating the head rest and any helmet / head protection or seat belts/harnesses.

d. The Driver, sitting in the driving position, must face forward.

Social Run. A non-competitive run for participants where there is no Competition purpose than driving in company to a predetermined point and which is not within the jurisdiction of the ASN.

Solar cell. A photo voltaic element which is used to convert solar radiation into electrical energy.

Solar electrically powered Vehicle. Vehicles solely propelled by the direct or indirect conversion of solar energy.

Solar module. Several solar cells making up one mechanical unit.

Space frame Chassis. A structure constructed of individual tube components of any section.

Spare Wheel. A wheel with tyre suitable to be used as a replacement for one in use on the Vehicle.

Specialist Production Car. A Vehicle of which at least 20 identical examples are manufactured within a twelve consecutive month period and fitted with a Series Production Car engine.

Special Stage. A Section of a Rally, on roads or land for which the Event has exclusive access, or on public roads closed by Government legislation specifically permitting closure for motor sport purposes, where the marking for maintaining a time schedule forms a part of the Competition.

Special Task. A specific competitive element of a Competition or Event as provided in the Official Documents.

Special Test. A Test, permitted in road Rallies which takes place off the Public Highway in which a Competitor is required to perform a manoeuvre or series of manoeuvres set by the Organisers. If timed, the Competitor shall not be required to exceed an average speed of 30mph or 40mph for Endurance Road Rallies. No benefit shall accrue to any Competitor exceeding the set average speed. Road Rallies with Standard Sections timed to an accuracy of less than a minute may only include a Special Test at the start of the itinerary and all Competitors must complete the Special Test before midnight.

Specialist Competition Engine. An engine, other than a Series Production Engine or motorcycle engine, of four cylinders and normally aspirated, no greater than 2,500cc.

Spectator Safety. The method of providing to the extent possible a relatively protected environment for the viewing of a Competition.

Speed Event. An Event in which cars run individually, even though two or more individual runs may be taking place concurrently, over a course exceeding 200m in length and in which the relative performance of the Competitors is assessed by timing them over a given distance. The winner, or the most meritorious performer, is the Competitor who covers the distance in the least time. The term will include hill climbs, sprints, slaloms, drag Races, autocross and other similar Events.

Spill Kit. See Environmental Spill Kit.

Spoiler. See Aerodynamic Device.

Sponsor. A person or body making a contribution, financially or in kind, towards the promotion of a Competition or of a Competitor.

Sporting Trial. A Trial in which the marking during the Event is mainly based upon ability to climb hills or traverse difficult sections and in which the distance upon a highway does not exceed 50 miles.

Sports Car. A Vehicle having either a non-detachable or a detachable roof with no more than one door on each side and a minimum of two seats situated one on each side of the longitudinal centreline. The two seats must be crossed
by the same transversal plane. Interior dimensions must be inferior to the minimum dimensions applicable to **Touring Cars**.

A minimum of 100 cars must have been constructed within a 12 consecutive month period.

**Sports Racing Cars.** Two-seater open or closed racing car, built for the sole purpose of taking part in **Races** on closed **Circuits**. Closed cars must have a windscreen and two doors (one on each side of the cockpit).

**Stage Rally Championship Control Panel.** A consultative body appointed from time to time by the ASN to discuss proposed Rally Championships and to inform but not to make decisions.

**Standard Part.** Is a part, the specification, features, location and method of operation of a part are as supplied when new by the motor manufacturer for the model and date of **Vehicle** as shown on the **Entry**.

**Standard Pattern Part.** Replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A **Standard Part** manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

**Start.** The **Start** is the moment when the order to **Start** is given to a **Competitor** or **Competitors**, or when a **Competitor** crosses the **Start Line** actuating automatic timing equipment.

**Start Line.** A **Start Line** is the first control line on a **Course**.

**Station.** A designated area in which the vehicle may stop during the attempt to undergo authorised operations

**Stewards of the Event.** The senior judicial body at a Permitted Event. Where an ASN Steward is appointed then that person shall be the Senior Official of the Event.

**Sub frame.** Part fastened to the bodyshell or **Chassis** and / or **ROPS** to which are attached parts of the suspension and / or drive train.

**Subjective Route Notes.** Information relating to a **Special Stage**, prepared by an **ASN** registered supplier, which is available to all **Competitors** in an **Event**.

**Suitability Check.** a check of a person's previous criminal convictions / offending history, carried out by the Disclosure and Barring Service required for people working or volunteering in Regulated Activity in England, Wales or Northern Ireland, or Disclosure Scotland (under the Protection of Vulnerable Groups (PVG) Disclosure Scheme) for people working or volunteering in Regulated Activity in Scotland.

**Supplementary Radio Points.** The location of radio communication controls that are supplementary to the Event Control.

**Suspension.** A person or body shall be said to be suspended when he has for a certain period been forbidden to take part in any **Competition**.

**Suspension (Vehicle).** The system(s) by which sprung movement is provided between the main **Chassis** structure and the road wheels. Suspension will be deemed to consist of all the partly sprung components that move relative to the main **Chassis** for the purpose of making connection between it and the entirely unsprung parts but not including components exclusively concerned with steering, braking and power transmission.

  a. **Suspension Mounting.** the member or component attached to the **Chassis** on which the moving element(s) of the suspension is mounted.

  b. **Suspension Mounting Points.** the point(s) on the **Chassis** and the mounting that forms the centres of attachment to the **Chassis**.

  c. **Suspension Locating Point.** the point in the mounting about which the suspension articulates.
d. **Suspension Bush**, considered in relation to a suspension mounting or another suspension member it may have one of two forms:
   i. a lining of an external element that rubs directly upon an inner element,
   ii. a pre-manufactured and catalogued unit within which all articulation is provided.

e. **Suspension Bush Housing**, the aperture in the suspension member that supports and locates the suspension bush. In the case of the MacPherson strut top mountings the bush housing is considered to be the suspension mounting.

f. **Sprung Suspension**, a suspension system with the weight of the Vehicle supported by discrete springing media none of which may come within the definition of a 'Temporary Part'. Flexible mounting bushes are unacceptable as springing media.

**Sweeper Cars.** A Vehicle designated by the Organisers to pass through a Course or Stage after the last competing Car has passed through.

**Target Time.** The time specified in the Official Documents in which the Competitor should cover the distance between two consecutive **Time Controls** (or be subject to **Penalty**).

**Taster Event.** An entry level **Competition** where, to encourage first time participation in motor sport, participants will be deemed to be a member of the Organising **Club** for the day.

**Telemetry.** Telemetry is the means of transfer of information and / or data from a data source to a data receiver without a cable. In motor sport applications, the term telemetry usually refers to "uni-directional" transfer of data to the pits whilst the Vehicle is on the **Circuit**, without any acknowledgement signal being transmitted by the pit based equipment. "Bi-directional" telemetry, which describes and facilitates full transfer of data in both directions, is not permitted.

**Temporary Part.** A part that differs in type or material from that normally used on or that which has a short useful life expectancy.

**Test.** A **Competition** held on private ground, in which a **Competitor** is required to complete one or a series of manoeuvre as laid down by the relevant instructions (see also **Autotest**).

**Time Card.** A document upon which the time of a **Competitor's** arrival at or departure from a **Control** is recorded. A **Time Card** may or may not be incorporated in a **Road Book** or **Route Card**.

**Time Control.** A designated location on a Course or Stage of an Event specified in the Official Documents at which the Competitor's arrival and or departure time must be recorded for the purposes of the Competition.

**Timing Data.** The record(s) of **Competition** relevant timing information relating to individual **Competitors** and all Competitors taking part in the **Event**.

**Touring Assembly.** An activity organised with the primary object of assembling tourists at a point determined beforehand.

In a **Touring Assembly**:
   a. a prescribed route may have to be followed
   b. pre-arranged points may be provided for in the **Event's** itinerary
   c. no limits of speed may be laid down
   d. no requirement to visit prearranged points, other than a requirement to report at a final point not later than a specified time, are permitted
   e. no awards of any description, other than those in relation to activities arranged at the finishing point may be made or given.
Where any or all of the above points become a mandatory part of the itinerary the Event will be subject to the requirements of Route Authorisation (Motor Vehicles (Competitions and Trials) Regulations).

The Regulations for the Event must be clearly endorsed ‘Touring Assembly’, and before publication the consent in writing of the ASN and its approval of the regulations for the Touring Assembly have first been obtained, by issue of a Certificate of Exemption, and where the route runs through the territory of an ASN other than Motorsport UK, that Chapter 13 App.1 Arts.16 – 18 of these Regulations has been complied with.

The content of a Touring Assembly may include additional Events (other than speed) provided that they are held only at the place of final assembly.

No prize money may be allocated in respect of Touring Assemblies.

Touring Car. Series Production Cars of which at least 2,500 identical examples are, or have been manufactured, within a twelve consecutive month period and which are equipped with a minimum of four adult size seats, an integral non-detachable roof, a minimum of two doors, one on each side of the Vehicle and meet the dimensional requirements shown in Chapter 7 App.13 Diagram 67.

Track (other than a Special Stage). That part of a Course that may have a sealed or unsealed surface, that is designated to be used by Competitors. Its boundary may be the edge between its surface and the adjoining ground or a dotted or continuous painted line on a sealed surface, or as indicated by markers. A Race Track must have a sealed surface with adequate provision for the drainage of standing water.

Track Licence. The written approval of a Track by the FIA or the CIK-FIA (International Track Licence) or by the ASN (National Track Licence).

Traction Battery. The collection of all battery packs which are electrically connected for the supply of energy to the power Circuit.

Treasure Hunt. An Event involving the solving of certain problems in which the use of a Vehicle is merely incidental as a means of transport and the skill or experience of a Driver plays no part. If the Event utilises the Public Highway, it shall be run in accordance with the Motor Vehicles (Competition and Trials) Regulations. Such Events may qualify for an Exemption of Permit.

Trial. A number of Tests on private ground with the object of bringing the Vehicle to an involuntary stop.

Trucks. Two-axle road tractors, with a minimum production of 50 units during any 12-month period, duly certified by an official document from the manufacturer. The general shape of the tractor unit must correspond to the shape of a road-going tractor unit homologated for the transportation of merchandise.

Unauthorised Pace Notes. Documentary (whether physical or digital) notes (including any pictorial or diagrammatic representation) providing navigational aid details of a Course or Stage on a Competition route used by a Competitor during or for the purposes of a Competition and which have not been provided by or at the instance of the Organisers.

Undertaking. A written commitment to perform a particular obligation.

Unitary Construction. A Vehicle construction method whereby metal and/or composite materials are welded, riveted or bonded into a single structure to form both Chassis and Bodywork as a single structure.

Venue. The whole area or areas used for an Event under the control of the Organiser and/or Venue owner(s).

Vulnerable People. Any adult who may have difficulty in protecting themselves from harm and/or abuse and in promoting their own interests.

Wheel. Flange and rim. By complete wheel is meant flange, rim and tyre.
**Windscreen.** A rigid transparent shield located in front of *Vehicle* occupants to protect from the wind and airborne particles.

**Winter Championship.** A Championship so designated and comprising Permitted Events taking place between 1 November and the last day of February in the following year.

**World Record.** A record recognised by the *FIA* as the best performance irrespective of *Class.*
CHAPTER 1 GENERAL GOVERNANCE AND ESTABLISHMENT

APPENDIX 2

Competition Fees
The ASN fees structure is designed to support motorsport at all levels. Current licence and other fee levels are given below.

1. Competition Licence Fees

All fees except where otherwise stated are shown 'VAT inclusive' and may be subject to change in the event of the VAT rate being altered.

<table>
<thead>
<tr>
<th>Race</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International – ITA</td>
<td>£1,450.00</td>
</tr>
<tr>
<td>International – ITB</td>
<td>£525.00</td>
</tr>
<tr>
<td>International – ITC-C</td>
<td>£265.00</td>
</tr>
<tr>
<td>International – ITD-C</td>
<td>£265.00</td>
</tr>
<tr>
<td>International Truck – ITC-C</td>
<td>£265.00</td>
</tr>
<tr>
<td>National Truck</td>
<td>£177.00</td>
</tr>
<tr>
<td>National</td>
<td>£177.00</td>
</tr>
<tr>
<td>Club</td>
<td>£110.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Kart</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International Senior - ITE</td>
<td>£185.00</td>
</tr>
<tr>
<td>International Restricted - ITF</td>
<td>£185.00</td>
</tr>
<tr>
<td>International Junior – ITG</td>
<td>£185.00</td>
</tr>
<tr>
<td>National</td>
<td>£105.00</td>
</tr>
<tr>
<td>Interclub</td>
<td>£69.00</td>
</tr>
<tr>
<td>Clubman</td>
<td>£45.00</td>
</tr>
<tr>
<td>Clubman (Bambino)</td>
<td>£45.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RS Drag</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International ITDR</td>
<td>£265.00</td>
</tr>
<tr>
<td>National</td>
<td>£177.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RS Cross Country</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International</td>
<td>£265.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RS Rally</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International – ITC-R</td>
<td>£265.00</td>
</tr>
<tr>
<td>International – ITD-R</td>
<td>£265.00</td>
</tr>
<tr>
<td>Stage National</td>
<td>£177.00</td>
</tr>
<tr>
<td>Stager Interclub</td>
<td>£110.00</td>
</tr>
<tr>
<td>National – Navigator</td>
<td>£115.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RS Speed</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International – ITD- R</td>
<td>£265.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RS</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>£170.00</td>
</tr>
<tr>
<td>Interclub</td>
<td>£78.00</td>
</tr>
<tr>
<td>Clubman</td>
<td>FOC</td>
</tr>
</tbody>
</table>

When two or more Competition Licences for one person are applied for at the same time, the total fee will be that of the most expensive licence, plus half the cost of the other Licence(s). These reductions will not apply to Entrant Licences. Licences once issued may not be returned for refund.
### Entrant Licences

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International FIA Open Valid for UK &amp; Overseas</td>
<td>£11,495.00</td>
</tr>
<tr>
<td>International (Non-FIA Championship / Series)</td>
<td>£4,750.00</td>
</tr>
<tr>
<td>International Restricted Valid for UK only</td>
<td>£1,175.00</td>
</tr>
<tr>
<td>National Valid for UK National Events only</td>
<td>£350.00</td>
</tr>
<tr>
<td>Kart International Valid for UK &amp; Overseas</td>
<td>£350.00</td>
</tr>
<tr>
<td>Kart Valid for UK</td>
<td>£230.00</td>
</tr>
<tr>
<td>Duplicate (Inc. Club)</td>
<td>£115.00</td>
</tr>
<tr>
<td>Entrant PG</td>
<td>£29.00</td>
</tr>
</tbody>
</table>

*This fee is to be paid in addition to the difference between the cost of the existing licence and the new licence.

### Other

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failure to produce Licence (H.21.1.2)</td>
<td>50% of Licence Fee capped at £100</td>
</tr>
<tr>
<td>Express Handling</td>
<td></td>
</tr>
<tr>
<td>3 Day Express Service</td>
<td>£75.00</td>
</tr>
<tr>
<td>3 Hour Service by appointment only</td>
<td>£135.00</td>
</tr>
<tr>
<td>Replacement of Licence</td>
<td>£38.00</td>
</tr>
<tr>
<td>Upgrading of Licence*</td>
<td>£44.00</td>
</tr>
<tr>
<td>Replacement of Entrant Licence</td>
<td>£60.00</td>
</tr>
</tbody>
</table>

### Officials Licences

#### Clerk of the Course

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car International*</td>
<td>FOC</td>
</tr>
<tr>
<td>Kart International*</td>
<td>FOC</td>
</tr>
<tr>
<td>Rally International*</td>
<td>FOC</td>
</tr>
<tr>
<td>Car, Kart, Rally &amp; Other – National</td>
<td>FOC</td>
</tr>
<tr>
<td>Car, Kart &amp; Other – Interclub &amp; under</td>
<td>FOC</td>
</tr>
<tr>
<td>Driving Standard Observer</td>
<td>FOC</td>
</tr>
<tr>
<td>Probationary</td>
<td>FOC</td>
</tr>
</tbody>
</table>

*plus FIA or CIK Yearbook at cost

#### Scrutineers & Technical Commissioner

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scrutineer &amp; Technical Commissioner</td>
<td>FOC</td>
</tr>
<tr>
<td>Scrutineer – Trainee</td>
<td>FOC</td>
</tr>
</tbody>
</table>

#### Timekeepers

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timekeeper - All</td>
<td>FOC</td>
</tr>
<tr>
<td>Timekeeper - Trainee</td>
<td>FOC</td>
</tr>
</tbody>
</table>

#### Driver Instructors

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARDS – All Grades</td>
<td>£44.00</td>
</tr>
<tr>
<td>ARKS – All Grades</td>
<td>£77.00</td>
</tr>
<tr>
<td>AHASS – All Grades</td>
<td>£77.00</td>
</tr>
<tr>
<td>BARS – All Grades</td>
<td>£77.00</td>
</tr>
<tr>
<td>ARKS Examiner – All Grades</td>
<td>FOC</td>
</tr>
</tbody>
</table>

### All other Registered Officials

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>All other Registered Officials</td>
<td>FOC</td>
</tr>
</tbody>
</table>
3. Fees for Appointment of ASN Officials

**ASN Steward / Observer**

<table>
<thead>
<tr>
<th>Clubmans</th>
<th>£120.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interclub grade and above</td>
<td>£300.00</td>
</tr>
</tbody>
</table>

**ASN Observer Fee**

<table>
<thead>
<tr>
<th>Clubmans</th>
<th>£120.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interclub grade and above</td>
<td>£300.00</td>
</tr>
</tbody>
</table>

**Others (per day)**

<table>
<thead>
<tr>
<th>ASN Technical Commissioner</th>
<th>£350.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASN Environmental Inspector</td>
<td>£350.00</td>
</tr>
</tbody>
</table>

4. Closed Road Application Fees

Clubs seeking to make an application for a Motor Race Order under The Road Traffic Act 1988 (Motor Racing) (England) Regulations 2017 or The Road Traffic Act 1988 (Motor Racing) (Wales) Regulations 2018 and The Motor Sport on Public Roads (Scotland) Regulations 2019 on submission of their proposals for an organising Permit pay an administrative fee of £525.00.

The ASN will only accept applications for organising Permits for closed road motorsport events from ASN registered motor Clubs. If the application is successful, the normal organising Permit Fees will still apply. Where a promoter utilises the services of a Club for the running of a motorsport Event, the Club is advised to pass the ASN costs and any further administrative costs on to the promoter.

5. Event – Other

| Late Permit Application Fee (Ch.3 App.1 Art.1) | £35.00 |
| Late payment fee per week or part thereof     | £10.00 |

Note: Per Capita and other payments together with all required documentation must be sent to the ASN after each Event in accordance with Chapter 3 App.6 Art.5. Failure to do so may, in addition to the late payment fee, invoke penalties as set out in Chapter 3 App.1 Art.2.
6. **Championship Permits**

| Grade A – British Championship – Commercial | £10,495.00 |
| Grade B – Principal Commercial Championship | £5,250.00 |
| Grade C – Commercial Sponsored | £665.00 |
| Grade C – Commercial Un-sponsored | £200.00 |

7. **Facility Fee – Record Attempts and Other Events**

a. **Record Attempts**

| National Record Attempt Authorisation per Competitor per Class (includes Ratification Fees for up to 3 records) | £3,250.00 |
| Ratification Fee for each record claimed over 3 | £650.00 |

Attempts at International Records must be notified to the ASN (as agents of the FIA) at least 6 weeks prior to the attempt.

| ASN Fee | £6,500.00 |
| ASN direct expenses will be invoiced at cost |

Separate fees are payable in advance, through ASN to the FIA. These fees will be advised on request.

b. **Other Miscellaneous Events**

Facility fee for the authorisation of Events which fall outside these Regulations by negotiation.

8. **Annual Registration of Recognised Club or Association**

| Car Clubs | £85.00 |
| Car & Kart Club | £140.00 |
| Recognised Groups | £85.00 |
| Marshals’ Club (including Rescue) | FOC |
| Regional Associations | FOC |
| Approved Organisation | FOC |
| ASN Registered Schools | £765.00 |
| Appeal to National Court for unsuccessful Club Recognition | £550.00 |
9. **Annual Calendar**

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Late application of change of date</td>
<td>£12.00</td>
</tr>
<tr>
<td>(Ch.3 App.9 Art.2)</td>
<td></td>
</tr>
<tr>
<td>Cancellation (Ch.3 App.9 Art.3)</td>
<td>£10.00</td>
</tr>
</tbody>
</table>

10. **Track Licences**

**Track Licence – Car**

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race International + FIA fee</td>
<td>£8,250.00</td>
</tr>
<tr>
<td>Race National</td>
<td>£4,250.00</td>
</tr>
<tr>
<td>Speed International + FIA fee</td>
<td>£1,295.00</td>
</tr>
<tr>
<td>Speed National</td>
<td>£1,095.00</td>
</tr>
<tr>
<td>Speed Interclub</td>
<td>£775.00</td>
</tr>
</tbody>
</table>

**Track Licence – Kart**

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>International + CIK / FIA fee</td>
<td>£12.00</td>
</tr>
<tr>
<td>Cancellation (Ch.3 App.9 Art.3)</td>
<td>£10.00</td>
</tr>
</tbody>
</table>

**New Venues**

| Fee                                             | £595.00   |

Notes:

a. For venues with no more than one single day **Event** per year, half of the above fee is charged. (Not applicable for International or Truck meetings.)
b. Where a number of categories are covered, only the highest value fee is payable.
c. **New Venues Fee** to be paid by any new venue to cover the costs of initial desktop study and inspection process.
d. Track licence fees incorporate all inspection costs.

11. **Judicial**

VAT is not payable on Protest Fees, Appeal Fees or Fines. All cheques must be made payable to ‘Motorsport UK’.

a. **Protest Fees at Events**

<table>
<thead>
<tr>
<th>Type</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. below National without an ASN Steward</td>
<td>£70.00</td>
</tr>
<tr>
<td>ii. below National with an ASN Steward</td>
<td>£155.00</td>
</tr>
</tbody>
</table>

Non Race

<table>
<thead>
<tr>
<th>Type</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>iii. Non Race – National</td>
<td>£300.00</td>
</tr>
<tr>
<td>iv. Non Race – International</td>
<td>£475.00</td>
</tr>
</tbody>
</table>
b. Appeal Fees at Events (excluding Eligibility Appeals)

**Appeals to Stewards of the Event**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. All Events with no ASN Steward</td>
<td>£145.00</td>
</tr>
<tr>
<td>ii. any other Event below National with an ASN Steward</td>
<td>£300.00</td>
</tr>
<tr>
<td>iii. Car &amp; Truck Race - National</td>
<td>£895.00</td>
</tr>
<tr>
<td>iv. Non Car &amp; Truck Race – National</td>
<td>£575.00</td>
</tr>
<tr>
<td>v. all Events not listed above</td>
<td>£895.00</td>
</tr>
<tr>
<td>vii. Appeal against the refusal of Entry to an Event listed in Chapter 3 App.5 Art.19 which was submitted within 24 hours of commencement of the Event</td>
<td>£130.00</td>
</tr>
<tr>
<td>viii. Appeal against the refusal of Entry to an Event or Championship</td>
<td>£295.00</td>
</tr>
<tr>
<td>ix. Request for review of decision of a Championship Control Panel (Chapter 4 App.3 Art.8)</td>
<td>£545.00</td>
</tr>
<tr>
<td>xi. Each party to an Application for an Investigatory Hearing by the National Court (Chapter 2 App.7 Art.78)</td>
<td>£2,680.00</td>
</tr>
</tbody>
</table>

**Other**

- vii. Appeal against the refusal of Entry to an Event listed in Chapter 3 App.5 Art.19 which was submitted within 24 hours of commencement of the Event £130.00

**c. Appeal fees at Championships**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. To Championship Stewards</td>
<td>£550.00</td>
</tr>
</tbody>
</table>

d. Appeal Fees to the National Court (including Eligibility Appeals)

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Further Appeal to the ASN in respect of Events under Art.11.b.i above.</td>
<td>£145.00</td>
</tr>
<tr>
<td>ii. Further Appeal to the ASN in respect of Events under Arts.11.b.iii and iv above.</td>
<td>£595.00</td>
</tr>
<tr>
<td>iii. Further Appeal to the ASN in respect of Events under Art.11.b.ii and v. above (excluding International)</td>
<td>£895.00</td>
</tr>
<tr>
<td>iv. International</td>
<td>£1,595.00</td>
</tr>
<tr>
<td>v. Appeal for remission of sentence (Chapter App.6 Art.11)</td>
<td>£995.00</td>
</tr>
<tr>
<td>vi. Appeal to an Eligibility Appeal Panel (Chapter 2 App.7 Part C)</td>
<td>£575.00</td>
</tr>
<tr>
<td>vii. Appeal against the decision of Championship Stewards (Art.11.c above)</td>
<td>£575.00</td>
</tr>
<tr>
<td>viii. Appeal to the National Court for unsuccessful Club Recognition</td>
<td>£350.00</td>
</tr>
<tr>
<td>ix. Appeal against the refusal of Entry to an Event or Championship (Chapter 6 App.1 Art.42.b and Chapter 2 App.7 Arts.55 – 56)</td>
<td>£295.00</td>
</tr>
<tr>
<td>x. Request for review of decision of a Championship Control Panel (Chapter 4 App.3 Art.8)</td>
<td>£545.00</td>
</tr>
<tr>
<td>xi. Each party to an Application for an Investigatory Hearing by the National Court (Chapter 2 App.7 Art.78)</td>
<td>£2,680.00</td>
</tr>
</tbody>
</table>
e. **Arbitration Fee**

| Request for Arbitration (non-returnable) | £1,005.00 |

f. **Fines**

<table>
<thead>
<tr>
<th>Maximum Fines unless otherwise stated</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Failure to attend <strong>Drivers Briefing</strong> (Ch.5 App.5 Art.8.h)</td>
</tr>
<tr>
<td>ii. Contravention of Ch.6 App.1 Art.6</td>
</tr>
<tr>
<td>iii. Contravention of Ch.2 App.8 Art.18</td>
</tr>
<tr>
<td>iv. <em>Event where there is no ASN Steward</em></td>
</tr>
<tr>
<td>v. <em>Event where there is an ASN Steward – International</em></td>
</tr>
<tr>
<td>vi. <em>Event where there is an ASN Steward – all other</em></td>
</tr>
<tr>
<td>vii. <em>Tribunal</em></td>
</tr>
</tbody>
</table>

12. **FIA Fees**

The **ASN** acts as the applicant’s agent when dealing with the **FIA** in respect of **Calendar Inscription** and **Track Licence** fees which will be converted at the prevailing exchange rate to which a Service Charge, no less than 30%, will be added and invoiced accordingly.

13. **Invoice Payment Terms**

In the absence of any prior agreement, invoices submitted by the **ASN** are to be settled no later than 30 days after the invoice date. Failure to do so may attract an interest charge equivalent to 4% above the Bank of England base rate, compounded on a daily basis.

14. **Event Permit Fees**

A fee will be charged for all **Events** (including **Practice** / training **Events**) for which a **Permit** is issued and includes cover by the event public liability policy. The fee will be applied towards the **ASN’s** costs of the Insurance policy, including any insurance premium amount, Insurance Premium Tax and any other applicable taxes, and administrative costs. The indemnity limit of the event public liability policy is £100 million, any one accident or incident.

This **Permit** fee will be calculated on the number of **Competitors** signed on and in attendance (per capita) or a flat rate for the **Event** as detailed below.

The fees listed below are per **Competitor**.

**Autotests and AutoSOLO (Chapter 19)**

<table>
<thead>
<tr>
<th></th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autotest</td>
<td>£12.00</td>
<td>£14.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Production Car</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AutoSOLO</td>
<td>£12.00</td>
<td>£14.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evening Autotest</td>
<td>£6.25</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Cross Country (Chapter 20)

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trial (Untimed)</td>
<td>£10.00</td>
<td>£14.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safari</td>
<td>£14.00</td>
<td>£15.00</td>
<td>£16.00</td>
<td></td>
</tr>
<tr>
<td>Winch / Team Recovery</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hill Rally</td>
<td>£27.00</td>
<td>£29.00</td>
<td>£30.00</td>
<td></td>
</tr>
<tr>
<td>Gymkhana</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promotional Events</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trial (Timed)</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tyro Trial</td>
<td>£10.00</td>
<td>£14.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Challenge Event</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driving Tests</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Treasure Hunt</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orienteering</td>
<td>£14.00</td>
<td>£15.00</td>
<td>£16.00</td>
<td></td>
</tr>
<tr>
<td>Point to Point</td>
<td>£14.00</td>
<td>£15.00</td>
<td>£16.00</td>
<td></td>
</tr>
</tbody>
</table>

## Karting (Chapter 18)

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Circuit (Up to 120)</td>
<td>£10.50</td>
<td>£17.00</td>
<td>£22.00</td>
<td></td>
</tr>
<tr>
<td>Short Circuit (121 and over)</td>
<td>£16.50</td>
<td>£17.00</td>
<td>£22.00</td>
<td></td>
</tr>
<tr>
<td>Race Circuit Karting</td>
<td>£20.00</td>
<td>£22.00</td>
<td>£25.00</td>
<td></td>
</tr>
<tr>
<td>Schools</td>
<td>£4.50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Endurance**</td>
<td>£19.00</td>
<td>£20.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kart Clubman (Tyro)</td>
<td>£10.50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bambino</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Circuit Racing (Chapter 12)

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Race**</td>
<td>£36.00</td>
<td>£40.00</td>
<td>£75.00</td>
<td></td>
</tr>
<tr>
<td>Truck Race</td>
<td>£38.00</td>
<td>£42.00</td>
<td>£84.00</td>
<td></td>
</tr>
<tr>
<td>Endurance Race**</td>
<td>£42.00</td>
<td>£46.50</td>
<td>£85.00</td>
<td></td>
</tr>
</tbody>
</table>

## Speed (Chapters 14 & 15)

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sprint</td>
<td>£32.00</td>
<td>£32.50</td>
<td>£50.00</td>
<td></td>
</tr>
<tr>
<td>Hill Climb</td>
<td>£32.00</td>
<td>£32.50</td>
<td>£50.00</td>
<td></td>
</tr>
<tr>
<td>Drag Race</td>
<td>£32.00</td>
<td>£32.50</td>
<td>£50.00</td>
<td></td>
</tr>
<tr>
<td>Hot Lap Challenge Pro</td>
<td>£31.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hot Lap Challenge Club</td>
<td>£27.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Practice Day</td>
<td>£27.50</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Trials (Chapter 17)

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sporting</td>
<td>£10.00</td>
<td>£13.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Trial</td>
<td>£10.00</td>
<td>£13.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Classic</td>
<td>£10.00</td>
<td>£13.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Autocross, Rallycross and Off-Road Racing (Chapter 16)

<table>
<thead>
<tr>
<th></th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autocross / Clubcross</td>
<td>£23.00</td>
<td>£30.00</td>
<td>£31.00</td>
<td>£31.00</td>
</tr>
<tr>
<td>Rallycross</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-Road Racing</td>
<td>£23.00</td>
<td>£30.00</td>
<td>£31.00</td>
<td></td>
</tr>
</tbody>
</table>

### Rallying (Chapter 13)

#### Road Rallies

<table>
<thead>
<tr>
<th></th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Timed</td>
<td>£27.00</td>
<td>£28.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigational Scatter*</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Car Rally*</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Endurance Road</td>
<td>£15.00</td>
<td>£16.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Targa Road</td>
<td>£15.00</td>
<td>£16.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Road</td>
<td>£15.00</td>
<td>£16.00</td>
<td></td>
<td>£30.00</td>
</tr>
<tr>
<td>Economy / Vintage</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Stage Rallies

<table>
<thead>
<tr>
<th></th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 45 miles</td>
<td>£63.00</td>
<td>£64.00</td>
<td>£80.00</td>
<td>£115.00</td>
</tr>
<tr>
<td>45 miles &amp; over</td>
<td>£94.00</td>
<td>£95.00</td>
<td>£108.00</td>
<td>£115.00</td>
</tr>
<tr>
<td>Single Venue (Multi Use)</td>
<td>£94.00</td>
<td>£95.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Timed Trial</td>
<td>£37.00</td>
<td>£38.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 45 miles (Historic)</td>
<td>£63.00</td>
<td>£64.00</td>
<td></td>
<td>£80.00</td>
</tr>
<tr>
<td>45 miles &amp; over (Historic)</td>
<td>£94.00</td>
<td>£95.00</td>
<td></td>
<td>£115.00</td>
</tr>
</tbody>
</table>

### Certificate of Exemption (Chapter 3)

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Concours</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gymkhana</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASN Marshals Training</td>
<td></td>
<td></td>
<td>FOC</td>
<td></td>
</tr>
<tr>
<td>Road Safety</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Touring Assembly / Procession</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Treasure Hunt</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veteran Run</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>£30.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stage Rally Demonstration</td>
<td></td>
<td></td>
<td>£52.00</td>
<td></td>
</tr>
<tr>
<td>K-X Arrive and Drive</td>
<td></td>
<td></td>
<td>£4.00</td>
<td></td>
</tr>
<tr>
<td>Super K-X</td>
<td></td>
<td></td>
<td>£6.50</td>
<td></td>
</tr>
</tbody>
</table>

*Payment required with applications for Certificate of Exemptions, 12 Car Rallies and Navigational Scatters (flat fee of £30.00)

**Team / Endurance races where two or more Drivers share the driving of one vehicle entered, only one per capita fee is required per Vehicle.
CHAPTER 1

APPENDIX 3 INSURANCE

The Permitted Events authorised by the ASN under the NCR are covered by 3 forms of Insurance:

A. Public Liability Insurance under the terms of the ASN Master Policy covering participants (Organisers, Competitors, Officials and Volunteer Officials), landowners and sponsors as set out below.

B. Medical Malpractice Insurance also under the terms of the ASN Master Policy and relating to the necessary medical services provided at Events.

C. Personal Accident Insurance available to participants suffering injury or loss of life at Events, details of which can be obtained from the ASN Safety Department or by contacting claims@motorsportuk.org.

Where Events take place using the Public Highway, motor insurance as required by the Road Traffic Acts is not provided by the ASN Master Policy and Competitors must ensure that they hold the relevant cover. This must be evidenced before the Event takes place.

Full details / copy of the Master Policy can be obtained from the ASN on request to legal@motorsportuk.org. Please note all information is correct from 01 January 2024, up to date information can be found: https://www.marshsport.co.uk/ngb-schemes/motorsport-uk.html

Insurance and Motor Competitions

Introduction

1. The ASN effects Master Insurance Policies only in respect of public liability and personal accident risks and this cover applies to all Events held under ASN Permit or for which an Exemption from Permit is granted. The policies are arranged through Marsh Sport, 13th Floor, Lower Castle Street, Bristol, BS1 3AG, United Kingdom Tel: 0345 872 5060 (Mon to Fri 9am to 5pm).

The following notes are in respect of each of the insured policies. Further details can be found here, which is managed by Marsh and not Motorsport UK. What is covered? | Motorsport UK (marshsport.co.uk) Public Liability – Information

2. Any person injuring another or damaging another's property because of acting negligently may have an action for compensation brought against them. It is for this reason that the ASN has arranged public liability insurance to protect Clubs organising Events against this potential legal liability. Insurers cannot cover Events they are unaware of and for the policies to be effective a Club must obtain an appropriate Permit or Exemption from the ASN and organise the Event in accordance with ASN requirements.

Scope of Cover

3. The policy is arranged to provide indemnity to the level £100,000,000 for any one incident. This is the limit of the Insurer's obligation no matter how many people are injured or how much property damage occurs as a result of a single incident.
4. In respect of pollution / contamination claims the limit of the Insurer's liability is £100,000,000 in the aggregate and cover is restricted to sudden, unintended and unexpected pollution.

5. The costs of defending Clubs against allegations likely to be the subject of indemnity under the policy are also met by Insurers. They will of course take over the control and conduct of that defence.

6. The first £500 of any claim for damage to property will be the responsibility of the Club and this deductible amount is payable in respect of each and every incident which gives rise to a claim.

7. Where the Club has had a claim(s) in the previous 12 months this excess may be increased at the discretion of the ASN but not without prior notification to the Club concerned.

Who is Protected?

8. The Master Policy protects an Organiser or promoting Club and its Officials for their potential legal liability to third parties injured or whose property is damaged following an incident arising from the holding of an Event. This term includes official Practice and Qualifying Practice and associated activities necessary to an Event (such as setting up a course for a Speed or Rally Event). The cover additionally protects Officials (not necessarily officials of an Organising Club), or Sponsors of an Event or of Races or Championships, within the Event. Competitors and Venue landowners are also covered but not one Competitor claiming against another Competitor.

What is Protected?

9. Events arranged by Clubs held under an ASN Permit or Certificate of Exemption.

10. Marshals' training days are covered subject to prior notification being made to and approval given by the ASN.

11. Approval may be given for the demonstration of Vehicles subject to a specific application being made and written approval being given by the ASN but only where such activity is authorised under the terms of the Event Permit.

What is not Protected?

12. Events not held under Permit or Certificate of Exemption are not covered, neither are any Record Attempts nor activities other than the normal Competition.

13. As part of the Master liability policy member Clubs are covered for their legal liability to third parties arising from their social activities. These activities encompass social evenings, award ceremonies and other like gatherings. This extension DOES NOT cover claims arising from the following:
   a. Hazardous and dangerous activities (except in an attempt to save human life).
   b. Use of pyrotechnics and explosives.
   c. Overseas activities.
   d. Participation in actual Motorsport Competition.
   e. Commercial activities on behalf of the Promoter for gain/profit excepting raffles and prize draws or similar.
   f. Employers Liability and Errors or Omissions.
   g. Liability for bona fide sub-contractors.
   h. Claims more specifically insured by the other existing policies.
   i. Damage to Vehicles used by the Organisers is not covered.
   j. The policy provides no protection in respect of aviation incidents.
Liabilities arising from the use of Vehicles on the public road are not insured under the public liability policy. If this cover is required application should be made to Marsh Sport who will be able to offer facilities to insure the exposure.

Events abroad are not covered without special arrangement and approval being sought through Marsh Sport.

Insurance policies are subject to specific terms and conditions. If there is any doubt at all whether any activity or aspect of cover is insured or not it is important that you refer to Marsh Sport for clarification.

Are Competitors Covered?

The term Competitor is used in its widest sense to describe Drivers, Entrants, Sponsors of individual Competitors / Entrants and where appropriate Passengers.

Where an Event occurs on private land, i.e. where the insurance provisions of the Road Traffic Act do not apply, Competitors are protected by the ASN Master Policy public liability insurance.

It is impractical for the ASN to provide Competitors with cover where any part of an Event takes place on the Public Highway in circumstances to which the Road Traffic Act applies. To cover liability under the Road Traffic Act, Competitors are expected to make their own arrangements by the extension of existing motor policies. However, Marsh Sport are able to assist Clubs organising Rallies to provide Road Traffic Act cover.

However, this insurance does not protect Competitors in respect of liability to mechanics or other helpers forming part of the same Entry nor do they protect mechanics, Entrants or Sponsors in respect of claims by the Driver.

Claims by one Competitor against another competing in the same Competition at an Event are excluded.

Damage to participants Competition Vehicles whether caused during periods of Competition or otherwise is not covered.

Are Landowners Covered?

The ASN Master Policy indemnifies landowners in respect of their potential legal liability to third parties following an incident in connection with an Event for which they have loaned the use of their land. This indemnity is to deal with the risk that an allegation is made after an incident that the cause was due to some defect in the landowner's premises.

The ASN public liability policy will only normally pay for damage to a landowner’s property if it is considered that the club has been in some way at fault and has a legal liability.

The policy is specific in not providing cover for damage to safety barriers, marshal posts, other course installations and damage to road and land surfaces.

Contractual Liability?

Contractual Liability is the term used in Insurance policies to indicate an obligation accepted by one of the two contracting parties which goes beyond the position that would exist otherwise under the common law of negligence. Insurers exclude such obligations because they do not wish to be bound under their policy by any
prior commitment unless they have been given notice of the commitment and agreed to it. Please refer to Marsh Sport for any specific clarification.

22. If obligations are undertaken under contract in respect of damage to other property e.g. hired public address equipment, armco barriers or advertising hoardings then the liability cover offered under the Master Policy will only operate to the extent to which it is judged you may have a legal liability under the common law in negligence.

23. Under normal circumstances any extension of cover will not include inevitable damage to road and land surfaces. Clubs are expected to take reasonable measures to protect vulnerable property, especially any property of high value which might be subject to damage.

Medical Malpractice

24. The Master Liability policy is automatically extended to provide medical malpractice cover for volunteer Junior Doctors and paramedics registered with the HCPC and volunteer medical assistants including nurses registered with Motorsport UK, attending ASN authorised Events. The limit of indemnity is £10,000,000 in the aggregate and the cover is subject to a deductible amount of £450 each and every claim.

Public Liability – Action Plan

25. In order that clubs may be certain that cover is in place for any given event the following are the steps that are to be taken:
   a. Apply to the ASN for an appropriate Permit or Certificate of Exemption.
   b. Consider if specific advice is needed from Marsh Sport in respect of:
      - Activities other than normal competition, or those specifically approved by the ASN
      - Contractual liabilities incurred to property owners or landlords
      - Where cover under the Road Traffic Act is required.
   c. If special exposures to risks not covered in the standard ASN liability insurance exist such as in b. above then full details should be made available to Marsh Sport in good time for them to respond on the nature of the cover required and its costs.

Claims

26. In the event of any incident involving injury to a spectator or official, or damage to third party property, a full report must be made to the ASN as soon as possible. There must be no discussions or correspondence whatsoever regarding the incident other than to confirm that the facts are being reported to the ASN.

27. Delay in reporting could result in the Insurer’s refusal to deal with a claim if their position had been prejudiced by delayed notification or by settlement or commitment having been made. In the unlikely event of an injury being fatal.

The incident report must be made by telephone, at the earliest possible opportunity.

These requirements also apply to serious or potentially fatal incidents.

28. In the case of incidents involving spectators or their property it is important that the names and addresses of any witnesses are obtained and also those of Marshals stationed in the vicinity of the incident.
29. After an incident organisers or individuals may receive a letter from a solicitor which should take the form of 2 copies of a ‘letter before action’. Such letters should not be acknowledged or replied to but must immediately be sent to the ASN Legal Department. Insurers will then have 21 days to acknowledge receipt of the ‘letter of action’ followed by a period of 90 days to investigate the claim and make a decision on liability.

30. Failure to meet these deadlines can result in judgment by default with the attendant adverse penalties and cost accruing to the defendant.

**Personal Accident**

31. The duties of many Officials take them close to the ‘scene of the action’ and consequently into an area of relatively greater risk. Officials voluntarily carry out their duties and legally thereby accept the additional risk inherent in the duty which limits any remedy at law available to the official should injury occur.

**Officials**

32. Recognising the risks freely accepted by participants the ASN has effected Personal Accident insurance applying at Events held under Permit or Certificate of Exemption. Personal Accident policies pay the pre-agreed levels of benefit to persons injured if an incident occurs within the terms and conditions of the policy.

**Who is Covered?**

33. All signed-on Officials and Volunteer Officials at Events held under Permit or Certificate of Exemption, including set-up and dismantling. The signing-on of all Officials at Events is extremely important in that one of the purposes of this is to identify a person as an Official of the Event and consequently establish the right to benefit under this Personal Accident policy. Cover for Officials include travelling directly from home to an Event and directly back home again from the Event.

**What are the Benefits?**

34. The benefits payable under the Personal Accident Policy are detailed on the Marsh website.

**Competition Licence Holders**

35. In addition to covering Officials the ASN has arranged automatic cover for all Competition Licence holders.

36. This Personal Accident insurance cover for Competitors is valid from the date of issue of the Competition Licence or the First of January of the relevant licence year, whichever is the later. It is operative during any Competition and/or official Practice session at an Event run under a Permit issued by the ASN or for which a Certificate of Exemption has been issued or run in accordance with the International Sporting Code of the FIA, under the authority of an FIA recognised ASN.

**What are the Benefits?**

37. The benefits payable under the Personal Accident Policy are detailed on the Marsh website.

38. The standard benefits provided by the ASN under this policy may be enhanced at favourable terms by direct application to Marsh Sport.

**Who is Covered?**
39. All signed-on ASN Competition Licence holders at events held under a Permit or Certificate of Exemption. The cover applies while signed-on or for any International or National Event held in accordance with the relevant provisions of the FIA International Sporting Code.

General Notes
The following are general points where experience has shown it is helpful to give guidance to members.

Competitors or Clubs competing abroad
40. It is recommended that Competitors or Clubs competing abroad review their insurance arrangements, with Marsh Sport.

Foreign Competitors in the UK
41. The National Health Service has financial restrictions on treating some foreign nationals after an incident. Unless the country of origin has an agreement with the UK, foreign competitors are strongly recommended to take out medical insurance before competing here. Organisers should draw this to the attention of foreign competitors.

Social Events
42. The ASN Master Policies provide cover for some club social activities.

Marshals’ Training
43. Marshals’ training days are, subject to prior notification and approval by the ASN, covered under both the Public Liability and the Personal Accident (officials) Policies without charge. The Organisers are required to obtain a Certificate of Exemption from the ASN.

Standard Motor Policies
44. A Standard Motor Policy issued in the UK market excludes use for “racing, pacemaking, reliability trials, speed testing or rallies”. While the Competitor may be able to obtain extension of a relevant policy this is a matter for individual negotiation between the Competitor and their insurer.

45. Any Competitor in any Event that involves use of the public highway should, in their own interest, pay particular attention to insurance. The Competitor should always, before entering an Event involving use on the public highway, obtain confirmation from their insurers that their normal policy operates. Where Rallies or Trials include special tests full details of these tests should be submitted to the Insurer.

46. Competitors are reminded of the Declaration they are required to make when entering an Event. Facilities are available to Clubs to provide short period third party liability cover to Drivers in Rallies through Marsh Sport.

Events on Public Roads

Road Rallies
47. In respect of Road Rallies timed to less than a minute, the higher rate detailed in Chapter 1 App.3 does not apply in respect of Regularity Events or Events where one Section, not exceeding 10 miles in length, is included solely for the purpose of tie deciding.
Closed Road Events

48. Competitor's legal liability cover can only be given for Events run on closed public roads when such roads are closed by a properly enacted Order made under the authority of a statute permitting the closure of a public road or roads for the purpose of a Competition, whether such Competition involves simultaneous Competition or timing against the clock and suspending the operation of normal Road Traffic Legislation.

Insurance Fees

49. The quoted Per Capita Permit Fees are based on an Event of one day's duration. Insurers reserve the right to make an increased charge in respect of Events occupying more than one day to which the public is admitted, and a charge made or where Competitions counting towards the final result take place on each day. The Per Capita Permit Fees provide cover in respect of the Permitted Competition and official Practice sessions at the Event.

Officials working at Overseas Events

50. The ASN has now had agreement to cover UK licence officials when they are providing their services at overseas events subject to the following conditions:
   a. They have notified the ASN in writing using the Overseas Insurance Application form of their intention at least 30 days prior to the event and the ASN has acknowledged accordingly.
   b. The Event they are attending is sanctioned by the ASN of that country who like Motorsport UK are recognised by the FIA in that capacity. No cover is given for any non-affiliated events.
   c. That the official shall take out their own travel insurance for any incidents that occur away from the Event Venue.
   d. That the country where the Event is taking place is not on the sanctioned list (see www.motorsportuk.org).
   e. In respect of officials attending Events in the United States of America or Canada, the cover is subject to restrictions as shown below.

SUMMARY OF COVER

Personal Accident
A. Cover will match the existing master arrangements in place for officials under the ASN master policy.
B. Cover would be secondary to any other valid cover or collectibles.
C. Medical Expenses and Repatriation benefit to £50,000 for all non-European exposure.

Third Party (Public Liability)
A. Cover will match the existing master arrangements in place for officials under the ASN master policy.
B. Cover would be secondary to any other valid policy.
C. The cover is strictly limited to Europe.

Professional Indemnity
A. Cover will match the existing master arrangements in place for officials under the ASN master policy.
B. Cover would be secondary to any other valid policy.
C. The cover is strictly limited to Europe.
CHAPTER 1

APPENDIX 4 COMPETING ABROAD

This brief outline is designed to help competitors and officials avoid problems which can be associated with competing at events overseas. Check our website for current information.

General

1. Use this checklist if you are planning to compete abroad:
   - Is the Event on the FIA International Calendar (or the respective ASN's National Calendar), otherwise it could be a long trip for nothing.
   - Have you got the right Competition Licence (International Driver and Entrant Licence or EU Licence as appropriate)?
   - If you are taking any banned substance on the current WADA list, a TUE is only required PRIOR to competition for Drivers who are competing in FIA International Events. Please contact the ASN for further instructions.
   - Have you 'permission to start'. Entry Forms often require the stamp of approval of your National Sporting Authority (ASN). Your International Licence is also your 'Visa' authorising you to compete abroad. In case of doubt, the ASN can always stamp your entry form but do not leave it until the last minute before the closing date for entries.
   - Is / are your Licence(s) signed.
   - Do the Regulations call for you to take passport size photographs for Event identification.
   - Do the Organisers require any specific paperwork, identification or information.
   - Do you have the right Homologation / identity papers / Competition Car Log Book.

European Events

2. Holders of National or International Licences may compete in Events that are published on the respective ASN's National Calendar. They do so under the regulations for that Event and under the jurisdiction of the appropriate ASN (National Sporting Authority).

3. These Events will not be on the International Calendar.

Travelling Arrangements

4. Taking Competition Vehicles and spares across international borders can be a fraught business and very time consuming. Allow enough time and ensure that your papers are arranged in advance.

5. Ensure any required carnets are in order.

Personal Arrangements

6. Take your Driving Licence even if you are the Co-Driver; many foreign countries insist on seeing this whether you are intending to drive or not. You may be refused the start without it.

7. Find out if the countries you are visiting require an International Driving Permit.
8. It is essential to have **Green Card Insurance** to protect yourself. In some countries an additional 'Bail Bond' cover is essential. (NB UK Third Party Fire and Theft cover is not necessarily valid abroad.) Always check with your motor insurer that your UK cover is valid in the country you are visiting.

9. Take the **Vehicle** registration documents or an authority from the vehicle owner that you are entitled to be driving it (e.g. in the case of a company vehicle).

10. Particularly with large or trailered vehicles, check that you are allowed to travel on the roads during weekends or public holidays (e.g. in France, Italy and Germany).

11. Find out if you need a Travel Visa for the countries you are visiting.

12. Include your 'UK' plates.

13. Check which, if any, inoculations are necessary for each country you are visiting.

14. Take out **Medical Insurance** that covers you during an event as well as before and after.

15. Check what emergency equipment you need to carry. Bulb kits, fire extinguishers, warning triangles, breath alcohol testers and reflective clothing for example are mandatory in many countries.

16. Make sure your vehicle's lighting complies with the requirements for the countries visited.

**Vehicles / Spares**

17. Check the **ASN** website for current information on this topic as we collaborate dynamically with HMRC and Border Force.

18. When crossing any international border, particularly outside the EU, ensure you can account for all equipment, including trailers, trailered vehicles and spares. This should be done on entry and exit. Customs officers will need to ensure that you take out what you took in and any missing items are considered as having been sold and therefore could be liable for tax.

19. Some countries accept a list of equipment and spares deposited on arrival and cleared on departure at the same post (if you are sensible). Other countries, particularly, in the case of **Race Vehicles** and trailered equipment, may require formal 'Carnet' documents with Bank Guarantees to the value of the equipment.

20. Lack of paperwork on arrival at a customs post could mean a fine in addition to delays. Even clearing Customs on entry without being checked does not mean you are clear; you will have to exit the country and you also may be subjected to roadside checks.

21. In general the more paperwork you carry the better. You should carry it can help to have paperwork for the event or evidence of an invitation or acceptance to compete to reassure Customs that your visit is genuine.

22. Take duplicates or copies of all papers with you, and perhaps copies of the original invoices for the vehicles and spares to reduce the possibility of a VAT investigation on re-entry into the UK.

23. (Carnet de Passage) where required and more information can be obtained from: The RAC, The AA, Chambers of Commerce (ATA Carnet), Freight Transport Association (Owner Document Road Permit), HM Revenue and Customs. The motoring organisations may be able to offer both Personal and Vehicle Protection bonds in case of accident. Check out their schemes.

**Community Movement Carnets**

24. These are no longer required for movement between and through countries which are full members of the EU.
This does not mean that you won’t be stopped and asked to explain exactly what you have on board, so it is still a good idea to have some form of documentation to prove ownership.