Race
Chapter 12 Race

App.1  Specific provisions relating to all Junior Car Racing
App.2  Specific provisions relating to Championships
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App.13 Specific provisions relating to Competitors Vehicles Technical Regulations
App.14 Specific Dimensions of Single Seater Cars
CHAPTER 12 RACE

This Chapter must be read in conjunction with the relevant provisions of:
Chapters 1-11 inclusive as well as any relevant Official Documents.
All Appendices are of Regulatory value. Except as stated references in this text are to Appendices to this Chapter.

Formulae Regulations
1. Are available from the ASN Technical Department.
2. The following parts of Chapter 9 (competitors' Vehicles and Vehicle safety equipment) remain unmodified in this section unless modified in the ASN Formulae Regulations: Suspension; Transmission; Cooling; Exhausts.

Truck Racing
3. Specific regulations are available from the ASN Technical Department for Truck Racing.
4. Unless the nominated Clerk of the Course is a Licensed International Clerk of the Course the nomination must be approved by the ASN.
5. In addition to the general matters above the following Appendices comprise this Chapter:

Junior Car Racing
App.1 Specific provisions relating to all Junior Car Racing

Championships
App.2 Specific provisions relating to Championships

Race Officials
App.3 Specific provisions relating to Race Officials

Organisers' Regulations and Restrictions
App.4 Specific provisions relating to Organisers

Incidents Medical facilities and Emergency Rescue
App.5 Specific provisions relating to Incidents Medical facilities and Emergency Rescue

Competition Regulations
App.6 Specific provisions relating to Competition Regulations

Track Regulations and Driving Standards
App.7 Specific provisions relating to Track Regulations and Driving Standards

Signals by Flags and Light Panels
App.8 Specific provisions relating to Signals by Flags and Light Panels

2025 National Competition Rules Chapter 12 Race
End of race and Results
App.9 Specific provisions relating to End of Race and Results

Penalties
App.10 Specific provisions relating to Penalties

Pit and Paddock Regulations
App.11 Specific provisions relating to Pit and Paddock Regulations

Competitors Regulations
App.12 Specific provisions relating to Competitors Regulations

Competitors Vehicles Technical Regulations
App.13 Specific provisions relating to Competitors Vehicles Technical Regulations

Single Seater Dimensions
App.14 Specific Dimensions of Single Seater Cars
CHAPTER 12 RACE

APPENDIX 1

Junior Car Racing

1. The ASN may authorise a maximum of four Junior Car Racing Championships annually each of which must be endorsed and submitted for approval by an ASN Recognised Club. The ASN has the authority in its entire discretion to exceed the above number in circumstances which the ASN considers to be appropriate or where the FIA has given approval.

2. All Junior Car Racing Championships must comply with Chapter 4 App.3.

3. Any proposed Vehicle must fully comply with the ASN Junior Formulae Technical Requirements as published by the ASN from time to time (subject to the ASN Stability Regulations Chapter 1 Art. 13).

4. The ASN in its discretion shall licence Junior Car Racing Championship Organising Clubs and such licences when granted remain valid for 3 calendar years expiring 31 December in the third calendar year when prospective Organisers may again apply for a licence. The ASN in its discretion may impose conditions on such licences.

5. Any new manufacturer backed Junior Car Racing Championship must have guaranteed manufacturer support for a minimum of three years and Chapter 4 App.3 shall apply in its entirety except that Art. 6 below applies (Chapter 4 App. 3 Art.17).

6. Each Junior Car Racing Championship should achieve an average of 12 starters during any one year to retain Championship status.

7. A Junior Car Racing Championship will be permitted to accept registrations from Drivers who have achieved their 14th birthday and who will be permitted to continue until 31st December of the year of their 17th birthday.

8. Chapter 6 App.5 Art.1 applies and Drivers must satisfactorily complete the extended ARDS course specifically designed for Junior Car Racing. The ASN may impose conditions on a Competitor holding and/or retaining such a licence.

9. The Competition Licence application for a Race Club Licence must be endorsed and submitted to the ASN by one of the Junior Race Championship Organising Clubs and the Race Club Licence issued will be restricted to the permitted Junior Race Championship and subject to Art. 11 below is not valid for any other Event or discipline. A Licence issued under these provisions is hereafter referred to as ‘a Junior Race Licence’.

10. The Junior Race Licence will state ‘Junior Race Formulae Only’ and will be held by the relevant Junior Car Racing Championship Organising Club.

11. The Junior Driver will be permitted to participate in those Championships authorised by the ASN and the licence holding Junior Race Championship Organiser will be authorised to copy the held licence and pass to the fellow Junior Racing Championship Organiser(s) if required and the requirement of Chapter 6 are waived accordingly.

12. The holders of ASN Junior Race Licences are permitted to participate in a Motor Sport Ireland Junior Car Racing Championship and any issued licence will be retained by the ASN in this regard.

13. A licence issued by another ASN may also be accepted subject to agreement between the ASN the Driver parent ASN and the Organisers.

14. Junior Race Licence holders appearing in Judicial Procedures must be accompanied by the signed
on responsible adult and the Event Safeguarding Officer should also be present if possible.

15. When the Driver reaches 16 years of age the Junior Race Licence holder is eligible to be issued a Race Club Licence. Upon issue of a Race Club Licence (unrestricted) by the ASN and having competed within Car Racing Events the Driver will no longer be eligible to hold the Junior Race Licence nor to compete within the Junior Racing Formulae.
CHAPTER 12 RACE

APPENDIX 2

Championships and Series

General
1. It is the Organising Permit holder’s responsibility to ensure that all Events possess either a Championship Permit or a Series Registration document as appropriate.

Championships
2. This Appendix must be read in conjunction with Chapter 3 and Chapter 4 App. 3 - Car and Truck Race Championships.

Series
3. A series of individual Events organised by a recognised Club to a common set of Sporting and/or Technical Regulations with no accumulative winner must register with the ASN on the prescribed form which must include:
   a. title
   b. Vehicle(s) and
   c. minimum licence status.

4. A Registration Fee will be levied by the ASN as published from time to time (Chapter 1 App.2).

5. Registration will be accepted by the issue of a Series Registration document.

Alternative Championship Rounds
6. If a Championship round is cancelled due to reasons of safety or Force Majeure the Championship Permit holding Club is entitled contrary to the provisions of Chapter 3 to arrange an alternative date (and if necessary Venue) upon which to run the Event provided that not less than 85% of the Competitors entered for the Event agree to the change. Only those Registered for the Championship and Entered for the cancelled Event at the date of cancellation may take part in the alternative Event.

7. Agreement of the relevant Competitors must be sought either:
   a. on the day of cancellation if the Competitors entered are present at the Event or
   b. by contacting the Competitors via their address/email as stated on their Championship Registration form.

   Failure to respond within 48 hours via e-mail or ’Signed For’ delivery by post will be deemed to signify the Competitor’s agreement to the change.

Single Seater Championships
8. A Single Seater Championship may make application to the ASN to accept registrations from Drivers who have achieved their 15th birthday on condition that the Driver is entitled to hold or is the current holder of an International 'ITE' or 'ITF' Kart Licence and that the eligible Vehicles:
   a. have a Weight/Power ratio greater than 3 kg/hp and
   b. meet the current FIA Formula 3 (Article 275) or FIA Formula 4 (Article 274) crash test and safety requirements or such alternative Regulatory criteria as the FIA and/or the ASN may specify from time to time.
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APPENDIX 3

Race Officials

This Appendix must be read in conjunction with the relevant provisions of Chapters 2 – 5 inclusive.

At International Events the provisions of the Code may take precedence.

National Events

Clerks of the Course

1. One Clerk of the Course must be nominated as the Senior Clerk of the Course responsible for the overall control of the Event.
2. All Clerks of the Course must be identified by name in the Official Documents for the Event.
3. A Championship or Series may appoint a Permanent Clerk of the Course provided that person holds the appropriate grade of Clerks Licence (minimum grade National).
4. In the case of all Race Events the Clerk of the Course must hold a Clerk of the Course licence issued by the ASN valid for the grade of Event (minimum grade National).
5. For details of Clerks Licences Retention and Upgrading refer to Chapter 5.

Technical Officials

6. The Organisers must appoint a Chief Scrutineer and Technical Officials in adequate number for the management of safety and eligibility scrutineering for the Event. They must be identified by name in the Official Documents for the Event.
7. Except where rectified before participation in the Competition, all non-compliance with safety and applicable eligibility regulations must be reported to the Chief Scrutineer and the Clerk of the Course in writing. Technical Officials have no Judicial responsibility.
8. Any Competitor declaration concerning a Vehicle (Chapter 7) or Competitor Safety Equipment (Chapter 9) considered by any Technical Official to be false or where Competitor Safety Equipment is suspected of being fake must be reported in writing to the Chief Scrutineer and Clerk of the Course.

Judges

9. Judges may be appointed by the Organisers to adjudicate on:
   a. False Starts.
   b. Finishing Order.
   c. Crossing a Penalty Line.
   d. Overtaking under Red or Yellow or Purple Signals.
   e. Noise.
   f. Track Limits.
10. The Chief Timekeeper will be a Judge in respect of laps covered and time.

11. The Chief Scrutineer and members of the Technical Commission will be Judges in respect of eligibility and when acting together with such a person then an Eligibility Scrutineer will be a Judge of Fact.


Driving Standards Observers (Chapter 5)

13. Driving Standards Observers may be appointed to report on:
   a. Driving in a manner incompatible with general safety (Chapter 2).
   b. Failure to comply with displayed flag Signals or lights (App. 8 to this Chapter)
   c. Failure to comply with Track Regulations (App. 7 this Chapter)

14. Driving Standards Observers shall be located in accordance with the instructions of the Clerk of the Course and shall operate and report to the Clerk of the Course as considered appropriate.

15. Driving Standards Observers must make themselves known to the Senior Post-Chief on duty at adjacent posts in their vicinity.

16. Driving Standards Observers will ensure that their watches are synchronised with Official Timekeepers time and any written report submitted should clearly state the official time that any alleged infringement of driving standards occurred.

17. The Driving Standards Observer is responsible for the reports of driving standards as outlined above but should not personally become involved in dealing with any actual incidents.

Marshals

18. Marshals (Chapter 5) shall patrol between the course and all unfenced Enclosures. Those stationed outside the pits or paddock or Enclosures must be warned to remain behind protective barriers in the event of an impending incident.

19. Marshals shall be briefed on their duties and wear no clothing the colour of which might be confused with Signal colours and / or Light Boards where applicable.
CHAPTER 12 RACE

APPENDIX 4

Organisers Regulations and Restrictions

This Appendix must be read in conjunction with the relevant provisions of Chapters 2 – 11 inclusive.

Specific Regulations apply to Truck Racing and must be obtained from the ASN.

General

1. All Competitors and Officials must Sign On at all Events they participate in.

2. Competitors must produce the necessary credentials of personal and Vehicle eligibility at all times on demand of the Officials of the Event.

3. Competitors must have the correct grade of Licence for the Event and the Vehicle being driven (see Licence Restrictions at Arts.47 and 48 below).

4. All competing Vehicles and / or Competitor Personal Safety Equipment (Chapter 9) must be presented for scrutiny on command of the Officials of the Event, including any specific arrangements for safety and / or eligibility Scrutineering mandated by the Official Documents and / or any conditions of Entry and Signing On.

5. Any false declaration by a Competitor in relation to the eligibility of a competing Vehicle and / or any Competitor Personal Safety Equipment (Chapter 9) must be reported to the Clerk of the Course and to the ASN by the ASN (where applicable) Steward of the Event.

6. Vehicles approved by the Scrutineers shall be issued with a Scrutineering Label to be placed in / on the Vehicle in a location visible to an Official.

7. Organisers must provide a designated area for vehicle scrutiny and ensure that suitable secure facilities exist for the retention of Vehicles involved in Serious Incidents.

8. Medical facilities and / or arrangement including suitable Rescue Vehicles must be provided in accordance with App.5 to this Chapter and Chapter 11.

9. Prior to Practicing and / or qualifying for the Competition at the Event a Driver who has not raced at the Circuit in the configuration being used for the Competition must report to the Clerk of the Course or a Deputy who will specifically brief the Driver.

10. Unless authorisation has been granted by the ASN there shall be no Race (or Practice for a Race) which combines Vehicles with exposed wheels with closed Vehicles (i.e. saloons etc.). This regulation shall not apply to any Race Vehicles of periods A to D or to races for Vehicles of periods E and F providing that such a Race does not include any single seat, open wheeled Vehicle with a height of less than 33in.

11. In wet conditions every effort should be made to clear any accumulations of water from the Track even if this means delaying the start. Drivers must be permitted to complete at least one familiarisation lap prior to the Race if conditions have changed from dry to wet since Practice.

Restrictions on Organisers General

12. A permit for the organisation of a race meeting, championship or series is issued at the sole discretion of
Motorsport UK and on the condition that:

a. A valid **Track Licence** exists for the **Circuit** and its conditions are fulfilled.
b. No paying public spectators are allowed to be present if the **Organising Club** has not organised a **Race Event** within the preceding three years. In certain circumstances the **ASN** may waive this requirement.
c. The appropriate local hospital authorities have been notified as to the time and date of the **Event**, including **Practising**.
d. **ASN Timekeepers, Handicapper** (if appropriate) and **Scrutineers** appropriate to the grade of **Event** have been appointed.
e. Dual status **Permits** may be issued where one or more of the **Races** at an **Event** are to be open to holders of a lower grade of Licence.

13. A **Permit** will not be issued for **Car Race Events** of International status unless the **Club** possesses a fulltime **Secretariat** capable of taking full responsibility for the **Event**. The application must be specifically approved by the **ASN** prior to submission to the **FIA**.

14. No racing or **Practice** may take place until:
   a. The **Chief Medical Officer** has reported to the **Senior Clerk of the Course** that the necessary **Doctors/Paramedics** mobile ambulance vehicles and first aid personnel are present and have been briefed. If no ambulance or suitable substitute **Vehicle** is available at the event the **Competition** or **Practice** must be suspended (Chapter 11).
   b. The **Stewards of the Event** have seen the Fire Equipment Certificate referred to in Chapter 10.
   c. The **Clerk of the Course** has reported to the **Stewards of the Event** that the conditions of the **Permit** and **Track Licence** are fulfilled. Before making such a report the **Clerk of the Course** or a **Deputy** appointed by the **Clerk of the Course** specifically for such purpose shall inspect the course and its installations.
   d. The **Clerk of the Course** is sure that breakdown vehicles are present in sufficient number to cope with any incidents which may be expected having regard to the type of course and number of **Competitors**.
   e. The **Clerk of the Course** is satisfied that the licensed **Rescue Vehicle(s)** are positioned in accordance with the **Track Licence**.
   f. The **Clerk of the Course** is satisfied that the **Competitors** for the relevant session have **Signed On**.

15. No **Vehicle** other than a competing **Vehicle** shall be taken on to the course during a **Competition** except to deal with a grave emergency and then only as instructed by the **Clerk of the Course** who must be satisfied that the **Driver** of such a **Vehicle** knows the operating status of the track and that **Flag Marshals** will warn competing **Drivers**.

16. The **Course** or its features or markings may only be changed between the last **Practising** period and the **Race(s)** in exceptional circumstances.

17. The **Clerk of the Course** in consultation with the **Stewards of the Event** may arrange an additional scheduled **Practice**.

18. If the **Organisers** arrange to display signs to **Competitors** indicating the progress of the **Race** these **Signals** will show the number of laps remaining unless any **Official Document** from the **Clerk of the Course** indicates otherwise.

**Endurance Racing Specific Provisions**
19. **Endurance Race.** A Race scheduled to have a minimum of 90 minutes duration with refuelling permitted and/or Driver stops and/or Driver changes as an integral part of the Race.

20. **Endurance Races** should be started by Rolling Start unless otherwise stated in the Official Documents.

21. There is no restriction on the maximum number of Drivers for each Vehicle.

22. *A Driver may not drive for more than 3 hours in any 5-hour period.*

23. For races over 6 hours any one Driver must not exceed 60% of the scheduled Race.

24. A Driver may drive a maximum of 2 Vehicles during the Event provided that Driver is properly entered and qualified in each Vehicle.

22. All starters in an Endurance Race will be classified in the results according to the number of completed laps subject to the application of all penalties applied pursuant to App.10 to this Chapter and / or Chapter 2.

**Specific Provisions relating to Scrutineering**

23. At least 25% of Competitors and Vehicles must be presented for scrutiny when requested as specified in the Official Documents. Any Scrutineering Label relating to a previous Event must be removed before presentation of the Vehicle for scrutineering. Homologation papers must be presented when appropriate.

24. All Competitor Personal Safety Equipment must comply with Chapter 9.

25. Any Competitor not reporting as instructed may be fined or Disqualified (see Chapters 2 and 22).

26. Vehicles competing in Race Events must comply with App. 13 to this Chapter and Chapter 7 and any appropriate Approved Formula Regulations.

27. No Vehicle requested to be presented at Scrutineering may be driven in the Event until it has been approved by an ASN Licenced Scrutineer of the Event for scrutineering. Homologation papers must be presented when appropriate. The Entrant to the Organiser prior to the commencement of the Competition. The Organiser and the Scrutineers are permitted to inspect any competing Vehicle at any time during the Event. The Organiser may provide for specific Scrutineering obligations in the Official Documents.

28. If after approval for an Event any Vehicle is dismantled or modified in a manner which may affect its safety or eligibility or is involved in any accident which is likely to have a similar effect or is driven in Practice or Competition at another Event it shall be represented for approval. The Entrant is responsible for seeking such fresh approval.

29. In the event of an accident or collision occurring during a Race or Practice or Qualifying Practice the Vehicle or Vehicles involved may be required to halt for examination.

30. A Vehicle involved in an Incident and which is rendered unable to proceed or where any person is injured must not be touched by any person other than Officials without the specific approval of the Clerk of the Course or their Deputy. The Driver concerned may not Race again without the approval of the Chief Medical Officer.

31. No Vehicle presented for Scrutineering that has taken part in any element of the Competition may be taken away from the Circuit before the final technical checks have been concluded for the Race(s) and Vehicles released from Parc Fermé without the prior authority of the Chief Scrutineer who will report such to the Clerk of the Course.

32. No Vehicle should compete in more than four consecutive Events without being physically scrutineered.

33. Vehicle Identification Stickers (Chapter 7 App.1 Art.11) and Event Scrutineering records (Chapter 7 App.1

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**Art.12** may be required for Vehicles competing in Race Events.

**Radios and the transmission of electronic signals**

34. Vehicles will be permitted to carry radio transmitters or receivers for which Ofcom licences will be required and will be checked at scrutineering in the following races only:
   a. International (non-Historic status) and British Championship Races
   b. Races which involve a Driver change
   c. Where the Competitor has an ASN approved information system tuned to the frequency of a transmitting device which is under the direct and sole control of the Clerk of the Course or Chief Timekeeper. The system is to be used solely for providing Competitors with timing data issued by the Chief Timekeeper and/or electronic Signals, instructions or warnings issued on the instruction of the Clerk of the Course.
   d. If a frequency used by a Driver / Team / manufacturer / constructor and/or any of their suppliers (Participant) interferes with a frequency used by a local service or Event Officials or another third party the Participant concerned may be required to change its radio frequency to a non-conflicting frequency to the satisfaction of the Officials of the Event and in accordance with the requirements of Ofcom. The Participant may be suspended from testing and Qualifying and Racing until a change of frequency has been provably effected.
   e. Races where Spotters are permitted.

35. No signal of any kind may pass between a moving Vehicle and anyone connected with the Vehicle’s Entrant or Team or Driver save for the following:
   a. Legible messages on a Pit Board
   b. Body movement by the Driver
   c. Verbal communication between a Driver and Team by means of radio using an approved frequency subject to Art.34 above.
   d. Lap Trigger Signals as provided below at Arts 36 and 37.
   e. Timing Data in accordance with Art.38 below.

36. **Lap trigger signals from the Pits to the vehicle:** Lap marker transmitters must be battery powered and when operating must be free standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10Ghz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point and shall not be used for the transmission of any data from the pit to the Vehicle other than the lap mark.

37. Lap mark data must be transmitted repeatedly and must be demonstrably consistent.

38. A single burst of Timing Data from the Vehicle to the Pits as the Vehicle passes the receiver. All timing beacons and receivers must be a minimum of 10m from any official timing beam.

39. Mobile phone or tablet devices are prohibited from being carried in the competing Vehicle whilst on the Circuit.

**Vehicle Competition Numbers and Identification**

40. Vehicles will be identified by means of a competition number allocated by the Organisers and displayed as
specified in Chapter 7. The use of "0" or "00" is prohibited unless preceded by any number 1 to 9.

41. The numbers shall be in position before the vehicle is presented for scrutiny and will be subject to approval as to position legibility and size. Modifications may be required as a result of observations during Practice.

42. Competition numbers must be always covered when driving on the Public Highway.

43. The Chief Timekeeper may decline to record the performance of any vehicle whose competition numbers are not readily apparent to the Timekeepers.

44. On any Vehicle driven by a person who has not received six Vehicle Race signatures on their Interclub Licence a yellow square not less than 175mm square with a black diagonal cross with strokes not less than 150mm long and 25mm wide must be visibly positioned on the rear of the Vehicle.

45. The Organisers may in addition to the number format provided in Chapter 7 also permit Competition numbers to be moved to the rear side windows (above the drivers' name) on the Vehicle in which case:
   a. The numbers for each rear side window must be:
      i. a minimum of 200mm high
      ii. with a stroke width of at least 20mm
      iii. coloured reflective yellow.
   b. In addition the windscreen of these Vehicles must display the Competition number positioned on the upper area of the Passenger's side of the windscreen as follows:
      i. the numerals must be at least 150mm high
      ii. be in the same colour and font as those displayed on the rear side windows and
      iii. be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

Licence Restrictions
See Chapter 6.

46. Any Driver competing in a Single Seat Racing Car 0.5bhp/kg or greater (excluding Driver weight) must be the holder of a Race National Licence as a minimum except for a Championship which has been authorised by the ASN to set an alternative qualification.

47. Any Driver competing in a Vehicle of 0.34bhp/kg or higher (excluding Driver weight) and measured at the driven wheels except for single seaters as detailed above must be the holder of a Race National Licence as a minimum.

48. In the case of Truck Racing unless the nominated Clerk of the Course is Licensed at the appropriate International grade their appointment must be approved by the ASN.
CHAPTER 12 RACE

APPENDIX 5

Incidents, Medical Facilities and Emergency Rescue

Serious Incidents

1. All Serious Incidents must be reported to the ASN and managed in accordance with the published ASN Incident Pack and Protocols.

2. The ASN Stewards must ensure that the ASN Incident Pack is present with the Event Official Documentation available to the Clerk of the Course.

Incidents

3. The Clerk of the Course shall ensure that after every incident involving a competing Vehicle or Vehicles the following are informed:
   a. The Chief Scrutineer: where mechanical failure is suspected, mechanical damage is substantial, or the completion of a serious incident form is necessary.
   b. The ASN Steward of the Event: where there is injury involving treatment beyond the capability of the Venue staff (see: Serious Incidents) or where judicial action is possible or has been taken.

4. No Vehicle or Driver involved in a Serious Incident shall be permitted to continue in the Competition nor leave the Venue without the prior approval of the Chief Scrutineer or the Event Chief Medical Officer as the case may be. Full details of such approval must be provided to the Clerk of the Course and must be delivered in the Steward’s Report to the ASN.

5. At the conclusion of each Race each Post-Chief shall report any incidents to the Clerk of the Course. Post-Chiefs will also pay attention to driving standards and report to the Clerk of the Course any perceived breaches.

6. At Race Circuits where the use of specialist “snatch” Vehicles is licensed all such Vehicles must only be operated by suitably trained personnel and under the protection of yellow Signals or by neutralisation of the Race in accordance with the relevant guidelines published by the ASN.

7. Live “snatch” is prohibited for:
   a. single seaters; and
   b. open sports cars without a full roll cage.

8. At Race Circuits not licensed for the use of “snatch” Vehicles the recovery of a Vehicle creating an obstruction or hazard can only be carried out once the Race has been neutralized unless recovery is executed manually.

Medical Arrangements, Emergency Rescue Vehicles and Equipment (Chapter 11)

9. At all permanent Circuits there shall be a medical centre equipped in accordance with the current ASN Medical Centre Protocol.

10. The appropriate number of Doctors Paramedics and Ambulances must be present throughout a Permitted Event located in accordance with the Track Licence.

11. Provided that the basic minimum of one Doctor is complied with the remaining posts shall be filled with either
Paramedics (Chapter 11) or Doctors appointed to the Event.

12. At all Race Events at least one licensed Rescue Vehicle and crew must be in attendance and positioned as indicated on the Track Licence.
CHAPTER 12 RACE

APPENDIX 6

Competition Regulations

This Appendix must be read in conjunction with the relevant provisions of Chapter 5 Officials.

Handicapping

1. Any handicap will be based on the Handicapper’s estimate of the potential performance of the Vehicles entered. Speeds achieved during Practice will be used as a guide – unless some other basis is advised in Official Documents.

2. A handicap may be modified after initial publication but a finalised list of handicaps should be published at least 30 minutes prior to the start of a Race.

3. In the case of races in which the handicap is wholly or partly based on Practice times a Driver who in any lap improves their best Practice lap time by more than 5% in similar conditions may be disqualified by the Clerk of the Course. This penalty may be waived if the Handicapper advises the Clerk of the Course of any extenuating circumstances.

4. For handicap races the handicap shall be so arranged by the allocation of credit laps that all Vehicles will have left the starting area before the limit Vehicle has completed its first lap. Vehicles due to start at different times should not be placed in the same row on the starting grid.

Timing

5. The completion of the first and subsequent laps shall be timed when each Vehicle crosses the control line unless the Official Documents state otherwise.

6. At all times throughout the Event competing Vehicles shall be fitted with a working timing identification module (i.e transponder). This must be compliant with the Timekeeper’s equipment. The module identification number should be submitted to the Event Secretary on the Entry form. It is the responsibility of the Competitor to ensure that the module is working and safely fitted in a suitable position on the Vehicle. Failure of the module may result in the competing Vehicle being untimed.

7. Where for whatever reason timing is carried out manually the timing of a Vehicle crossing a control line shall be taken at the moment when the centre of the leading wheel(s) pass(es) over that line.

8. Transponder only timing must not be to an accuracy of less than 0.01 seconds.

9. Transponders must be from the ASN approved list and used in conjunction with decoders certified in accordance with Chapter 5.

10. The fitment of the transponder must be in accordance with the manufacturer’s instructions at a predetermined position on the Vehicle as detailed in the Official Documents.

Practice

11. Every Driver including Drivers of Vehicles which are to give performance demonstrations must be given the opportunity of practicing in conditions similar to those to be expected in the Competition and any Driver who has not previously raced over the course in its current configuration within the preceding 2 Competition
calendar years must complete at least three Practice laps in the Vehicle to be raced by the Driver during which the Driver shall satisfy the Clerk of the Course or their Deputy as to their competence. Drivers must be given at least the following opportunity for Practicing:

12. Organisers will provide a period sufficient to allow at least three laps of Practice in the prevailing conditions.
13. It is recommended to schedule a period of 10 minutes of Practice if the Track is less than one mile in length or 15 minutes for a track between 1 mile and 2.5 miles and 20 minutes for tracks over 2.5 miles.
14. Organisers will provide a separate Practice session for each Race Championship or Series (unless the Official Documents state differently). Vehicles practicing entirely out of session will be placed at the back of the grid without the addition of a time delay except where grid positions have been made in accordance with Art.22.b, c, d, e, or f below. If more than one Driver is subject to this rule then starting positions shall be determined by the Clerk of the Course or their Deputy. Qualified reserves shall however enjoy precedence over Competitors practicing entirely out of session or whose Practice times have been disallowed for whatever reason including Vehicle eligibility.
15. Drivers whose best lap time exceeds by more than 10% that of the third fastest Vehicle within its class (where similar weather conditions prevailed) may be disqualified at the discretion of the Clerk of the Course.
16. During Practising the number of Vehicles on the course shall not exceed the number permitted in a race by more than 20% unless the Track Licence specifies otherwise (Chapter 10).

Heats
17. A Competition may be run in Heats the composition of which and of the Final will be determined by the Organisers and published in the Official Documents. The composition of the Heats may be modified or heats consolidated only by the Clerk of the Course after consultation with the Championship Co-ordinator if appropriate.
18. Starting positions in the Final will be determined by the finishing times recorded in each Heat unless the Official Documents specify otherwise.
19. A Driver must drive the same Vehicle in the Final as in the Heats.

Starts
20. Each Vehicle shall have an allotted position at the start in accordance with Art.22 below.
21. Official Documents must specify:
   a. the method of determining starting positions
   b. the maximum number of starters in each race.
22. Starting positions will be determined by:
   a. Practice times or
   b. handicap or
   c. finishing order in a preceding race or
   d. selection made with the object of placing the fastest Driver at the front or
   e. current positions in a Championship or
   f. ballot when the method must be specified in writing in Official Documents.

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23. **When starting positions are determined by Practice times:**
   a. Only those times established by a **Driver** in the **Vehicle** correctly numbered eligible and driving in the Race will be recorded. (Unless authorised by **Official Documents** ‘spare’ **Vehicles’** are not permitted.)
   b. All **Vehicles** in an **Event** must be given the opportunity to take part in the same **Practice**.
   c. Any flying lap time recorded in a correct **Practice** session will be taken into account in determining grid positions even if the remainder of the qualifying laps are completed ‘out of session’.

24. Any **Driver** or **Vehicle** which has had all their **Practice** times disallowed but remains eligible to compete will be placed behind the rear line of the normal starting grid and will not start when the normal starting signal is given. Such **Drivers** will be given a starting signal 10 seconds later. This delayed start cannot be applied retrospectively. For the purpose of calculating times or speed the normal starting signal will be used. If more than one **Driver** is subject to this rule then starting positions shall be determined by the **Clerk of the Course**.
   For races with a rolling start such **Competitors** will start from the pit lane after all the other **Vehicles** have started.

25. Within the provisions of **Art.14 – 19** and / or **24 of this Appendix** the lowest **Practice** time will be considered the most meritorious and the **Driver** and **Vehicle** concerned given the pole position at the start with other **Drivers** and **Vehicles** arranged in order of the times recorded.

26. When identical times are recorded by more than one **Driver** in the official **Practice** session for that race the **Driver** first setting such a time will receive the better starting position.

27. In addition if the **Track** conditions have changed from dry to wet since **Practice Drivers** will be permitted one additional lap prior to the race. **Drivers** will be notified accordingly before they leave the assembly area or pit lane whichever is applicable.

28. Any **Competitor** who is on the **Track** at the time of showing the one-minute board or who is allowed to join the race with the permission of the **Clerk of the Course** is defined as coming under starter’s orders and is therefore deemed to be a starter.

29. A non-starter is any **Competitor** who does not fulfil the criteria specified in **Art.40 below**.

**Starting:**

30. There are two methods of starting. The **Official Documents** must state the method to be used:

31. **Standing start:** A standing start occurs when the **Vehicles** are stationary on their appropriate grid positions with engines running when the starting **Signal** is given. Timing shall commence when the starting **Signal** is given.
   The starting line is the line in relation to which the position of each **Vehicle** is fixed prior to the start.

32. **Rolling start:** A rolling start occurs when the **Vehicles** are moving at the moment the starting **Signal** is given. To achieve a rolling start the **Competitors** may be led by a **Pace Car** until the starting **Signal** is given. All rolling starts must be in a 2 x 2 or 1 x 1 grid formation. The start line is the line on the crossing of which the timing commences.

33. The **Start Grid** shall be notified at least 30 minutes before the start except when the finishing order in one **Event** affects the starting positions in a subsequent **Event** scheduled to start less than half an hour later. In such instance the starting positions shall be notified as soon as practicable.
   a. The **Start Grid** will be displayed on the **Official Notice Board**.
   b. Any appeal concerning starting positions must be lodged within 30 minutes of their notification. Where the
exception given in Art.33 above. applies any appeal must be lodged not less than 10 minutes before the subsequent start.

c. Each Vehicle will be allocated its pre-determined position on a starting grid. It will be the responsibility of the Driver to place their Vehicle in the correct position unless instructed not to do so by an official specifically appointed to control the start.

d. It is not permitted to change tyres between leaving the assembly area and the start of the race except in the case of Force Majeure (puncture or obvious damage) or if the Clerk of the Course states that the Track is not completely dry. No artificial tyre heating or heat retaining devices may be used during this period.

e. The pit exit will be closed 30 seconds after the last able Vehicle of the assembled Vehicles leaves the entry point on to the Circuit and after this time any Vehicles and Drivers exiting the assembly area will be required to start from the pit lane after the last Vehicle has passed the pit lane exit at the start of the Race. Once the countdown has commenced any Vehicle still in the pit lane or assembly area must start at the back of the field at the commencement of the green Signal lap or Race start whichever timing is appropriate as deemed by the Championship Regulations or the Clerk of the Course.

34. Visual warnings will be displayed as per Official Documents. Visual warnings may be supplemented by sound signals.

35. If through unforeseen circumstances the formation lap cannot commence at the appointed time after the display of the one-minute signal Drivers will be notified by display or a “Start Delayed” board. Engines may then be stopped but only on the instructions of the Clerk of the Course.

36. If a “Start Delayed” Signal is given the starting procedure will be recommenced by the display of the one-minute warning and so on.

37. For all races with a countdown of three minutes or less Officials and Drivers are the only persons allowed on the grid.

38. For all starts the Driver will be seated in the Vehicle and engines will be running.

39. Unless the Official Documents specify that engines must be stopped on arrival at the starting grid no penalty will be applied for failing to stop engines. Engines not already running will be started at the one-minute signal and the method of starting shall be in accordance with the appropriate Technical Regulations.

40. Any Driver in position on the grid but unable to take part in the start shall indicate that predicament by raising an arm vertically or opening the door. Marshals should warn other Drivers by means of a Yellow Signal. These Vehicles will be started after the Competitors have left the grid.

41. For all categories of Vehicles that allow slick tyres to be used the start will be preceded by a formation lap.

42. Following the showing of the 30 second Signal the starter will release the Vehicles by displaying a green Signal. The Vehicles will keep in grid formation for this lap and the pace will be set by the pole position Driver. No Practice starts may be executed during the course of this lap. At the end of this lap the Vehicles will return to their grid positions and stop with their engines running.

43. A five second board will be used to indicate that the grid is complete then approximately 5 seconds after this board is withdrawn the red lights will be switched on and between a further 2 to 7 seconds the red lights will be extinguished to indicate the start of the race.

44. The order to start will be given by Signal, lights or a starting flag:

a. Red lights being extinguished for both a standing start and rolling start

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b. Downward movement of the **National Flag** where the use of start lights is not possible. All **Competitors** must be briefed on this method of starting when this is not the usual procedure.

45. A grid may be formed in two parts allowing the first part of the grid to be started in advance of the second.

    a. The **Signal**, lights or starting flag will be used to start the first part and the second part started by use of a starting flag alone.
    
    b. For any **Circuit** up to and including 2 miles in length a time delay of 10 seconds is mandatory to separate the grid.
    
    c. For any **Circuit** over 2 miles in length the time delay between the two grids will be no less than 10 seconds and no more than 20 seconds.
    
    d. All **Competitors** must be made aware of this start procedure through the **Official Documents** whenever this method of starting is used.
    
    e. Following release of the first part of the grid should an obstruction for the second **Race** start appear the **Race** must immediately be red flagged.

46. A second **Race** of the same status may run concurrently but only from a single start up to the maximum number permitted by the **Track Licence**.

    a. At the end of the specified duration of the shorter race all **Competitors** will be **Signalled** by the display of a white board measuring at least 80cm x 60cm with a chequered border and bearing the legend ‘Race Part One End’.

    Upon display of this signal the shorter race **Competitors** must safely enter the pit lane ensuring that they do not impede those **Vehicles** which are continuing to race for the longer period.

    The timing of **Vehicles** in the shorter race will conclude when the final **Competitor** in this shorter race passes the board on the finish line.

    b. There must be a minimum of 30 minutes between the end of each **Race** for **Endurance Races** and no less than 15 minutes for any other **Races**.

    c. No **Vehicle** is eligible to compete in both **Races** however a **Driver** competing in an **Endurance Race** may do so.

    d. A **Drivers** briefing for all **Competitors** is mandatory and the board to be used (as specified in Art.46.a above) must be shown to all **Competitors** during the briefing.

**False Start**

47. A false start occurs when a **Driver** under **Starter’s** orders is:

    a) in an incorrect position on the grid or
    
    b) forward from the prescribed position or
    
    c) moving at the time that the red lights are extinguished or
    
    d) in the case of a rolling start fails to maintain the correct station or accelerates early or unevenly.

**Penalty for a False Start**

48. Unless the **Regulations** provide for a different penalty the **Driver** concerned shall be penalised by the addition of 10 seconds to the time taken to complete the **Race**. This penalty must immediately be notified to all **Competitors** by a **Signal** board and to the **Driver’s** pit or representative. This penalty will not incur penalty points.
Stopping a Race

49. Any Race can be stopped at the sole discretion of the Clerk of the Course by ordering the ‘waving’ of the Red Signal at the Start/Finish line. Competitors will be warned that the Race has been stopped by the simultaneous ‘waving’ of the Red Signal at all Flag Marshalling Posts.

   a. Any Race stopped before the leader has completed two laps will be declared a “No Contest” and available Competitors will restart from their original grid positions (Art.50 below also applies).

   b. Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only Vehicles which are proceeding under their own power at the showing of the Red Signal (App.7 of this Chapter) will be classified in this first part (Art.49.c and Art.50 – 53 below also apply).

   c. If a race covered by Art.49.b above cannot be restarted either at that time or later during the same Event for whatever reason then the result will be declared applying the same principle described to produced the grid order at b. above – the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal.

   d. When restarted the result will be the order of finishing at the end of the restarted Race unless Championship Regulations specify otherwise. The result will list all Competitors who took the start in the Race even if they did not take part in the restarted Race and will use the first part for purposes of establishing lap records and point scoring where applicable (Art.50 – 53 below also apply).

   e. Any race stopped after the leader has completed 75% of its duration may be considered to have finished unless the Clerk of the Course in consultation with the Stewards of the Event deems it appropriate to restart the Race. The result will be based on the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red Signal.

   f. Only Vehicles which are proceeding under their own power at the showing of the Red Signal will be classified (if restarted Art.49.b and d. above will apply).

50. In the interval between stopping and restarting the Race Vehicles may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other Vehicles have started.

51. Non-runners at the time of stopping must return to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by a Scrutineer.

52. No work may be carried out on the grid unless on grounds of safety and with the approval of an ASN Licenced Scrutineer.

53. The Clerk of the Course may order that the duration of the second part or re-run of any Race shall be a shorter distance than originally scheduled or may be abandoned altogether.

54. If the duration is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% under Art.49.b and e. above.

55. If the first part of the Race was stopped under Art.49.a the duration of the re-run will be determined as the duration of the Race.

56. However if the first part of the race was stopped under Art.49.b then the duration of the second part will be added to the duration of the first part (the elapsed time at which the Red Signal was shown) and the
amalgamated figure will be used to determine the overall Race duration.
Track Regulations and Driving Standards

General

1. Any Driver intending to leave the Course or to enter the pits shall Signal the intention to do so in good time and be satisfied that it is safe to do so.

2. The Driver of any Vehicle leaving the Track because of being unable to maintain racing speed should Signal the intention to do so in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to a point of exit.

3. Should a Vehicle stop somewhere other than in the pit lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the Vehicle marshals may assist. If such assistance results in the Driver re-joining the Race this must be done without committing any breach of the Regulations and without gaining any advantage.

4. No Vehicle able to proceed under its own power shall be stopped either on the Track or the verges of the course but shall proceed to the pits or paddock unless in doing so causes a hazard to other Competitors.

5. A Vehicle alone on the Track may use the full width of the Track.
   a. However as soon as it is caught by a Vehicle which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity.
   b. If the Driver who has been caught does not seem to make full use of the rear-view mirrors Flag Marshals will display blue Signals to indicate that the faster Driver wants to overtake.
   c. Any Driver who appears to ignore the blue Signals will be reported to the Clerk of Course.
   d. Overtaking according to the circumstances may be carried out either on the right or on the left. In response to each attempted overtaking maneuver no more than one change of direction to defend a position is permitted.
   e. Any Driver moving back towards the racing line having earlier defended position off-line must leave at least one Vehicles width between their own Vehicle and the edge of the Track on the approach to the corner.
   f. Manoeuvres liable to hinder other Drivers such as deliberate crowding of a Vehicle beyond the edge of the Track or any other abnormal change of direction are strictly prohibited.
   g. Any Driver who appears guilty of any of the above offences may be reported to the Clerk of Course and penalised.

6. Drivers must use the Track at all times and may not leave the Track without a justifiable reason. For the avoidance of doubt:
   a. The white lines defining the Track edges are considered to be part of the Track.
   b. A Driver will be judged to have left the Track if any part of the contact patch of the tyre of the Vehicle goes beyond either the outer edge of any kerb or the white line where there is no kerb.

7. Should a Vehicle leave the Track for any reason and without prejudice to Art.8 below the Driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.
8. Contact with another **Vehicle** and/or repetition of serious mistakes or the appearance of a lack of control over the **Vehicle** (such as leaving the **Track**) will be reported to the **Clerk of Course** and may entail the imposition of penalties up to and including the **Disqualification** of any **Driver** concerned.

9. It is not permitted to drive any **Vehicle** unnecessarily slowly or erratically or in a manner deemed to be potentially dangerous to other **Drivers** at any time.

10. Breaches of **Art. 6 above** may be reported and/or determined only by:
   a. A duly appointed **Judge of Fact** and/or
   b. **Senior Officials** through the use of suitable equipment under the control of the **Organisers**.

11. Breaches of **Art. 6 above** may be penalised as follows:
   a. In qualifying the lap on which the breach occurred should be disallowed. Note should be made on the result sheet of any times disallowed.
   b. During races the following scale of penalties will be applied:
      1st breach – no penalty
      2nd breach – warning **Signal**
      3rd breach – a 5 second penalty added to **Race** time
      4th breach – a further 10 second penalty added to **Race** time
      5th breach – **Drive Through** penalty in addition to the preceding time penalties
      6th breach – Black **Signal**
   c. Care should be taken to ensure that all **Signals** (flag and/or **Light Board** and **Board**) must have been displayed to the **Driver** concerned before moving up the penalty scale. All penalties applied should be noted on the result sheet.

12. No competing **Vehicle** shall be driven in the reverse direction of the **Track** except for the minimum distance to remove it from an unexpected situation and then only under official supervision.
CHAPTER 12 RACE

APPENDIX 8

Signals by Flags and Light Panels

The following regulations apply to Circuit racing and Kart racing

1. Flag Signals and / or Light Panels where available shall be in accordance with the following. At venues where light panels are operational these light Signals will take priority and may be supplemented with flags:

2. Each Signalling Post shall be provided with a Hazard Area Board (not applicable at Kart Circuits) and the following Signals:
   a. Yellow
   b. Yellow and Red
   c. Green
   d. Blue
   e. Red
   f. White and
   g. Purple (if specified in the Official Documents)

   and shall be staffed by Marshals who are competent in their use.

3. The Clerk of the Course shall be provided with or have under their direct control:
   a. a Red Signal
   b. a Black Signal
   c. a Black and White Signal split diagonally and
   d. a Black Signal with an Orange Disc
   e. The means for clearly displaying a competing Vehicle number in the case of b. to d. above. where available a digital board will display messages to the Drivers.

4. The National Flag and a Black and White Chequered Signal shall be available at the start and finish line or lines for appropriate use.

5. All Signalling posts shall show a Green Signal during the first lap of each Practice session and during each formation lap.

6. Officials’ Signals will be conveyed to Drivers and may be displayed either by flags and or by an appropriately coloured light panel to which the Competitor number may be attached.

7. A static ‘flag may be replaced by a coloured light Signal and a ‘waved flag’ may be replaced by a flashing coloured light Signal:
   a. Red/Green lights or National Flag: Race start.
   b. Blue – Stationary: Another Competitor is following close behind.
   c. Blue – ‘Waved’: Another Competitor is trying to overtake.
   d. White - A service Vehicle or slow-moving Vehicle is on the Circuit. The white Signal will be displayed ’ to indicate the sector of the Track that the slow-moving Vehicle is in and held stationary whilst the Vehicle is in the next sector.
   e. Yellow – ‘Waved’: Danger slow down sufficiently to ensure that full control of the Vehicle can be
 retained. No overtaking.

f. Yellow – ‘Waved’: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.

g. Yellow with Red Stripes – Stationary: Slippery surface ahead.


i. Green – ‘Waved’: All clear at the end of a danger area controlled by yellow Signals. Also used to signify the start of a formation lap and shown at all posts during first lap of each Practice session and during each formation lap.

j. Red: Immediately cease driving at racing speed and proceed slowly without overtaking and with maximum caution to pits or start line obeying Marshal’s instructions and or Light Signals and being prepared to stop should the Track be blocked.

k. Black with Orange disc displayed with the Competitor’s number: Notification of apparent mechanical failure or of a fire which might not be obvious to the Driver. The Vehicle concerned must call at its pit for repairs on the next lap.

l. Black and White Rectangular split diagonally and displayed with the Competitor’s number: A warning to the Driver that their driving conduct is suspect and they may be shown a black Signal on further reports.

m. Black displayed with the Competitor’s number: The Driver must stop at their pit on the next lap of receiving the Signal and report to the Clerk of the Course. A penalty of Disqualification may be enforced by display of the Black Signal.

n. Black and White Chequered - End of Race or Practice.

o. Hazard Area Board which will be displayed as a warning of a hazard that was not present when the Practice or Race started.

p. SC Board will be displayed in the event of the Safety Car being deployed.

8. At an incident where the Track is obstructed or Marshals are working at the trackside the following Signals will be used:

a. A ‘waved’ Yellow Signal at the Signalling post before a double ‘waved’ Yellow Signal.

b. A double ‘waved’ Yellow at the Signalling Post immediately preceding the incident.

c. A ‘waved’ Green at the Signalling Post immediately after the incident.

d. If the incident is well off the Track and marshals are not working at the trackside the incident may be indicated by a single ‘waved’ yellow followed by a ‘waved’ green or by a Hazard Area board.

9. The Code 60 Signal may be brought into operation to neutralise a Race at the sole decision of the Clerk of the Course provided that all Signalling Posts in use are in communication with Race Control its use will have been confirmed in the Official Documents and its operation in accordance with Arts.34 – 43 of this Appendix 8 and explained in the Drivers briefing.

10. Overtaking or not slowing down is an offence from the point of passing the Yellow Signal(s) until the Green Signal is passed.

11. If a hazard has been indicated by Yellow Signals as above the Signals may be withdrawn even though the hazard remains. It will then be indicated by a Hazard Area board at the Signalling Post t preceding the hazard. It is then the Competitor’s responsibility to take appropriate care.
12. When a Race is stopped by the Red Signal the method of re-starting or deciding the result will be in accordance with Arts.49.b – c and Art.50 of App.6 to this Chapter.

13. Other than the Starter’s Flag the minimum size for any flag or appropriately coloured Signal panel is 75cm x 60cm. (N.B. International Regulations require the Red Signal to be 80cm x 100cm minimum).

14. Once the Black and White chequered Signal has been displayed the Event is over and may not be restarted.

15. If during any Race no Vehicle crosses the control line under its own power during a period of five minutes the end of Race Signal shall be displayed and the results announced on the relative positions of Vehicles at the time they last crossed the control line under their own power.

16. **SIGNAL COLOURS**

   ![Flag Illustrations]

   - **Blue**: Overtaking flag
   - **Green**: Road clear
   - **White**: Service car or slow moving vehicle
   - **Yellow**: Danger
   - **Yellow/Red**: Slippery surface
   - **Red**: Cease racing
   - **Yellow/Black quartered**: Slow down, no overtaking (karting only)
   - **Purple**: Code 60
     - **Race Neutralised**
   - **Black/White diagonal**: Warning flag
   - **Black, Orange disc**: Mechanical failure
   - **Black**: Report to CoC
     - **3**: End of race
   - **Green, Yellow chevron**: False start (karting only)

**Operation of Safety Car**

17. The Safety Car will be brought into operation to neutralise a Race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit Driver and will carry an observer capable of recognising all competing Vehicles and who is in permanent radio contact with Race Control (Chapter 5
18. The Safety Car, yellow/amber lights illuminated, will normally join and exit the Circuit from the pit lane and the Safety Car boards will be shown initially from the Start/Finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

19. On the order from the Clerk of the Course, the Safety Car will join the Circuit with its flashing lights on, regardless of where the Race leader is.

20. When the order is given to deploy the Safety Car a 'waved' yellow Signal and "SC" board will be displayed at the Start/Finish line. The 'waved' yellow Signals and "SC" boards will flow around the Circuit in both directions whereby adjacent Signalling Posts display both their waved yellow Signal and "SC" board. At venues where light panels are operational then these signals will be simultaneously broadcast by Race Control to all marshals' posts and may be supplemented with flags.

21. Flashing yellow lights may also be used at the start-line and at other points around the Circuit.

22. All competing Vehicles, when notified of the Safety Car intervention (by the flag Signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car no more than 5 car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing Vehicle during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular Competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

23. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any Vehicles between the Safety Car and the Race leader. These Vehicles will continue at reduced speed and without overtaking until they reach the line of Vehicles behind the Safety Car.

24. While the Safety Car is in operation competing Vehicles may enter the pit lane but may only rejoin the Track when signalled to do so and not when the Safety Car and the line of Vehicles following it are about to pass or are passing the pit exit. A Vehicle re-joining the Track must proceed at an appropriate speed until it reaches the end of the line of Vehicles behind the Safety Car.

25. The Safety Car will remain in operation until at least the majority of competing Vehicles on the Circuit are lined up behind it.

26. When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the Circuit. This would normally be such that a minimum of 25% of a lap for Circuits over 2 miles and 50% of a lap for Circuits under 2 miles should be completed by the Safety Car with its lights extinguished.

27. Following the Safety Car extinguishing its lights and prior to passing the green Signal the Race leader will dictate the pace and if necessary fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits from the point at which the lights on the Vehicle are extinguished Drivers must proceed at a pace which will not lead to the Safety Car being overtaken before it has entered the pit road involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other Drivers or impede the restart.

28. As the Safety Car is entering the pit entry road the green Signal will be displayed at the Start/Finish line and the "SC" board withdrawn. Following this display of the start Signal yellow Signal and "SC" boards at the Signalling Posts will be withdrawn and be replaced with a 'waved green' Signal for one lap. The 'waved' green Signal will flow around the Circuit in both directions as an adjacent post displays their 'waved' green
Signal. This system may be supplemented by a message being simultaneously broadcast to all Signalling Posts if such a communication system is available. Overtaking or overlapping remains strictly forbidden until the start Signal at the Start/Finish line is passed.

29. Each lap covered while the Safety Car is in service will be counted as a Race lap unless specified to the contrary in Championship Regulations.

30. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case and provided its yellow/amber lights remain illuminated all Vehicles must follow it into the pit lane without overtaking. Any Vehicle entering the pit lane under these circumstances may stop at its designated garage area.

31. Should it be necessary to stop a Race during a Safety Car deployment the Safety Car with all competing Vehicles following will pass through the Red Signal at the Start/Finish line complete one further lap at reduced speed and then once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing Vehicles must stop behind it unless otherwise directed.

32. In exceptional circumstances the following may apply:
   a. The Race may be started behind the Safety Car.
      i. In this case its flashing yellow/amber lights will be turned on at the two-minute Signal.
      ii. This is the Signal to the Entrants/Drivers that the Race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown.
      iii. When the Green Signal is shown at the Start / Finish Line, the Safety Car will leave the grid and all Vehicles will follow in single file in grid order no more than 5 (five) Vehicle lengths apart.
      iv. Subject to Arts. b. - f. below the Race will be deemed to have started when the Safety Car leaves the grid and the Green Signal is displayed.
   b. Vehicles will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish line Marshal. Vehicles will remain in single file without overtaking, except that a Vehicle that falls behind may regain its grid position if the Vehicles behind it could not avoid passing without unduly delaying the remainder of the field. In this case Drivers may carefully overtake to re-establish their original starting grid order. If a Vehicle falls to the back of the grid it must remain at the back of the grid.
   c. Any Vehicle(s) delayed leaving the grid may not overtake another moving Vehicle if stationary after the remainder of the Vehicles had crossed the line. In this case the Vehicle(s) shall remain at the back of the grid in the order they left the grid.
   d. A time penalty or Drive Through Penalty may be imposed on any Driver who in the opinion of the Clerk of the Course unnecessarily overtakes another Driver during these laps.
   e. The "SC" boards and Yellow Signals will be displayed at Signalling Posts around the Circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Arts.26 - 28.
   f. All laps undertaken in this start procedure will be deemed to be counted as Race laps.

33. Any Vehicle being driven unnecessarily slowly erratically or which is deemed potentially dangerous to other Drivers at any time whilst the Safety Car is deployed will be reported to the Clerk of the Course. This will apply whether any such Vehicle is being driven on the Track the pit entry or the pit lane.
Operation of Code 60

34. The Code 60 Signal (Code 60) will be brought into operation to neutralise a race at the sole decision of the Clerk of the Course provided that all Signalling Posts in use are in direct communication with Race Control.

35. The order to display the Signal will be given to flag points following a countdown of not less than 15 seconds and come into operation after an ‘on air’ countdown “5-4-3-2-1 Code 60 flag Code 60 flag”.

36. On the order from the Clerk of the Course the Signal will be waved at the Start/Finish line and simultaneously at all Signalling Posts in use around the Circuit. The Signal will continue to be ‘waved’ for a minimum of one lap and until all Vehicles have visibly slowed down following which the Signal will then be held stationary until the Clerk of the Course withdraws the Code 60 in accordance with Art. 40 below.

37. Yellow Signals will continue to be waved at the incident but green Signals will not follow.

38. All competing Vehicles when notified of the Code 60 intervention (by the flag Signal or by any other means) will release the throttle, gently reduce their speed to 60kph and should remain behind the Vehicle in front.

Note: It is essential that Drivers slow down and avoiding sharp braking.

39. While the Code 60 is in operation competing Vehicles may enter the pit lane but may only re-join the Track when signalled to do so by an Official/Marshal.

40. When the Clerk of the Course orders withdrawal of the Code 60 there will be a radio message to all Signalling Posts in use “prepare to go green in less than 30 seconds” and be withdrawn after a countdown “5-4-3-2-1 Green Flag, Green Flag”. Code 60 will then immediately be replaced by a ‘waved’ green Signal. The ‘waved’ green Signal will be shown simultaneously at all Signalling Posts.

41. Racing will resume as soon as the green Signal is displayed.

42. Overtaking is strictly forbidden until the green Signal is displayed. Any infringements may be penalised by a time penalty of 1 minute or more.

43. Each lap covered while the Code 60 is in operation will be counted as a Race lap unless specified to the contrary in Championship Regulations.
CHAPTER 12 RACE

APPENDIX 9

End of Race and Results

This Appendix must be read in conjunction with Chapter 3 App. 6 and Chapter 4 App. 3

1. All Races shall end in accordance with Appendix 6 to this Chapter.

2. All Results at the Event including interim and/or final Championship Results shall be calculated in accordance with the Official Documents (see Chapter 3 App.10) following the application of any Penalties to Competitors (see Appendix 10 to this Chapter and Chapter 2).

3. Except for the several authorities vested in the ASN and the independent National Court under the NCR the Results of an Event shall remain Provisional Results until the final conclusion of any Appeals (see Chapter 2) affecting the Results of the Event.

4. Results that remain provisions under Art.3 above shall only be declared and published by the Organisers as Final Results following the conclusion of all Judicial procedures including but not exclusively any Appeals arising from the Event (including Appeals against the Provisional Results).

5. Specific regulations regarding Organisers and the publication of Results are provided at Chapter 3 App.6.

6. In the case of a Race over a set distance the winner shall be the Competitor who covers that distance in the least time and the end of Race Signal will be displayed when the first Competitor completes the set distance.

7. In the case of a Race for a set time the winner will be the Competitor who covers the greatest distance in that time and the end of Race Signal will be displayed at the end of the set time unless the Official Documents specify otherwise.

8. After receiving the end of Race or Practice signal Vehicles must maintain station without overtaking except where a Vehicle in front has visibly failed and must proceed at a reduced speed and enter the pit lane on that slowing down lap and proceed directly to Parc Fermé unless the Official Documents specify to the contrary.

9. The Parc Fermé area is defined in Chapter 1 App.1 and all Vehicles must be taken directly to this area (including those who did not complete the Practice or Race) unless advised to the contrary by a Technical Official or by the Clerk of the Course or their Deputy. Subject to any provision in the Official Documents only the Driver and Officials are granted access to Parc Fermé unless a Competitor’s team member is requested by a Technical Official or the Clerk of the Course or their Deputy to be present.

10. Organisers are permitted to make specific provisions in the Official Documents relating to Parc Fermé including but not exclusively the admission of personnel and instructions and/or restrictions on data gathering including the recovery of Judicial or other moving images under the control of the Organisers.

11. Except for Endurance Racing unless the Official Documents state otherwise in order to be classified as a finisher in a Race only Vehicles which have covered at least 80% of the distance covered by the class winner and which cross the Finishing Line (not in the Pit Lane) under their own power and within four minutes after the overall winner will be classified in the Provisional Results. Should this percentage not result in a full number of laps the decimals will be disregarded.

12. Should the end of the Race Signal inadvertently or otherwise be displayed before the leading Vehicle completes the scheduled number of laps or before the prescribed Race time has been completed the Race...
will nevertheless be deemed to end at the moment the **Signal** is given. If the chequered **Signal** is given to the leader then the **Result** will be issued accordingly but if the chequered **Signal** is first given to a **Competitor** other than the leader then the **Provisional Result** should be given at the end of the last completed lap of the leader. Should the end of the **Race Signal** be inadvertently delayed the **Race** will nevertheless be deemed to finish at the correct moment and **Competitors** be classified accordingly in the **Provisional Results**.

13. Any **Race** that has been run in its entirety under **Safety Car** conditions shall be declared null and void.

14. Any publication of **Event** or **Championship Results** except by the **Organisers** shall be of no regulatory value.
CHAPTER 12 RACE

APPENDIX 10

Penalties

This Chapter must be read in conjunction with Chapter 2

1. In addition to any penalties that may be applied against a Competitor under Chapter 2 and / or the Official Documents including for the avoidance of doubt penalties arising from Track Regulations (see App.7 of this Chapter) the following penalties may be applied by the Clerk of the Course or their Deputy during and / or following the conclusion of any official Practice, Qualifying or Race session.

'Stop-Go' and 'Drive Through' Penalties

2. If the Regulations for an Event or the relevant Championship Regulations specifically provide for a 'Stop-Go' penalty or a 'Drive Through' penalty the following procedure will be adopted:
   a. When the Clerk of the Course or their Deputy imposes a 'Stop-Go' or 'Drive Through' penalty the appropriate Official must be immediately instructed to display the black Signal and the Competitor's number together with a board or panel which states 'Stop-Go Penalty' or 'Drive Through Penalty'.
   b. The relevant Driver may cover no more than three complete laps after first passing the displayed board or receiving a radio instruction from Race Control before entering the pit lane and taking the penalty.
   c. The Clerk of the Course or their Deputy will advise the Chief Pit Marshal who in turn will notify the team concerned in writing where possible.
   d. The relevant Driver who receives a 'Stop-Go' penalty must go directly to the designated area as detailed in the Official Documents without stopping elsewhere in the pit lane and must remain there for the period of the time penalty imposed.
   e. After the Signal indicating the completion of the time penalty is given the Driver shall re-join the Race without stopping in the pit lane which includes the relevant Drivers' pit.
   f. Whilst a Vehicle is stationary in the designated area completing a 'Stop-Go' penalty it may not be worked on unless the engine stops when it may be restarted only after the penalty period has elapsed.
   g. If the Driver is unable to start the Vehicle without assistance other than with the use of external batteries it must be moved to its pit by its mechanics.
   h. The relevant Driver who receives a 'Drive Through' penalty must enter the pit lane and re-join the Race without stopping.
   i. At all times the Driver will drive in the pit lane in a safe manner obeying all Signals and the speed limit.
   j. Unless the Driver has already entered the pit lane for the purposes of serving the penalty prior to display of the Safety Car board at the Start/Finish line the Driver may not carry out the penalty until such time as the Vehicle subject to penalty passes the Green Signal at the Start/Finish line at the end of the Safety Car deployment. Any laps carried out behind the Safety Car will be added to the three-lap maximum referred to at b. above.
   k. Any breach or failure to comply with these procedures may result in additional penalties including disqualification being imposed which may incur penalty points.
   l. Should either a 'Stop-Go' or 'Drive Through' penalty be imposed and notified during the last five laps or
after the end of the Race or depending on the case for duration races during the last 10 minutes or cannot be imposed for operational reasons an alternative time penalty of no less than 30 seconds and no more than one minute shall be added to any penalty period and the elapsed time of the Vehicle concerned.
m. The above penalties when applied shall be noted on the Provisional Results.

Loss of Lap Time
3. The Clerk of the Course or their Deputy and/or the Stewards of the Event may disallow a lap time / times for contravention of the Regulations during qualifying.
CHAPTER 12 RACE

APPENDIX 11

Pit and Paddock Regulations

To the extent applicable this Appendix must be read in conjunction with Chapter 10 Circuits and Venues. This Appendix must also be read in conjunction with the relevant provisions of the Official Documents and Competitors must respect the terms and conditions of access to Venues imposed by Venue owners and or operators.

Assistance

1. During the Event Drivers may receive assistance only:
   a) At the pits or
   b) From Officials.
2. Work on Vehicles may only take place in designated pit garages or allocated paddock areas.

Refuelling

3. Refuelling of Vehicles other than by a Driver or Officials may only be carried out at the pits or in the paddock.
4. Unless expressly permitted by the Official Documents refuelling may not take place during a Practice session Qualifying session or Race.
5. The Driver shall vacate the Vehicle and the engine be stopped throughout any refuelling operation.
6. Refuelling within the pit lane may only be carried out using either a churn of no more than 25 litres capacity equipped with a self-seal connection and closed loop breathing system or a refuelling rig in compliance with FIA requirements.
7. The Entrant shall ensure that throughout refuelling one person shall stand by the Vehicle with a fire extinguisher at the ready.
8. All personnel refuelling the Vehicle or on standby with a fire extinguisher during a pit stop must wear a safety suit in accordance with Chapter 9 and fire-resistant balaclava and gloves complying with FIA regulations. This personal safety equipment must be checked at pre-Event Scrutineering.
9. Not more than five gallons of fuel may be kept in any pit unless the Official Documents allow otherwise.
10. In all cases where an additional quantity of fuel is authorised (see Art.9 above) the container and the method of delivery to the Vehicle must be specified in the Official Documents.
11. Storage of fuel is only permitted in containers having a screw or other approved safety cap and complying with the Law and local Fire Regulations.
12. If any fuel is stored in a pit the Entrant of the Vehicle using that pit shall ensure that an effective fire extinguisher is kept adjacent to such fuel.

General

13. A maximum of 3 people including timekeeper and one person detailed by the Entrant for the purpose of signalling may be on the pit wall / signalling area at any time unless the Official Documents stipulate otherwise.
14. With the exception of Art.13 above only the fire cover attendant specified in Art.8 above the Driver and three
other persons may be in the pits in attendance on one Vehicle unless the Official Documents state otherwise.

15. Each Driver must be acquainted with the regulations of the pit and paddock area relevant to the Venue at which the Competition is held.

16. The pit lane exit will be closed immediately upon the chequered Signal being displayed to indicate the end of any Practice Qualifying or Race or upon the display of the Red Signal at any time.

17. Except while on the Track no competing Vehicle shall be driven at a speed exceeding 10mph without the specific permission of the Clerk of the Course or their Deputy.

18. Whilst in the pit lane:
   * indicates maximum figures that may be reduced in the Official Documents
   a. *the maximum pit lane speed limit is 60kph /37.2 mph.
   b. it is recommended that all personnel wear a high visibility jacket/vest approved by the Organisers. From 30 minutes after sunset a high visibility jacket/vest is mandatory.
   c. *there must be no more than 3 people on the pit wall, per Vehicle.
   d. *there must be no more than 4 people working on the Vehicle at any one time.
   e. all equipment and personnel must be in the pit garage when the relevant Vehicle is not making a pit stop with the exception of pit signallers. Where there are no garages arrangements must be approved in advance with the ASN.
   f. no work may take place on the Vehicle during refuelling and the engine must be switched off
   g. it is the responsibility of the Entrant to release their Vehicle after a pit stop only when it is safe to do so.

Vehicles in the fast lane have priority over those leaving the working area
CHAPTER 12 RACE

APPENDIX 12

Competitor’s Regulations

This Appendix must be read in conjunction with this Chapter 12 and Chapters 1 -2 and 6 – 9 as relevant

General

1. Competitors must take specific note of the Licence Restrictions relating to Vehicle power to weight ratios at Appendix 4 Articles 46 and 47 of this Chapter.

During the Competition:

2. Drivers and any pit crew and or pit personnel must not smoke or use electronic alternatives in the pits or pit garages.
3. The Driver must be the only person in the Vehicle whilst the Vehicle is on the Track unless permitted by the ASN.
4. A Driver may drive only one Vehicle with the exception of the provisions relating to Endurance Racing. Not more than one Driver may drive the same Vehicle in any one Race unless the Official Documents specify otherwise.
5. During Practice, Qualifying and the Race no team personnel are allowed on the Track except that whilst a Vehicle is at its designated pit when its team personnel may work on the Vehicle.

Driver Personal Safety Equipment

6. A Driver shall throughout the Competition wear properly fastened and positioned:
   a. A crash helmet to a standard specified in the current Regulations and bearing an ASN approval sticker, which fits properly and is in a serviceable condition (see Chapter 9).
   b. Goggles or visor of splinter-proof material (unless in a closed Vehicle with a full-size windscreen in use) sufficient to protect their eyes.
   c. Flame Resistant Overalls which shall cover arms, legs and the torso up to the neck. The use of flame-resistant balaclava socks and underwear is strongly recommended. Flame resistant gloves and shoes are mandatory.
   d. For Events outside the UK the mandatory minimum standards for Drivers in Circuit Racing would normally be FIA specification personal protection equipment. It is the Driver’s responsibility to check and conform.
   e. An FIA approved FHR device fitted in accordance with Chapter 9 is mandatory for Drivers in Circuit Racing except for Period Defined Vehicles for which it is highly recommended.
7. All items must be produced for inspection and approval at Scrutineering.

Competitors Vehicles

8. Competitors’ Vehicles must conform with the applicable Technical Regulations.
CHAPTER 12 RACE

APPENDIX 13

Competitors Vehicles Technical Regulations

This Appendix must be read in conjunction with the relevant provisions of Chapters 7 and 8 any Formulae Regulations and Official Documents.

All Vehicles competing in races must:

1. Have a bulkhead between any fuel tank and filler and the Driver / Passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of the bulkhead between the passenger and luggage compartments an additional bulkhead must be fitted. Additional fuel tank protection may be required for open or single seater cars (see Chapter 7 App.4). Vehicles of periods A to F are exempt from this requirement.

2. Not have any skirts or intermediary devices bridging the gap between the underside of the chassis/body of the Vehicle and the road/Track. Ground clearance to be as per definition 40mm minimum unless stated otherwise in the Official Documents.

3. Have substantial towing eyes securely fixed to the main structure of the Vehicle front and rear within the confines of the body to enable the Vehicle to be moved. Vehicles of periods A to F and single seater racing Vehicles. Towing eyes must have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright colour (dayglo red orange or yellow) marked with an arrow and the word "tow".

4. The following configuration and specifications are strongly recommended:
   a. Vehicles to be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line.
   b. The towing eyes to be made of steel wire rope of at least 6mm diameter with a 6x19 wire core. Each towing eye to have a breaking-strain of at least 2 tons and allow the passage of a cylinder with a diameter of 60mm.
   c. The towing eye to be fixed to a structural part of the chassis with a minimum of M10 (Grade 8.8) fixings or looped around a structural chassis part the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile.
   d. Towing eyes should be situated 25mm forward of the adjacent bodywork with clearance of 100mm above and below to enable recovery crews to attach straps and shackles.
   e. A “pull-cord” to be attached to the towing eye to enable the marshals to access it. The end attached to the chassis may be either ‘thimble’ or ‘open-loop’ style.

5. Have substantial underbody protection covering any area of fuel tank if exposed to running damage. (Applicable mainly to tanks of plastic construction.)

Body (including Aerodynamics)

6. Have any windscreen if of glass of laminated type only.

7. Rear screens to be clear or may be tinted such as not to significantly affect through vision (in or out) or distort the colours of Signals, flags or lights.

8. If advertising is allowed on the windscreen not have the advertising obscuring the Driver’s vision. Advertising on other transparent surfaces is prohibited unless specified in the Official Documents.

9. The Driver’s name may be displayed on the rear side and/or the rear screen in letters not exceeding 100mm high.

10. Have any cover over the Passenger’s compartment alongside the Driver composed of foldable material or if of a rigid material the edge adjacent to the Driver to have a minimum vertical dimension of 40mm.

2025 National Competition Rules Chapter 12 Appendix 13 Competitors Vehicles Technical Regulations
11. Where the cover is of a rigid material the edge is to be protected with non-flammable padding (see Chapter 7) Vehicles of Periods A to F exempt if proven that original manufacturer’s design is retained and non-flammable padding is fitted.

12. Have any undertray provided with drainage holes to prevent accumulation of liquids.

If a closed Vehicle must have:
13. Effective means of ventilating the passenger compartment.

14. Means of access on either side of the Passenger compartment operable from the inside and the outside and sufficient in size to remove the occupant without impediment by door locking devices.

15. It is recommended to have the Driver's window closed whilst racing – or that suitable netting should be installed in the window opening to act as a restraint to stop the Driver's arms or head inadvertently emerging from the Vehicle.

16. Other than a road going Vehicle have bonnet security clips fitted.

Seating
17. Not carry anyone other than the Driver whilst on Track except with the permission of the ASN.

Brakes
18. Be equipped with brakes which comply with Statutory Requirements as to the construction and use of Motor Vehicles or if there is no mechanical system available for applying braking effort to at least two wheels there must be two hydraulic systems so that in event of failure of one system braking is maintained on at least two wheels.

19. Vehicles constructed after 1930 must have brakes on all wheels.

20. The braking system on all Vehicles must be capable of demonstrating its efficiency without impairing the Driver's control when tested immediately prior to an Event.

21. It must be possible under all conditions running or stationary for 25% minimum braking effort to be applied by the Driver through the braking system to each axle. (Vehicle models introduced prior to 31.12.65 are exempt from this requirement.)

22. Brake balance adjusters must not be available for adjustment during running if they contravene Art.21 above.

23. Not be fitted with Anti-Locking braking devices unless a Production Car with the device fitted as standard equipment by the manufacturer.

Wheels
24. Have any spare wheels securely fastened in position (a spare wheel need not be carried unless specified in the Official Documents)

25. Have all nuts securing road wheels excepting those of centre-lock type of steel and in thread contact over a minimum length of 1½ bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited. Vehicles of periods A to D are exempt from this requirement.

Tyres
26. Use only tyres as specified by Official Documents Tyre Regulations.

27. Remould or retread tyres are prohibited unless listed in Chapter 8 or the Vehicle was constructed prior to 1940.

Oil Systems
28. Have any oil tank which is situated outside the chassis or main structure of the Vehicle suitably covered with a protective coating (e.g. GRP). On rear engined Vehicles no part of the oil tank may be located to the rear of the gearbox casing. Vehicles of period A to D are exempt from this requirement.

2025 National Competition Rules Chapter 12 Appendix 13 Competitors Vehicles Technical Regulations
29. Have any engine oil tank breather or overflow tube venting into atmosphere led into catch tanks which have a minimum capacity of 2 litres. For engine capacities in excess of 2 litres the catch tank capacity must have a minimum capacity of 3 litres.

30. Have catch tanks of translucent plastic or with a transparent inspection panel capable of being readily emptied. In any parallel system of catch tanks each tank must not be less than half the minimum required capacity. Containers of cross section of less than 46 sq cm are prohibited.

31. Positive crankcase ventilation systems breathing fluids directly into the inlet manifolds may be accepted as an alternative to catch tanks but breather systems and catch tanks must be used in such a way as to prevent oil from spilling onto the road/track.

Fuel Systems and see Chapter 7 App. 4

32. These must be equipped with an effective method of stopping fuel supply and operable by the Driver when normally seated. This to be combined with or located adjacent to the internal ignition cut-off switch.

Electrical Equipment Circuit Breakers and Ignition Components

33. Subject to any Exemption granted by the ASN Vehicles must be equipped with an externally operated circuit breaker having positive ON-OFF positions clearly marked.

34. An external circuit breaker is not mandatory on open cars of Periods A to F but is strongly recommended.

35. The internal ignition cut-off and fuel pump isolation system(s) must be operable by the Driver when normally seated irrespective of whether a safety harness is worn or not.

36. Not have any ignition components which may run at a voltage exceeding 60V located in the cockpit area in racing cars. Vehicles of periods A to E are exempt from this requirement.

37. Except for Racing Cars, Clubmans Cars, 750 Formula, Legends Cars and Period A to E, all Vehicles must be equipped with a pair of brake lights equally disposed about the Vehicle centre line, on the same horizontal plane with a minimum of 300mm between them and which are directly operated by the braking system without any time delay.

Safety

38. Be fitted with a safety roll-over bar (ROPS) complying with ASN requirements as specified in Chapter 7 except for Vehicles of Periods A - E inclusive.

39. It is strongly recommended that all Vehicles be fitted with safety roll-over bars.

40. Be fitted with currently FIA Homologated safety harness to be worn at all times by the Driver during training, Practice and Competition unless the Vehicle was constructed in Periods A to E.

41. If fitted with lightened non-standard doors the Vehicle must be fitted with a horizontal safety bar across the door(s) aperture below the line of the window and at a suitable height to protect the Driver. This must not be integral with the door.

42. Have any forward facing lamps of more than 32 sq cm in surface area adequately protected and secured in case of glass breakage.

43. If permitted by the Official Documents all forward facing lights may be removed including Headlights sidelights and direction indicators.

44. Not pass fluids through any chassis tubes in space frame Vehicles.

45. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid material other than glass. The sunroof aperture may be closed by solid material permanently fitted in place.

46. Exceptionally Vehicles fitted with fabric, folding type sunroofs are permitted providing that they are fitted with a full
roll cage with ROPS as in Chapter 7. Any sunroof must be firmly secured in the closed position.

47. Vehicles of Periods A-F be equipped with a fire extinguisher in accordance with Chapter 7 App.6 Art.18. Other Vehicles to be equipped with a fire extinguisher in accordance with Chapter 7 App.6 Art.2 to Art.15.

48. A red warning light in compliance with Chapter 7 must be fitted.

49. The Technical Regulations of any Championship or Series for any new design of Single Seater Racing Car are subject to approval and must be in compliance with the Vehicle Technical requirements published by the ASN.

Radios

50. The Provisions of App.4 Arts.34 – 39 of this Chapter apply.

Lap Timing signals

51. The Provisions of Appendix 4 Arts.36 – 38 of this Chapter apply.

Vehicle Competition Numbers and Identification including Novices

52. Must be in accordance with App.4 Arts.40 – 45 of this Chapter.

Miscellaneous

53. Mobile telephones or tablet devices must not be carried within a competing Vehicle.

54. All Vehicles must be fitted with at least one mirror of minimum surface area 50sq.cm securely mounted and positioned to give a clear view to the rear. The edges of mirrors must be protected by a suitable cover to reduce the possibility of injury in the event of an accident.

55. All Vehicles must be presented at Scrutineering with all steering mechanism suspension linkages and flexible brake lines in clean condition.

56. If a closed Vehicle or an open Vehicle required to run as 'road going' with a windscreen it must have an operative windscreen wiper.

57. If fitted with a towing ball-hitch must have it removed when competing.

58. The following parts of Chapter 7 remain unmodified in this section unless modified in the Official Documents:
   a. Suspension
   b. Transmission
   c. Cooling
   d. Exhausts.
## Single Seater Dimensions

**Drawing number 1**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Safety roll-over bar</td>
</tr>
<tr>
<td>2</td>
<td>Substantial Support structure</td>
</tr>
<tr>
<td>3</td>
<td>Crushable structure</td>
</tr>
<tr>
<td>4</td>
<td>Substantial structure</td>
</tr>
<tr>
<td>5</td>
<td>Front track</td>
</tr>
<tr>
<td>6</td>
<td>Rear track</td>
</tr>
<tr>
<td>7</td>
<td>Wheelbase (unless otherwise stated in Official Documents)</td>
</tr>
</tbody>
</table>

**Notes:**
- Maximum height is measured with the Driver aboard.
- Maximum height excludes safety roll-over bar on which there is no maximum height. FIA substantial support structure (2) and (4) apply only to certain International Formulae.

### Single Seater Dimensions

*All dimensions in cm* Refer to Drawing

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>A</td>
<td>Maximum rear overhang from rear wheel axis</td>
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<tr>
<td>B</td>
<td>Maximum front overhang from front wheel axis</td>
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<td>C</td>
<td>Maximum height measured from the ground</td>
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<tr>
<td>D</td>
<td>Exhaust height measured from the ground</td>
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<tr>
<td>E</td>
<td>Maximum body height in front of front wheels</td>
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</tr>
<tr>
<td>F</td>
<td>Minimum safety roll-over bar length in line with Driver’s spine</td>
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</tr>
<tr>
<td>G</td>
<td>Minimum allowed helmet clearance</td>
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</tr>
<tr>
<td>H</td>
<td>Maximum width</td>
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<tr>
<td>I</td>
<td>Maximum rear aerofoil width</td>
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<td>J</td>
<td>Maximum body width behind front wheels</td>
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<td>K</td>
<td>Maximum nose width</td>
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<tr>
<td>L</td>
<td>Minimum cockpit opening</td>
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</tr>
<tr>
<td>M</td>
<td>Minimum cockpit parallel opening length</td>
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<tr>
<td>N</td>
<td>Minimum cockpit overall opening length</td>
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<tr>
<td>O</td>
<td>Maximum rear wheel width</td>
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<tr>
<td>P</td>
<td>Maximum front wheel width</td>
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<tr>
<td>R</td>
<td>Maximum width including crushable</td>
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<tr>
<td>S</td>
<td>Maximum exhaust length from rear wheel axis</td>
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</tr>
<tr>
<td>T</td>
<td>Minimum ground clearance</td>
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</tr>
<tr>
<td>U</td>
<td>Minimum wheelbase (unless stated otherwise in Official Documents)</td>
<td>183</td>
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</table>

(*) Except for within 450mm rearward of the front face of the ROPS and for a maximum of 150mm either side of the centre line where bodywork may not be more than 25mm higher than the upper surface of the ROPS.)