Sprint Hillclimb and Hotlap Challenge
Chapter 14 Sprint, Hillclimb and Hot Lap Challenge

App.1 Organisers Regulations including scrutineering.
App.2 Competitors Regulations
App.3 Paddock and Track Regulations
App.4 Technical Regulations – all Classes
App.5 Specific Regulations for Hot Lap Challenge
CHAPTER 14

Sprint and Hill Climb and Hot Lap Challenge

General

1. This Chapter must be read in conjunction with Chapters 1 – 11 inclusive all of which apply except where specifically modified by the text of this Chapter.

2. The following Appendices apply to this Chapter:
   - App. 1 Organisers Regulations including scrutineering.
   - App. 2 Competitor Regulations
   - App. 3 Paddock and Track Regulations
   - App. 4 Technical Regulations – all Classes
   - App. 5 Specific Regulations for Hot Lap Challenge
CHAPTER 14 SPRINT HILL CLIMB AND HOT LAP CHALLENGE

APPENDIX 1

Organisers Regulations including Scrutineering

General

1. **Permits** for Sprints, Hill Climbs or **Hot Lap Challenge** are issued at the sole discretion of the **ASN** and are dependent upon a valid **Track Licence** being in existence.
2. For **Hot Lap Challenge** a valid **Track Licence** for a **Racing Circuit** is required.
3. A **Club** will only be allowed to organise **Events** up to **National** status unless the **ASN** has specifically approved an application for higher status.
4. **Organisers** must appoint only **ASN** licensed **Clerks of the Course**, **Timekeepers** and **Scrutineers** appropriate to the grade of the **Event**.
5. All **Drivers** must hold the correct category of **Licence**.
6. If the **Entrant** is not the **Driver** then the **Entrant** must hold an **Entrant’s Licence**.
7. Whenever possible, there shall be at least two **Timekeepers** at all **Speed Events** (Chapter 5 Part 1 App.7).

Medical and Rescue Requirements Ambulance and Staff

8. The minimum medical and rescue requirements (including **Practice**) are:
   a. **For Sprint and Hill Climb**: One **Doctor** (or one **ASN-Registered Paramedic** and one **Rescue Unit**.
   b. **For Sprint and Hill Climb**: Subject to the presence of a correctly crewed and equipped **ASN** registered **Rescue Unit**, the attendance of an ambulance is recommended but not mandatory. This is subject to the requirement that if a casualty is within the **Rescue Unit** the **Event** may not run until the casualty has been released for further care.
   c. The **Rescue Unit** and the ambulance must be positioned to ensure unobstructed access to the **Course** as per the **Track Licence**.
   d. **Hot Lap Challenge**:
      i. At all permanent **Circuits** there shall be a medical centre equipped in accordance with the current **ASN Medical Centre Protocol**.
      ii. The appropriate number of **ASN Registered Doctors**, **ASN Registered Paramedics** and ambulances must be present throughout an **Event** and positioned where necessary in accordance with the **Track Licence**.
      iii. 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** at the sole discretion of the **Chief Medical Officer** of the **Event**.
9. **Organisers** in conjunction with the **Chief Medical Officer** of the **Event** must ensure that during **Practice** sessions and **Competition** the following are in attendance:
   a. Adequate number of trained first-aid staff.
   b. Ambulances should be equipped with basic resuscitation equipment and if possible a Casualty Immobiliser for handling a patient over difficult terrain and shall be reserved for use in connection with casualties arising from the **Competition**.
   c. The ambulance must be so equipped that essential equipment does not have to be taken from any other **Emergency Vehicle**.
Scrutineering

10. **No Vehicle** may be driven in the **Event** until it has been approved by a **ASN Scrutineer of the Event**.

11. **All Vehicles** competing in **Hill Climbs** or **Sprints** must be presented for scrutineering with a valid **Competition Car Log Book / Vehicle Passport** or an **ASN Recognised Vehicle Identity Document** unless the **Vehicle** is currently licensed for use on the **Public Highway** and is competing in a road legal condition. The onus of proof rests with the Competitor. See **Appendix 4 Technical Regulations**.

12. Any alteration or modification made to the **Vehicle** or any amendment to the original details shown in the **Competition Car Log Book / Vehicle Passport** must be in accordance with the prescriptions of **Chapter 7**.

13. **Vehicles** other than those used for **Hot Lap Challenge** may be liable to annual inspection by a **Technical Commissioner** or designated **Scrutineer** if:
   a. Fitted with an engine of a greater capacity than that with which it was constructed; and / or
   b. Altered or modified causing a change in classification.

14. If after approval any **Vehicle** is dismantled or modified in a manner that may affect its safety or eligibility or it is involved in any incident which is likely to have a similar effect or any aerodynamic device is added or removed it shall be represented for approval. The **Entrant** shall be responsible for seeking such fresh approval.

15. Any **Vehicle** involved in an incident which is unable to proceed shall not be touched by any person other than **Officials** without the specific approval of the **Clerk of the Course**. The **Driver** concerned may not drive again without the approval of the **Medical Officer** in charge.

16. Any **Vehicle** involved in an accident shall not be taken away from the **Course** without the prior authority of the **Clerk of the Course**.

17. A **Vehicle** involved in a **Serious Incident** shall only be touched with the authority of the **ASN Safety Department** except for the purposes of the extraction of the **Driver** under medical supervision.

18. The **Official Documents** for all **Hill Climbs** and **Sprints** shall specify if timing is being activated by a light beam. In this case **Competitors** must be reminded that a timing strut in accordance with the **Technical Regulations App.4 Art.45** is required.

**The Clerk of the Course**

For **Licence Criteria** see **Chapter 5**.

19. In the case of all **Sprints, Hill Climbs** or **Hot Lap Challenge** the **Clerk of the Course** must hold a **Clerk of the Course** licence issued by the **ASN** valid for the grade of **Event**.

20. At all **National** and above **Events** there should be at least one **Licensed Deputy / Assistant Clerk of the Course** in addition to the **Clerk of the Course**.

21. At all other **Events** it is recommended that there be at least one **Deputy / Assistant Clerk of the Course** in addition to the **Clerk of the Course**. **Deputy Clerks** must be licensed but **Assistant Clerks** need not be.

**Practice/Competition Restrictions**

22. Must be stated in the **Official Documents**.

23. **Practice**: With the exception of **Hot Lap Challenge** all **Competitors** must receive the following opportunities for practice:
   a. Before the competitive runs at least one practice run.
   b. **Drivers** must be permitted to either:
i. Walk the Course or
ii. Drive over it at a non-competitive speed.

24. The Official Documents must state which Art.23.b. option is to be adopted.

25. Any Driver who has not previously competed at the Course within the preceding six months must make at least one Practice run in the Vehicle to be competed in. The Stewards of the Event may waive this requirement where a Driver can give satisfactory evidence of familiarity with the Course and the Vehicle Entered to compete but in which the Driver has not Practiced.

26. Where Practice times are not required for the purpose of arranging the order of competing then such times will be unofficial. Failure to record a time in such a case for whatever reason will not automatically qualify the Driver concerned to a re-run but this may be authorised by the Clerk of the Course and who shall cause to be published a bulletin to this effect and which shall be part of the Official Documents of the Event.

Starting

27. The Official Documents must specify:
   a. The starting signal
   b. The method of timing
   c. When timing commences.

28. Except for Hot Lap Challenge all Vehicles shall be started from a standing start with the engine running.

29. Unless the Track Licence allows more than one Vehicle to be on the Course at the same time no Vehicle shall be started whilst there is an obstruction in its path either on the Course or in the braking area after the finish.

30. Vehicles starting singly or in line abreast shall be placed as follows:
   a. When start timing is activated by a light beam the Vehicle must be stationary with the part which operates the timing apparatus 100mm behind the starting line.
   b. If the timing is not recorded automatically then with that part of the front tyres which is in contact with the ground resting upon the Start Line.
   c. Alternatively Organisers may substitute “400mm” as an alternative to the “100mm” shown in a. above. In such instances +/- 20mm will be the permitted tolerance for this alignment.

31. The Finish Line will be clearly indicated and must be notified in the Official Documents.

Signals

32. Signals will normally be restricted to a Red Signal at each Post. Marshals should be briefed as to halting a Driver in the Event of an incident as follows:
   a. In Hill Climbs: If the Red Signal is displayed competing Vehicles should come to a standstill as soon as practicable and await further instructions from the Marshals.
   b. In Sprints: If the Red Signal is displayed competing Vehicles should come to a standstill as soon as practicable and await further instructions from the Marshal unless the Official Documents specify that the following alternative is applicable to the Event:
      i. If the Red Signal is displayed then the Driver must immediately cease driving at competitive speed and proceed slowly to the Pits / Paddock / Start Line as directed by Marshals and at all times be prepared to stop and must stop if the Track is blocked.

33. In Sprints at Race Circuits other Signals may be used provided their use is clearly defined in the Official Documents.

2025 National Competition Rules Chapter 14 Appendix 1 Organisers Regulations including Scrutineering
CHAPTER 14 SPRINT AND HILLCLimb AND HOT LAP CHALLENGE

APPENDIX 2

Competitors Regulations

General
1. These Competitor Regulations must be read in conjunction with Chapter 2 (Judicial), Chapter 6 (Competitor Licencing), Chapter 7 (Competitor Vehicles and Vehicle Safety Equipment, Chapter 8 (Permitted Fuels and Tyres and Testing), Chapter 9 (Competitor Personal Safety Equipment)
2. Competitors in all Sprints, Hill Climbs or Hot Lap Challenge must comply with the Common Regulations for Competitors (Chapter 6) and the following:
   a. Cars must be presented for scrutiny and practice at the times specified in the Official Documents.
   b. Cars competing in Hill Climbs and Sprints must comply with Technical Regulations of App.4 to this Chapter and Chapter 7.
3. A valid Competition / Entrant Licence for Entrant and Driver must be produced to the Organisers on demand for the purposes of signing on to an Event.
4. Any Driver competing in a Racing or Sports Libre car of more than 1100cc or equivalent forced induction with the exception of a pre’1994 Formula Ford 1600 in compliance with the period Ford regulations must hold an RS National or Race National Licence unless the Vehicle is currently licensed for use on the Public Highway and competes in the Event in a road-legal condition.
5. Drivers must declare on their Entry forms whether or not they have ever held a valid RTA licence.
6. Drivers who have never held a valid RTA licence and who do not have any qualifying signatures towards upgrading their Competition Licence on their Upgrade Card may be specifically observed at the Event.
7. Any Driver whose vehicle is not capable of self-starting at any part of the Course must declare on their Entry form the method of operation together with a detailed starting instruction.
8. Drivers in Hot Lap Challenge must comply with the minimum licence criteria stipulated in App. 5 to this Chapter.
9. Junior Sprint and Junior Hill Climb Drivers aged 14 to 16 may compete until the end of the year of their 16th birthday at Interclub status in vehicles of the following types which will be classified separately from each other:
   a. A Standard Car of no more than 110bhp maximum power output and in compliance with the Technical Regulations for Standard Cars (App. 4 to this Chapter).
   b. A vehicle in compliance with Chapter 16 PART B App.9 Art.55 (Junior Rallycross), Chapter 16 PART A App.5 Art.104 (Junior Autocross), Chapter 12 App.1 (Junior Car Racing) or Chapter 13 App.21 (Junior Rally). Tyres must be to Chapter 8 List 1A, List 18 or as specified in the regulations of a current Junior Car Racing Championship. Any Competitor entering a vehicle in compliance with Chapter 12 App.1 or Chapter 13 App.21. will be required to present their junior formulae licence.
10. Junior Sprint: New Drivers will be required to drive observed runs prior to the Competition and satisfy the Clerk of the Course that they are competent to take part subject to the following:
a. Start singly and run over the duration of the **Course** at least 3 times.

b. An **ASN** licensed **Driver** may accompany the new **Driver** subject to written approval of the **Clerk of the Course**. This written approval shall be in the form of a bulletin forming part of the **Official Documents** of the **Event**.

c. Observed laps are not required if the **Driver** can provide the **Clerk of the Course** with proof of having competed as a Driver in three other **ASN Permitted Events**.

11. **Junior Hill Climb**: For participation in **Junior Hill Climb Events** the **Driver** must have gained signatures for having successfully completed a minimum of three **Junior Sprint Events**.

**Competition Licence Retention and Upgrading**

12. See **Chapter 6**

**Scrutineering**

13. No **Vehicle** may be driven in the Event until it has been approved by a **ASN Scrutineer of the Event**.

14. All **Vehicle** competing in **Hill Climbs** or **Sprints** must be presented for scrutineering with a valid **Competition Car Logbook / Vehicle Passport** or an **ASN Recognised Vehicle Identity Document** unless the **Vehicle** is currently licensed for use on the **Public Highway** and is competing in a road legal condition. The onus of proof rests with the **Competitor** (see **Technical Regulations Appendix 4**).

15. Any alteration or modification made to the vehicle or any amendment to the original details shown in the **Competition Car Logbook / Vehicle Passport** must be in accordance with the prescriptions of **Chapter 7**.

16. **Vehicles** other than those used for **Hot Lap Challenge** may be liable to annual inspection by a **Technical Commissioner** or designated **Scrutineer** if:
   a. Fitted with an engine of a greater capacity than that with which it was constructed; and / or
   b. Altered or modified causing a change in classification.

17. If after approval any **Vehicle** is dismantled or modified in a manner that may affect its safety or eligibility or it is involved in any incident which is likely to have a similar effect or any aerodynamic device is added or removed it shall be represented for approval.

18. The **Entrant** shall be responsible for seeking such fresh approval.

19. Any **Vehicle** involved in a contact incident which is unable to proceed shall not be touched by any person other than **Officials** without the specific approval of the **Clerk of the Course**. The **Driver** concerned may not drive again without the approval of the **Medical Officer** in charge.

20. Any **Vehicle** involved in a contact incident shall not be taken away from the **Course** without the prior authority of the **Clerk of the Course**.

21. A **Vehicle** involved in a **Serious Incident** shall only be touched with the authority of the **ASN Safety Department** except for the purposes of the extraction of the **Driver** under medical supervision.

22. The **Official Documents** for all **Hill Climbs** and **Sprints** shall specify if timing is being activated by a light beam. If yes **Competitors** must be reminded that a timing strut in accordance with the **Technical Regulations** (App. 4 to this Chapter) is required.

**Competition Numbers**
23. **Vehicles** will be identified by means of a **Competition Number** allocated by the **Organisers** which must be visible from each side of the **Vehicle** and displayed on a contrasting background in a proper and durable manner acceptable to the **Chief Timekeeper** at the **Event**.

24. **Competition Numbers** must be covered or removed at all times whilst driving on the **Public Highway**.

**Drivers**

25. Throughout **Practice** and **Competition** upon exiting from and until returning to the **Paddock** when the **Driver** is seated in the **Vehicle** they must wear clothing helmet and visors or goggles complying with **Chapter 9**.

26. Overalls homologated to FIA 8856- 2000 FIA 8856- 2018 or FIA 1986 standard are mandatory with the exception of **Standard Cars** (see **App.4 to this Chapter**) where flame resistant clothing is recommended (arms and legs must be covered) and **Road Cars** (see **App.4 to this Chapter**) where overalls must comply with **Chapter 9 Arts.1 – 20**.

27. **Competitors** are required to wear flame-resistant gloves (see **Chapter 7**) with the exception of **Standard Cars** and **Road Cars** where their use is recommended.

28. An **FIA** approved FHR device fitted in accordance with **FIA** regulations is mandatory for all **Drivers** with the exception of **Period Defined Vehicles** and **Standard Cars** and **Road Cars**.

29. All required items must be produced for inspection and approval at scrutineering.

30. Only the **Driver** may be in a **Vehicle** during the **Competition** or **Practice**.

31. **Official Documents** shall state if during warm-up of a **Hot Lap Challenge Event** the team data analyst is authorised to accompany the **Driver**. That data analyst will then be required to comply with **Art.25 above**.

**Results**

(Not applicable for **Hot Lap Challenge**) 

32. A **Driver** may drive any number of **Vehicles** for which an **Entry** has been accepted by the **Organisers** unless the **Official Documents** specify a limit.

33. The same **Vehicle** may not be entered to compete for the same award more than twice and then only provided it is driven by different **Drivers**.
CHAPTER 14

APPENDIX 3

Paddock and Track Regulations

1. The spinning of wheels (tyre warming) will only be permitted in a designated area and which should be clearly defined by the Organisers and specified in the Official Documents for the Event.

2. The heating of tyres by any method other than at Art. 1 above or the treatment of tyres by any chemical substance is prohibited. For the avoidance of doubt no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

3. Single-use plastic tyre wrapping is prohibited.

4. Any Vehicle unable to complete the Course shall be stopped well clear of the Track and shall not be moved without prior permission from the Clerk of the Course.

5. No competing Vehicle shall be driven in the reverse direction of the Track except under the supervision of Officials.

6. Refuelling and work on the Vehicles other than by a Driver or Officials can only be carried out in the paddock unless the Clerk of the Course specifically authorises otherwise in the Official Document at the Event.

7. No more than two people at any time in addition to the Driver and Officials are allowed in attendance on each Vehicle in the identified starting area.

8. Except while on the Track no competing Vehicle shall be driven at a speed exceeding 10 mph without the specific permission of the Clerk of the Course.
   a. In Hill Climbs if the Red Signal is displayed competing cars should come to a standstill as soon as practicable and await further instructions from the marshals.
   b. In Sprints if the Red Signal is displayed competing cars should come to a standstill as soon as practicable and await further instructions from the marshals unless the Official Documents specify that the following alternative is applicable to the Event:
      i. If the Red Signal is displayed then the Driver must immediately cease driving at competitive speed and proceed slowly to the Pit / Paddock / Start Line as directed by Marshals and at all times be prepared to stop if the Track is blocked.

9. Vehicles must not be left unattended under any circumstances when the engine is running. In the event that a responsible person is not seated in the driving position they must be in close proximity and the Vehicle must be under their supervision at all times.

Starting and Practising

10. Vehicles will start as specified.


12. The starting order will be in classes as determined by the Organisers unless the Official Documents specify otherwise.

13. The number of Vehicles on a Track at any one time is that permitted by the Track Licence with the exception of Junior Sprint or Hill Climb Competitors who must be on the Track singly at any time.
14. In Hill Climbs or Sprints on sealed surfaces should a Driver make an unsatisfactory start then provided that neither of the rear wheel centres have crossed the Start Line a Re-Start may be permitted provided this is stated in the Official Documents.

15. Drivers will be under Starter's Orders when instructed by an Official to proceed to the Start Line. If a Driver takes undue time to comply then the Clerk of the Course or a Deputy may specify that the Driver must come forward within two minutes or forfeit the run.

16. After crossing the Finish Line Drivers must slow down as appropriate and proceed as instructed.

Results

17. Unless the Official Documents say otherwise Drivers must be allowed a minimum of two runs in the same Vehicle in each Class entered with the faster run to count for the Results.

18. As between two Drivers the more meritorious performance will be that of the Driver who has covered the Course in a lesser time.

19. A Driver's time will be credited only if:
   a. All four wheels of the Vehicle are on the Track when it crosses the Finish Line.
   b. The run is made during the period provided for Vehicles in the appropriate class and not more than the appropriate number of competition runs have been made.
   c. The Vehicle completes the correct Course without outside assistance.

20. If the boundaries of the Track are indicated by temporary markers the Official Documents shall specify if any and what penalties apply for striking a marker or crossing a given line.

21. To be classified as a finisher in the Competition a Driver must have completed at least one Competition run.

22. Only an equal number of runs for all Drivers in the same Class will be counted. In the Event of a tie between two or more Drivers the results of the next fastest run recorded (during competition runs) by the Drivers concerned shall be compared and so on.

23. If through their own error a Driver fails to record a time they shall not be entitled to a re-run.

24. In other circumstances (e.g baulking) a re-run may be granted by the Clerk of the Course who may order any penalties incurred in the initial run are applied to the re-run.

25. Judges may be appointed to adjudicate on:
   a. Unsatisfactory or False Starts.
   b. Not following correct Course or touching marker.
   c. Baulking.
   d. Noise.
CHAPTER 14

APPENDIX 4

Technical Regulations

These Technical Regulations must be read in conjunction with Chapter 7 (Competitors Vehicles and Vehicle Safety Equipment)

1. Categories are defined in the following regulations (except for Period Defined Vehicles (Non-Rally) A-E inclusive which remain free). Classes within those categories are free but must be stated in the Official Documents.

2. Other than the provisions of Chapter 7 and Arts. 11-21 below and the specific Category regulations below as appropriate modifications are free.

3. ASN retains the sole discretion to determine the category into which a vehicle should be categorised should there be any doubt.

4. The onus of responsibility for the eligibility of competing Vehicles lies with the Competitor.

5. Standard Cars – Vehicles complying with these Regulations.

6. Road Cars – Vehicles complying with these Regulations.

7. Modified Cars – Vehicles complying with these Regulations.

8. Sports Libre Cars – Vehicles complying with these Regulations.

9. Racing Cars – Vehicles complying with these Regulations.

10. In addition to complying with Chapter 7 all Vehicles competing in Sprints and Hill Climbs must comply with the following as a minimum:

Safety

11. Be fitted with a Roll Over Protection System complying with ASN requirements as specified in Chapter 7 except for cars of Periods A – E (see Chapter 23) and Standard Cars and Road Cars Series Production as defined in these Regulations where it is recommended.

12. If fitted with lightened non-standard doors then must be fitted with a doorbar(s) complying with Chapter 7 App.3 Arts. 42 - 45 on the Driver’s side as a minimum.

13. Open and closed wheel Racing Cars and Sports Libre Racing Cars as defined herein must comply with Chapter 7 App.3 Arts. 86 – 90.

14. Seating and Seat Belts except for cars of Periods A – E (Chapter 1 App.1) must be worn and be correctly adjusted at all times during Events.

15. Road Cars: front seats may be replaced by fully trimmed Competition versions.

16. Standard Cars and Road Cars must have a minimum Three Point Harness System (Chapter 7 App. 7 Art. 30) with the exception of Junior Sprint and Junior Hill Climb Competitors who must have as a minimum a Four Point Harness (Chapter 7 App. 7 Art. 31).

17. Modified Cars must have as a minimum a Four Point Harness (Chapter 7 App. 7 Art. 31).
18. Sports Libre Cars and Racing Cars must be equipped with a homologated FIA safety harness minimum Five Point Harness (Chapter 7 App. 7 Art. 32).

19. Head restraints (Chapter 7 App. 7 Art. 26-27) are mandatory for all Vehicles except for Vehicle of Periods A – E.

20. Fire Extinguishers – per Chapter 7 App.6 recommended for discharge into cockpit and engine compartment in all Vehicles and mandatory in Sports Libre and Racing Cars.

21. Towing point(s) of adequate strength and size relative to the weight of the Vehicle are mandatory. They must be clearly identified and suitably marked on the Vehicle using a high visibility colour and be accessible to the front and rear of the Vehicle.

Windscreen/Glass
22. Windscreens are mandatory for all closed Vehicles. They are free for open Vehicles.

23. Laminated windscreens lamp glass security and rear-view mirrors are not required unless specified in Official Documents or where there is a possibility of one car overtaking another during any part of the Competition.

24. Windscreen wipers must be operative on all Vehicles with windscreens.

Engines
25. Forced induction equivalence: 1.4 with the exception of Standard Road Cars (Art.51) where forced induction equivalence is 1.7.

26. Rotary engine equivalence: 1.5. Forced induction rotary equivalence (1.4 x 1.5) = 2.1 or (1.7 x 1.5) = 2.55.

27. All engines must be provided with a means of starting which does not involve push starting or the use of external equipment or personnel except in the case of force majeure unless period defined or vehicles in possession of a Competition Car Log Book or Vehicle Passport prior to 31st December 2018.

28. Any connections to assist the starting of the car must be either in the Drivers’ cockpit or at the tail of the car requiring horizontal connection.

29. Undertrays: Must be provided with drainage holes to prevent accumulation of liquids.

30. Engine Oil Systems: Unless equipped with a closed loop system must have a catch tank of at least a one litre capacity to be incorporated in the oil breather system.

Wheels and tyres
31. Except those of centre-lock type must have any nuts securing road wheels of steel and in thread contact over a minimum length of 1.5 bolt / stud diameters. Extended or composite wheel bolts / studs are prohibited.

Fuel
32. For Standard Cars, Road Cars and Modified Cars: Pump Fuel is mandatory. Only air may be mixed with the fuel as an oxidant.

33. Sports Libre and Racing Cars: Only pump fuel or methanol may be used. When using methanol the addition of 10% by volume of Propanone is allowable.

34. Any Vehicle using methanol must include an approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%. The Vehicle must
carry a Day Glo orange disc 70mm in diameter positioned adjacent to all Competition Numbers.

35. Alternative fuels may be permitted subject to prior ASN approval.

36. All Vehicles must be equipped with an effective method of stopping the fuel supply operable by the Driver when normally seated and with seat belt / harness secured with the exception of Standard Cars as defined in Art.47 below where it is recommended this is to be combined with or located adjacent to the internal ignition cut-off switch.

Electric Vehicles

37. Electrically powered vehicles are permitted subject to conformity with Chapter 7 App.2 and any Official Documents (see Chapter 3 App.10).

Electrical

38. All Vehicles must be equipped with an ignition cut-off switch having positive 'ON/OFF' positions clearly marked. The ignition cut-off and fuel pumps isolation system(s) must be operable by the Driver when normally seated with seat belts / harness secured except Standard Cars as defined in these Regulations where it is recommended.

39. Lighting equipment is not required unless the Vehicle is currently licensed for use on the Public Highway and competed on the Event in a road legal condition (Art.46 below).

40. An external circuit breaker to Chapter 7 App.5 Arts.13 - 18 is mandatory for all Vehicles except open cars of periods A – E and Vehicles in a road legal condition (Art.46 below) when it is recommended.

Brakes

41. All cars must be fitted with fully operational braking systems.

Transmission

42. For Road Cars and Standard Cars the reverse gear must always remain operable.

43. For all other Categories a reverse gear is recommended.

44. A propellor shaft restraint is recommended for all front engined Vehicles with rear wheel drive comprising of either hooks or a rigidly fixed steel panel minimum 18swg.

General

45. Timing Struts – Where timing is activated by a light beam the vehicles must be fitted at the front with a vertical timing strut minimum vertical height 254mm the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides over its total area which shall be not less than 254mm by 51mm. No other or further forward part of the Vehicle may interrupt these dimensions or actuate the timing.

Road Legal Condition

46. Where cars are required to compete in a road legal condition they must comply with Chapter 7 of these regulations and all statutory regulations concerning the construction and use of vehicles. Such Vehicles must:

a. Be currently registered and taxed as a private car and
b. Have registration documents and
c. Where required by law Vehicles must hold a valid full MOT Certificate including lighting.
These documents must be produced at scrutineering UPON REQUEST.

Regulations for Standard Cars Description
47. **Standard Cars:** Saloons and Sports Cars produced in quantities of not less than 5000 per annum being of unitary construction two-wheel drive and up to (except for Junior sprint and hill climb per Chapter 14 App.2 Art.9) 2litre engine capacity. The Vehicle must be manufactured after 1st January 2000 and be Type Approved. Any replacement components fitted must be a Standard Part / Standard Pattern Part.
48. Vehicles must compete in an Event in a road legal condition as defined in these Regulations.
49. Organisers may provide an Intro-Class which will allow new Drivers to experience competitive motor sport on an Event-by-Event basis with the exception of Juniors (App.1 to this Chapter) when:
   a. The RS Clubman licence is acceptable
   b. The Class will run separate to any other session
   c. The Vehicle must run on Chapter 8 Appendix 4 List 1A tyres

Permitted Modifications
50. Other than as detailed no other modifications are permitted:
   a. Any FIA / ASN approved / homologated safety equipment may be installed.
   b. Brake friction material may be uprated.

Engine
51. Forced induction equivalence 1.7.

Wheels and tyres
52. Standard wheels and tyres from Chapter 8 Appendix 4 List 1A only may be used.

Regulations for Road Cars
Description
53. **Road Cars - Series Production:** Saloons and Sports Cars produced in quantities of not less than 1000 per annum.
54. **Road Cars - Specialist Production Cars** with a minimum annual production of 20 Chassis which do not qualify as Series Production Cars.
55. **Road Cars – Electrified Series Production, - Standard Electrified Saloons and Sports Cars** in quantities of not less than 1000 per annum, compliant with Chapter 7 App.11 Art.9.
56. Vehicles must compete in an Event in a road legal condition as defined in Art.46.

Chassis
57. Must conform to the Manufacturer's original chassis structure and specification of construction dimensions and material. Roll cages must not accept or assist any direct suspension loads.
Body (including aerodynamics)
58. Silhouette of the Vehicle must remain unaltered in construction dimension and material. The silhouette will be taken in the condition in which the Vehicle competes (convertible closed cars competing with the hood or top not erected shall have the silhouette determined in that condition).
59. Engine bonnet / cover and luggage / boot cover may be replaced with an alternative material.
60. Laminated windscreens permitted but all other glass may not be replaced by another material.
61. Interior trim must remain fitted (except floor carpets / mats).
62. All working equipment fitted as standard (heater window mechanisms sunroof door handles) must be operable at all times.

Engines / Motors
63. For Road Cars – Series Production: the cylinder block and cylinder head must remain in the original position and be externally identifiable as that fitted to the original model or specified option. Induction is free as are exhaust systems.
64. For Road Cars – Specialist Production: the cylinder block and head must be of a make and type produced in at least 1000 identical units originally available through the normal commercial channels of a land vehicle manufacturer.
65. Must be capable of being started from an onboard power source operable by the Driver when seated normally.
66. Exhaust catalytic converters are required per Chapter 7 App.8 Art.8 except where a Vehicle does not require a catalytic converter in accordance with UK Government legislation.
67. Road Cars – Electrified Series Production: no modifications to the electrified propulsion system or powertrain are permitted.

Wheels and tyres
68. Except for Period Defined Vehicles (non-Rally) A-H inclusive tyres are to Chapter 8 Appendix 4 List 1A and List 1B.

Suspension and Steering
69. The suspension type mountings mounting method and position must remain the same as that fitted by the vehicle manufacturer with the exception of lever arm shocks which may be changed to Telescopic shock absorbers.
70. The shock absorbers may be of any make and may be uprated from standard.
71. Adjustable spring platform struts are permitted.
72. Springs are free but must retain their original location.
73. For Road Cars – Series Production bushes may be changed for similar polymer materials but not to spherical or similar metal joints.
74. For Road Cars – Specialist Production bushes may be changed for similar polymer materials spherical or similar metal joints.
75. Reciprocating ball steering may be replaced with rack and pinion.
Transmission

Road Cars – Series Production.

76. The gearbox and differential casing must be externally identifiable as that fitted to the original model or be a specified option and in either case remain in their original position;

77. The method of gear selection must remain standard (sequential selection only where fitted as standard).

78. Road Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.

Regulations for Modified Cars

Description

79. Modified Cars – Series Production: Must have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 1000 Vehicles within 12 consecutive months.

80. Modified Cars – Electrified Series Production: Modified Electrified Saloons and Sports Cars in quantities of not less than 1000 per annum, compliant with Chapter 7 App.11 Art.10.

81. Modified Cars – Specialist Production: Must have been originally available in quantities of not less than 20 Chassis over a period of 12 consecutive months.

82. Vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from ASN.

Safety

83. See Articles 11 – 21.

Chassis

84. The Chassis or unitary construction must remain to the manufacturer’s original specification in construction and material within the wheel hub centres with the exception of the following:
   a. Re-positioning of suspension pick-up points and engine mountings are permitted.
   b. Inner wheel arches only may be modified to allow the attachment of damper mountings.
   c. It is only permitted to make holes for the passage of cables fuel water oil hydraulic instrument or fire extinguisher lines as per ASN Vehicle Regulations. All redundant holes must be covered with metal plates.
   d. Reinforcing of the Chassis is allowed.
   e. Bulkheads and / or inner wings may be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting manifolding trumpets / ram pipes for engine carburation or fuel injection system only.
   f. Localised alteration for the passage / clearance of the exhaust system.

Bodywork (including aerofoils)

85. Silhouette of the Vehicle as seen in side elevation must remain unaltered with the exception of engine bonnet/cover and boot lid / rear deck.

86. The doors engine bonnet / cover luggage compartment cover boot lid / rear deck or bodywork not forming part of the unitary construction may be changed for ones of different material. Wheel arch extensions are free.
87. Alternative materials may be used for external mudguards if attached by bolts and / or rivets.
88. Detachable hardtops are permitted providing the silhouette remains unaltered.
89. It is permitted to replace any glass window with plastic Chapter 7 App.2 Art.77 - 78 apply. A hole approximately 15cm diameter may be cut in the window next to the Driver for signalling or ventilation.
90. Demisting apertures are permitted in the rear windscreens / windows. They must be in the form of holes or slots and be positioned close to the top or sides but not both.
91. Open car with hoods may have them removed. Vehicles may run open or closed. If running closed a rear window of safety glass or plastic of minimum thickness 4mm is mandatory. Tonneau covers are permitted providing they are of flexible material and were originally specified for the Vehicle.
92. Front spoilers / air dams / splitters are permitted below the level of the road wheel centres up to 15cm beyond the overall plan periphery of the existing bodywork excluding bumpers.
93. Rear spoilers are permitted within the overall plan periphery of the original Vehicle excluding bumpers. A rear spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface front or rear and not exceeding half the vertical height of the original rear window fitted into the vehicle measured at the centre of the original window. The Vehicle manufacturer’s original equipment or a specified option for that Vehicle is also permitted.
94. It is permitted to remove the floor carpets underfelt and sound insulation throughout the Vehicle as well as the rear seat the passenger’s front seat and the head lining.
95. It is permitted to carry out modifications to window winders instrument panels and all driving controls.

**Engine / Motors**

96. The engine block must be externally identifiable as that fitted to the original model or a manufacturer specified option. Modification to all components is permitted.
97. With the exception of any engine fitted to a Vehicle complying with Arts. 79 the engine must be of a make and type produced in at least 1000 identical units and fitted to a Vehicle originally available through the normal commercial channels of a land vehicle manufacturer.
98. Induction system free.
99. Oil coolers dry sump lubrication systems or additional water radiators are permitted within the periphery of the bodywork.
100. Must be capable of being started from an onboard power source operable by the Driver when seated normally.
101. Engine and transmission must remain in a similar position within the Vehicle and in the same position relative to each other as in the original model.
102. **Modified Cars – Electrified Series Production:** no modifications to the electrified propulsion system or powertrain are permitted.

**Transmission**

103. Transmission layout to remain as original.
104. Gearbox and differential are free.
105. Driven axle(s) free (see Art.110).
106. **Modified Cars – Electrified Series Production:** no modifications to the electrified propulsion system or powertrain are permitted.

**Suspension**

107. Additions and modifications to springs shock absorbers or suspension height are free.

108. The original type of suspension must be maintained (e.g. twin wishbone set-up cannot replace a single wishbone suspension; a sliding pillar cannot be replaced by a MacPherson strut; a trailing link cannot be replaced by wishbones or coaxial springing).

109. A live rear axle may not be replaced by an independent system or De Dion.

110. A live rear axle is allowed location links. If lever-arm shock absorbers are an original fitment they may be replaced by a single location link.

111. Suspension pick-up point positions may be altered providing the suspension system is maintained as being the original type.

112. Road springs are free.

113. The wheelbase must be to the dimensions of the original vehicle plus or minus 2% or 5cm whichever is the greater.

**Electrical**

114. Electrical generators may be disconnected or removed.

**Regulations for Sports Libre Cars**

115. **Vehicles** that comply with any of the following Groups:

   a. Any closed wheel **Vehicle** that does not comply with any other category as defined in these Regulations.

   b. Bespoke electrical Vehicles compliant with Chapter 7 App.11 Art.11.

   c. **Sports Racing Cars**

   d. Single seat closed wheel **Racing Car** the rear wheels enclosed by continuous bodywork.

**Regulations for Open Wheel Single Seat Racing Cars**

116. **Dimensions**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum width ahead of front wheels</td>
<td>1500mm</td>
</tr>
<tr>
<td>Maximum width behind front wheels</td>
<td>1400mm</td>
</tr>
<tr>
<td>Maximum height of any part wider than</td>
<td>Not to exceed</td>
</tr>
<tr>
<td>1100mm ahead of the front wheels</td>
<td>the top of the</td>
</tr>
<tr>
<td></td>
<td>front wheel</td>
</tr>
<tr>
<td>Maximum height</td>
<td>900mm from the ground</td>
</tr>
<tr>
<td>Maximum rear overhang</td>
<td>1500mm behind rear wheel axis.</td>
</tr>
</tbody>
</table>

117. Maximum height is measured with the car in any condition and Driver aboard. Safety roll-over bars and air boxes are not included in this measurement.
Wheels

118. Twin rear wheels are permitted.
CHAPTER 14

APPENDIX 5

Specific Regulations for Hot Lap Challenge
Throughout these sections an asterisk(*) indicates a requirement for additional information to be printed in the Official Documents.

1. Unless stated hereafter, Organisers must comply with Chapter 3 and 14 of these NCR.
2. *For any Technical or Safety criteria not provided for by these Specific Regulations the Official Documents must state the definitive source of reference.
3. *The Official Documents must state what qualification is required to drive a specific Category of Vehicle.
4. Category of Driver: There will be:
   a. Intro-Class for which a minimum of a RS Clubman Licence is acceptable
   b. Club-Class for which a minimum of a RS Interclub Licence is acceptable
   c. Pro-Class for which the Driver must be in possession of a Race Interclub Licence as a minimum.
5. Designation in regard to Art.4b. and c. above is made by the Organising Committee and will be based upon a Driver’s previous motor sport experience, in the first instance, and then may be dependent upon other factors e.g. engine capacity, Vehicle weight, lap times and previous Hot Lap Challenge classification.
6. The Intro-Class provides for an opportunity to experience competitive motor sport on an Event-by-Event basis.
   a. The Class will run separate to any other session.
   b. The Competitor will not score Points nor be classified, qualify for any end of day awards or set lap records.
   c. The Vehicle must run on Chapter 8 List 1A or 1B tyres.
   d. Any Competitor who achieves a lap time within 5% of the fastest time of the Class above on three or more occasions will be reviewed by the Organising Committee who may require the Driver to upgrade to the Club-Class.
7. Where the Event forms a round of a Series or Championship a Competitor who achieves a lap time within 5%, three or more times, of the fastest time of the Class above them will be reviewed by the Organising Committee who may require the Driver upgrades to that Class.
8. A new Driver who has not previously held a Competition Licence will be observed during Practice by the Clerk of the Course. It is the Drivers’ responsibility to report this fact when signing on and await the instructions of the Clerk of the Course.
9. A driver may be required to make runs under observation at any time.
10. Unless stated hereafter Vehicles must comply with Chapters 7, 9 and 14 of the NCR.
11. For Commercial type vehicles Chapter 7 App.2 Art.75 applies).
12. *Classification shall be as prescribed in the specific Class regulations contained within the Official Documents.
13. Competition Numbers must be in compliance with Arts.25 - 29 or Arts.30 - 32.
14. Tyres – Club Class to Chapter 8 List 1A or 1B. Pro Class free.
Warm-up & Qualification

15. On any Vehicle driven by a person who has not received six car race or Hot Lap Challenge signatures on their Competition Licence there shall be on the back of the car a yellow square 7in x 7in with a black diagonal cross with strokes 6in long and 1in wide.

16. A Warm-Up session will be provided.

Driving Standards Observers

17. In consultation with the Clerk of the Course, Driving Standards Observers may position themselves at any point and may operate and report on a random basis as considered appropriate.

Marshals

18. Marshals shall patrol between the course and all unfenced enclosures. Those stationed outside the pits, paddock or enclosures should be warned to remain behind protective barriers, in the event of an impending incident. Officials should be briefed on their duties and wear no clothing whose colour might be confused with Signal colours.

Restrictions on Organisers

19. 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 App.4 Arts.9 – 14.
   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 them 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.

Scrutineering

20. Must be read in conjunction with the provisions of Chapter 14 in its entirety.

21. 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 shall be responsible for seeking such fresh approval.

22. Any Vehicle involved in an incident 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. The Driver concerned may not Race again without the approval of the Chief Medical Officer.
23. No Vehicle taking part in a race may be taken away from the Circuit before the final technical checks have been concluded for that Race and Vehicles released from Parc Fermé without the prior authority of the Chief Scrutineer who will report such to the Clerk of the Course.

24. The Organising Committee may request the Clerk of the Course to verify the eligibility of a Vehicle by requiring it to Practice.

**Competition Numbers**

25. 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.

26. 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.

27. Competition Numbers must be covered at all times when driving on the Public Highway.

28. The Chief Timekeeper may decline to record the performance of any vehicle whose Competition Numbers are not readily apparent to the lap recorders.

29. On any Vehicle driven by a person who has not received six car Race signatures on their Interclub Licence, there shall be on the back of the car a yellow square, 7in x 7in, with a black diagonal cross, with strokes 6in long and 1in wide.

30. The Organisers may in addition to the number format provided in J4.1 also permit Competition Numbers to be moved to the rear side windows (above the drivers’ name) on the Vehicle in which case.

31. The numbers for each rear side window, shall be:
   a. a minimum of 200mm high
   b. with a stroke width of at least 20mm
   c. coloured reflective yellow.

32. In addition the windscreen of these Vehicles must display the Competition Numbers positioned on the upper area of the Passenger’s side of the windscreen, as follows:
   a. the numerals must be at least 150mm high
   b. be in the same colour and font as those displayed on the rear side windows
   c. be placed no closer than 50mm from the lower edge of the windscreen "sun- strip" and 50mm from the side edge of the windscreen.

**Competition Restrictions**

**Drivers**

33. Ensure that during Practice and the Race no team personnel are allowed on the Track with the exception of Art.34 below.

34. When a Vehicle is at its designated pit, team personnel (in accordance with Art.37 below) may work on the Vehicle. Should there be an approved signalling area one Timekeeper and one signaller for each Vehicle may be in this area.
Pit and Paddock Regulations

35. Refuelling and work upon the Vehicles other than by a Driver or Officials may only be carried out at the pits or in the Paddock (Chapter 10 App.4 Art.13). Unless expressly permitted by the Official Documents refuelling may not take place during a Practice session, Qualifying session or Race.

36. A Driver shall vacate the Vehicle and the engine be stopped throughout any refuelling operation. 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. In addition the Entrant shall ensure that throughout refuelling one person shall stand by the Vehicle with a fire extinguisher at the ready. Any 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 Arts.11 - 14 and fire resistant balaclava and gloves in accordance with FIA regulations.

37. A maximum of one 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.

38. With the exception of Art.37 above only the fire cover attendant specified in Art.36 above the Driver and two other persons may be on the Course / in the pits in attendance on one Vehicle unless the Official Documents state otherwise.

39. 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.

Incidents

40. The Clerk of the Course shall ensure that after every accident or 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 appointed ASN Steward where there is injury involving treatment beyond the capability of the Venue staff or where judicial action is likely or has been taken.

41. No Vehicle or Driver involved in a serious incident shall continue in Practice or the Competition nor may leave the Venue without approval of the Chief Scrutineer or Chief Medical Officer as appropriate. Full details of such approval must be delivered in the Stewards Report to the ASN

42. At the conclusion of each Race each Post-Chief shall report any incidents in writing to the Clerk of the Course. Post-Chiefs will also pay attention to driving standards.

Practice

43. Every Driver including Drivers of Vehicles which are to give performance demonstrations, must be given the opportunity of practising in conditions similar to those to be expected in the Competition. Any Driver who has not previously raced over the Course in its current layout, within the preceding twelve months, must complete at least three Practice laps in the Vehicle to be raced by them during which they shall satisfy the Clerk of the Course as to their competence.

44. Drivers must be given at least the following opportunity for practising:
a. Organisers will provide a period sufficient to allow at least three laps of Practice in the prevailing conditions. It is recommended to schedule a period of 10 minutes of practice if the track is less than one mile in length; 15 minutes for a track between 1 mile and 2.5 miles; and 20 minutes for tracks over 2.5 miles.

b. Organisers will provide a separate Practice session for each Race, Championship or Series (unless the Official Documents state differently). Vehicles practising 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.45.b, c., d., e., or f. If more than one Driver is subject to this rule then starting positions shall be determined by the Clerk of the Course. Qualified reserves shall however enjoy precedence over Competitors practising entirely out of session or whose Practice times have been disallowed for whatever reason including on grounds of Vehicle eligibility.

c. Drivers whose best lap time exceeds by more than 10% that of the third fastest car within its Class (where similar weather conditions prevailed) may be Disqualified at the discretion of the Clerk of the Course.

d. 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.

Starts

45. 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 (method specified in writing in the Official Documents).

Signals

46. Signals shall be in accordance with the following:
   a. Each Flag Marshalling Post shall be provided with a Hazard Area Board (not applicable at Kart Circuits) and the following Signals: Yellow, Yellow and Red, Green, Blue, Red, White and Purple (if required), and shall be staffed by Marshals who are competent in their use. The Clerk of the Course shall be provided with, or have under their direct control, a Red Signal, a Black Signals, a Black and White Signal split diagonally, and a Black Signal with an Orange disc, together with means for clearly displaying a competing Vehicle’s number should it be necessary, as well as penalty boards. The National flag and a Black and White chequered Signal shall be available at the Start and Finish Lines or lines for appropriate use.

   b. All Marshals’ posts shall show a Green Signal during the first lap of each practice session, and during each formation lap.

   c. Officials’ Signals will be conveyed to drivers by the following Signals which may be displayed by an appropriately coloured panel to which the Competitor number may be attached:
i. Red / Green lights or National flag: Race start.

ii. Blue Signal – Stationary: Another Competitor is following close behind.

iii. Blue Signal – 'Waved': Another Competitor is trying to overtake.

iv. White Signal: A service car or slow moving Vehicle is on the Circuit. The white Signal will be waved 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.

v. Yellow Signal – 'Waved': Danger, slow down sufficiently to ensure that full control of the Vehicle can be retained. No overtaking.

vi. Yellow Signal – Double '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. (This Signal may be supplemented or replaced by flashing yellow light(s) as an added warning.)


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

x. Red Signal: 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 being prepared to stop should the Track be blocked.

xi. Black Signal 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.

xii. Black and White Rectangular Signal split diagonally and displayed with the Competitor's number: A warning to the Driver that their behaviour is suspect and that they may be Black-Signalled on further reports.

xiii. Black Signal 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.

xiv. Black and White Chequered Signal: End of Race or Practice.

xv. Hazard Area Board: A warning of a hazard that was not present when the Practice / Race commenced.

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

i. A 'WAVED' Yellow Signal at the post before a DOUBLE 'WAVED' Yellow Signal. (This 'waved' yellow Signal may also be supplemented or replaced by flashing yellow warning lights).

ii. A double 'waved' Yellow Signal at the post immediately preceding the incident. (These waved yellow Signals may also be supplemented or replaced by flashing yellow warning lights).

iii. A 'waved' Green Signal at the post immediately after the incident.
iv. 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 Signal followed by a ‘waved’ green Signal or by a Hazard Area board.

e. Overtaking or not slowing down is an offence from the point of passing the Yellow Signal until the Green Signal is passed.

f. If a hazard has been indicated by Yellow Signals as above then the Signal may be withdrawn even though the hazard remains. It will then be indicated by a Hazard Area Board at the Signal post preceding the hazard. It is then the Competitor’s responsibility to take appropriate care.

g. When a Race is stopped by the Red Signal, the method of re-starting or deciding the result will be in accordance with Art.47 below.

h. Other than the Starter’s Signal the minimum size for any Signal or appropriately coloured signal panel (Art.46.c) is 75cm x 60cm. (N.B. International Regulations require the Red Signal to be 80cm x 100cm minimum).

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

j. 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.

**Stopping a Race**

47. 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.53 below also applies).

48. 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 in accordance with Art.46.c.x at the showing of the Red Signal will be classified in this first part (Art.49, 52 and 53 below also apply).

49. If a Race covered by Art.48 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 Art.48 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. Only vehicles which

50. 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.52 and 53 also apply).

51. 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 Meeting, 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 Flag. Only vehicles which
are proceeding under their own power, in accordance with Art.46.c.x at the showing of the Red Flag will be classified. If restarted Art.48, 50 and 53 will apply.

52. 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. 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. No work may be carried out on the grid unless on grounds of safety and with the prior 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.48 and 51.

55. If the first part of the Race was stopped under Art.47 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.48 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.