Personal Safety Equipment
CHAPTER 9 COMPETITOR PERSONAL SAFETY EQUIPMENT

Illegal Copies Warning

1. Competitors are warned that despite the vigilance of the ASN and FIA and manufacturers there are a significant number of illegal copies of Homologated items offered for sale especially on the internet. These items are highly dangerous and do not conform to Homologated or other Safety standards.

2. Competitors should only source personal safety equipment from reputable suppliers who are authorised re-sellers for the manufacturer who has Homologated the equipment or manufactured it to an alternative recognised safety standard where permitted in Competition under the Code or the NCR. The ASN and / or FIA may demand proof of purchase.

3. Specific regulations concerning Flame Resistant gloves, socks, balaclavas and underwear are published by the FIA and applicable to International Events.

4. Personal Safety Equipment Homologation Lists are freely accessible at www.FIA.com. If in doubt Competitors should contact the ASN Technical Department to arrange inspection or contact the Chief Scrutineer at an Event or if a Competitor in a Championship contact the Championship Eligibility Scrutineer.

5. Competitors are responsible for presenting and wearing at all times during Competition the correct legitimate Personal Safety Equipment.

6. The presentation and use at an Event of Personal Safety Equipment that does not conform to the acceptable standards and these Regulations is a punishable breach of the NCR (the maximum penalty is Exclusion from Motor Sport in all FIA territories and / or a fine to the maximum prescribed by these NCR) and Scrutineers are empowered to impound it.

7. Where illegal copies of Personal Safety Equipment are discovered at an Event it will be impounded by the Scrutineers and forwarded to the ASN who may forward to the FIA where applicable and to the manufacturer of the Homologated / Standard bearing equipment. It will be destroyed and the purchaser of it may risk criminal prosecution and / or a civil claim at the instance of the manufacturer.

Contamination

8. The ASN may depict and publish images of impounded Personal Safety Equipment without identifying the Competitor by name for the purposes of Safety education and / or training. By applying for and holding an ASN Competition Licence and Entering and Signing On at an ASN Permitted Event the Competitor acknowledges and accepts these rights of the ASN as necessary for the drive to improve Safety standards in global Motor Sport.

9. It is recognised by the ASN and this by all Officials and Competitors that Personal Safety Equipment may be impounded by National and local authorities.

10. In all cases where contamination of the helmet is suspected the advice of the Chief Medical Officer and / or ASN Technical Department must be obtained as part of the impound process. The item must only be handled wearing suitable protective clothing and following initial inspection be placed in a secure appropriately marked and sealed container.
Overalls

11. Clean Flame-Resistant overalls must be worn to cover from ankle to wrist to neck.

12. Exceptionally Drivers of open bodywork Period Defined Vehicles (Non-Rally) A-D and pre-1941 three wheeled cars, may wear ACU or FIM approved leather overalls which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Race Venues.

13. Acceptable standards:
   a. For International use overalls must comply with current FIA regulations.
   b. For FIA Standard Overalls the homologation label will be stitched into the fabric of the garment or on a sewn in label.
   e. Karting: As defined in Chapter 18.
   f. All Other Events (including overalls in accordance with Chapter 12):
      BS6249 part 1 Index A or B (but not part C).
      BSEN533
      EN533:1995 Index 3
      ISO 14116
      FIA 8856-2018
      FIA 8856-2000
      FIA 1986 Standard.

14. Exceptionally drivers of three wheeled cars where permitted under the NCR may wear ACU or FIM approved overalls.

General

15. As with any item of safety equipment evidence of damage or excessive wear can render it unsuitable for use. In the case of overalls this could include over frequent or incorrect washing broken seams or stitching and worn patches. Two-piece overalls should be avoided but if worn must overlap and provide flame-resistant coverage.

16. Due to the complex nature of national test standards and variations of detailed testing it is not possible to quote 'equivalents' from foreign national standards unless they are FIA approved.

17. National test standards may be superseded by or collaborate with European norms (CE Marks) which may provide a common standard throughout Europe and may include the territories of the ASN. The Competitor must ensure that the correct equipment is used in the jurisdiction of the Competition.

18. Individual Competitors are responsible for ensuring their own safety and that appropriate flame-resistant overalls are worn when mandatory.

19. Competitors are strongly advised to wear Flame Resistant gloves socks balaclavas and underwear.

20. Plastic or similarly combustible material in footwear is to be avoided during Competition due to risk of fire related injury.

21. When a name appears on a driver's helmet or overalls this must be the name of the person wearing them and must be in accordance with Homologated standards and / or manufacturer recommendations.

2025 National Competition Rules Chapter 9 Competitor Personal Safety Equipment
Crash Helmets General

22. Crash helmets bearing an ASN approval sticker must be worn at all times during training Practice and Competition.
23. The user must ensure that the helmet is to a standard currently specified and that it fits properly and is secured properly and that it is in a serviceable condition.
24. It is strongly recommended that a flame-resistant balaclava helmet bib or face mask also be worn.
25. Total protection can never be given by any headgear and the most advanced and or expensive crash helmets may not entirely prevent head injury or death in a severe accident.
26. Helmet users must understand that helmets are deliberately constructed so that the energy of a severe blow will be absorbed by the helmet and thereby partially destroy it. The damage may not be readily apparent; it is essential therefore that any helmet receiving a blow in an accident is either replaced or returned to the manufacturer for competent inspection – this of necessity must be the responsibility of the helmet user who will have been aware of the circumstances under which the helmet was struck.
27. It is not possible nor indeed reasonable to expect the Scrutineer in every case to observe significant damage.
28. Where there is any doubt about the helmet’s fitness for its intended purpose then the Chief Scrutineer is empowered to remove the ASN Approval Sticker and impound the helmet for the duration of the Event.
29. Competitors must proceed on the basis that once a helmet has served its purpose it is necessary to replace it. It is the Competitor who must ensure that the helmet used is fully fit for its purpose.
30. The Competitor should recognise that an accident may be survived but head injuries still result having knowingly used a previously damaged helmet and that insurance may be invalidated.

Impounding of helmets

31. The ASN may depict and publish images of the impounded helmet without identifying the Competitor by name for the purpose of safety education and / or training. By applying for and holding an ASN Competition Licence and Entering and Signing On at an ASN Permitted Event the Competitor acknowledges and accepts these rights of the ASN as necessary for the drive to improve safety standards in global motor sport.

Case 1 Pre-Event:
If the helmet does not conform with the required Standards or is in a poor or dangerous condition the Chief Scrutineer will impound the helmet for the duration of the Event and remove the ASN sticker. At the close of the Event the helmet may be returned as received (except for the ASN sticker) to the Competitor concerned alternatively the Chief Scrutineer may impound the item and forward it to the ASN.

Case 2 Accident during the Event:
If the Competitor is injured and the helmet is damaged the Chief Scrutineer will impound the helmet and remove the ASN sticker then forward it to the ASN.

Case 3 Accident during Event and Competitor evacuated to hospital with head injuries:
The Chief Scrutineer will produce the helmet to the Chief Medical Officer and then will then impound the helmet and remove the ASN sticker. Unless the Chief Medical Officer wishes to retain the helmet it must be securely delivered to the ASN Technical Department.
In all cases where contamination of the helmet is suspected the advice of the **Chief Medical Officer** and/or **ASN Technical Department** must be obtained as part of the impound process. The item must only be handled wearing suitable protective clothing and following initial inspection be placed in a secure appropriately marked and sealed container.

32. The **Competitor** is reminded of the following essential criteria when buying or using a helmet:
   b. Correct Fit.
   c. Security.
   d. Condition.

**Standards:**

33. Helmets bearing one of the under mentioned ‘standards’ may be approved by the **ASN** subject to other criteria being met. See also **Chapter 7 Appendix 13 Diagrams 7, 8 and 9**.

**ALL MOTORSPORT UK NATIONAL EVENTS**

- FIA 8860-2010
- SNELL SAH2010 (Not valid after 31.12.23)
- FIA 8859-2015
- FIA 8860-2018
- FIA 8860-2018-ABP
- SNELL SA2010 (Not valid after 31.12.23)
- SNELL SA2015 (Not valid after 31.12.26)
- SNELL SA2020

34. **ASN National Kart Racing Events** (with exception of **Kart Drivers** under 15 years of age **Cadet** and **Bambino Drivers**) and **ASN National Junior Drag Racing**:

- SNELL K2010 (Not valid after 31.12.23)
- SNELL K2015
- SNELL – FIA CMR2007
- SNELL – FIA CMS2007
- SNELL – FIA CMR2016
- SNELL – FIA CMS2016

For all **International Events** please refer to the **FIA Regulations**.

35. **Kart Drivers** under 15 years of age **Cadet** and **Bambino Drivers**:
   The weight of the helmet may be checked at any time during an event and must not weigh more than 1550g or such other value as may be specified from time to time by the **Code** and/or the **NCR**:

- SNELL – FIA CMR2007
36. Part of the approval procedure is to affix an **ASN** sticker to the outside of the helmet in the approximate location of the driver's right ear.

37. Stickers may only be affixed by selected scrutineers or by **ASN Technical Officials** at Motorsport UK or by selected manufacturers after the helmet has been checked for conformity with the standard required and is considered to be in a satisfactory condition.

38. **ASN** approval stickers are subject to the current fee published by the **ASN** and payable by the **Competitor** to the approving **Scrutineer**. Approval stickers are printed on foil and once affixed cannot be reapplied. Stickers are individually numbered.

39. Helmets approved for use in all disciplines require a blue **ASN** sticker to be affixed. Helmets which are accepted for use in kart racing only require a green or yellow as applicable **ASN** sticker to be affixed. These stickers are available from issuing **Scrutineers** subject to the fee mentioned above.

40. Helmet standards are regularly reviewed and updated and superseded. Standards will periodically cease to be acceptable and an element of 'lifing' will always remain.

**Fit and Security:**

41. To ensure satisfactory fit and security of your helmet proceed as follows:
   a. Obtain correct size by measuring the crown of your head.
   b. Check that there is no side-to-side movement; a helmet should be as closely fitting as possible consistent with comfort.
   c. Tighten straps securely – the chin strap must always be in tension; ensure therefore that the strap cannot slip. Chin cups are prohibited.
   d. With head forward attempt to pull up the back of the helmet to ensure the helmet cannot be removed in this way.
   e. Ensure you can see clearly over each shoulder.
   f. Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth other than with a flame-resistant balaclava or face mask.
   g. Helmets with life-support must only be worn if connected to a permitted life-support system.
   h. Never wear a scarf tie or other loose clothing which could come loose and possibly cause an accident.
   i. Ensure that the visor can be opened with one gloved hand.
   j. Satisfy yourself that the back of the helmet provides protection for your neck.
   k. Do not buy from mail order unless you can satisfactorily carry out the above checks; return a helmet unused if it does not fit.

**Condition and Care of Helmet**

42. The user must bear the prime responsibility for ensuring that the helmet is fit for the purpose intended since significant damage to the helmet may have been sustained without this being apparent to the **Scrutineer**.

43. Anything other than minor superficial damage is likely to result in the **Scrutineer** removing the **ASN** sticker and impounding the helmet for the Event.

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It is in everyone’s interest for the Competitor to buy the best helmet possible and to look after it (the best is not necessarily the most expensive). A helmet bag should always be used.

There must be no alteration to the structure of a helmet. Where a radio intercom is fitted this should only be done in accordance with the helmet manufacturer’s instructions. Fitment of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards.

Use only a weak solution of soft soap and water to clean the interior and exterior of the helmet; do not get the interior too wet.

Some moulded plastic helmets although they meet approved standards can be seriously damaged by substances such as petrol paint adhesives cleaning agents and stickers (not the ASN stickers) – such damage may not always be apparent; however crazing or obvious dulling of the surface finish could indicate serious structural weakening of the helmet and is likely to result in the Scrutineer removing the ASN sticker and impounding the helmet for the Event.

FHR Device

It is permitted to incorporate the use of an FIA approved FHR Device fitted in accordance with FIA regulations and those below.

For ASN National Events in addition to helmets listed by the FIA as recognised for use with FHR helmets to Snell SA2015 Snell SA2020 and Snell SAH2010 are accepted subject to the anchorage points being marked as homologated to FIA 8858-2010.

Part of the approval procedure is to affix an ASN sticker to the yoke of the FHR device.

ASN Stickers may only be affixed by selected Scrutineers by ASN Technical Officials at Motorsport UK or by selected manufacturers after the FHR device has been checked for conformity with the standard required and is considered to be in a satisfactory condition.

ASN Approval Stickers for which a prescribed fee is payable are printed on foil and once affixed cannot be reapplied. Note: Stickers are individually numbered.

Where there is any doubt about the device’s fitness for its intended purpose then the Chief Scrutineer is empowered to remove the ASN Approval Sticker and impound the FHR Device for the duration of the Event.

The FHR Device may also be impounded by the Chief Scrutineer on the same bases as the helmet including forwarding it to the ASN.

Goggles and Visors

Either a visor or goggles must be worn at all times during training Practice and Competition unless in a closed Vehicle.

Recommended visor and goggles standards (minimum) are:

a. BS4110 BS4110:1999 BS EN 1938 European Standard 89/686/EEC.

b. Such other standard as may be legislated from time to time.

Visors or goggles must be clear or neutral density filters.

Heat and Flame-Resistant Clothing

Where appropriate and required by specific regulations the FIA standard is shown below as detailed in FIA Code Appendix L. These standards are advised for all Competition use where protective clothing is either mandatory.
59. **Underclothing.** Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile Drivers. An indication of this should appear on the front of the upper garment which must cover the neck.

60. **Balaclavas.** Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile Drivers. All the part seen in frontal projection when worn must consist of at least 2 layers of minimum 180 gr/m² each. The bottom of the balaclava to meet the requirements in Art.65 below.

61. **Socks.** Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile Drivers. Socks to be half hose (to mid-calf) and made from at least one layer minimum 180 gr/m².

62. **Shoes.** To cover the whole foot and ankle. Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile Drivers and fastenings and laces to be of non- fusible material. Soles to be manufacturer certified as resistant to hydrocarbons and to flames. Thread used to be flame resistant. Manufacturers to register all shoe models with the ASN and FIA.

63. **Gloves.** Materials tests to ISO 6940 or homologated to an FIA standard for protective clothing for automobile Drivers. Each glove to be labelled to that effect. Backs of gloves to be made from at least two layers of 180 gr/m². Thread must be flame resistant and non-melting. Gloves must be fitted at the wearer’s wrist and cover the cuff of the wearer’s overalls. Manufacturers should register all glove models with the ASN and FIA.

64. Where ASN / FIA regulations specify the wearing of protective clothing the labels on overalls and upper underclothing may be verified by the Organisers for compliance with regulations.

65. Exceptionally Drivers of Period Defined Vehicles (Non Rally) A-B and pre-1941 three wheeled Vehicles may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment or gloves and shoes approved by the FIA for Karting at Race Venues.

66. Wearers are warned of the particular vulnerability to fire of head neck wrists and ankles. Ankles and wrists should always be covered by at least two items of protective clothing

67. Balaclavas must extend to enter inside the overalls or undergarment around the neck and not come free whichever way the head is moved.

68. Upper undergarments should have a polo style neck.