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MOTORSPORT UK ASSOCIATION LIMITED trading as Motorsport UK ('ASN') 2025 NATIONAL COMPETITION RULES ('NCR')

Defined and abbreviated Terms appear in bold text. All nomenclature and definitions are found in App.1 to this Chapter.

The ASN Policies and Codes of Conduct referred to are hyperlinked to the ASN website www.motorsportuk.org at the end of this Chapter

The NCR comprises 21 Chapters each where relevant supported by numbered Appendices.

CHAPTER 1

The following Appendices apply:

App.1 Nomenclature and Definitions
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General Governance and Establishment

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

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

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

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

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

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

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 Any Licence or Registration may be withdrawn by the ASN in its entire discretion whether for the purposes of investigation of breach of the NCR or any related complaint or permanently under the ASN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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Insurance**

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

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

**ASN Policies and Codes of Conduct**

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

**Funding and Competition Fees**

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

**Competing abroad**

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

**Safeguarding Policy**

29. Everyone who takes part in motor sport is entitled to do so in a safe and enjoyable environment. All Persons whose activities are within the scope of these Regulations must follow the **ASN Safeguarding Policy** and Guidelines (as amended from time to time) and the provisions of this Regulation. Every **ASN Recognised Club** must have a nominated **Club Safeguarding Officer (CSO)** licenced annually by the **ASN**.
30. The ASN is committed to helping everyone in motor sport accept their responsibility to safeguard Children and Adults at Risk from harm and abuse. This Regulation and the ASN Safeguarding Policy and Guidelines applies to Persons involved in motor sport. All Persons participating in motor sport have a duty of care to safeguard the welfare of Children and Adults at Risk and prevent their abuse.

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

APPENDIX 1

Definitions and Nomenclature

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

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

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

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

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

Appeal. A challenge lodged pursuant to Chapter 2 by an Entrant or Competitor within specified time limits and made against a decision, act or omission made by an Official of an Event. An Appeal Scale Fee is payable to the ASN in accordance with Chapter 1 App.2. In the case of an Appeal being made against a decision, the Entrant or Competitor involved must have been either:
   a. The party involved in the incident giving rise to the decision, or
   b. The party who lodged the Protest which resulted in the decision, or
   c. The party against whom a Penalty has been imposed.

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

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

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

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

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

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

ASN Website. https://www.motorsportuk.org/
**Authorised Foreign Participation.** Accordin06Eg to the context either Permission for the holder of an ASN Licence to participate in an Event outside the ASN jurisdiction or for the holder of a foreign ASN Licence to participate in an Event within the ASN jurisdiction.

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

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

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

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

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

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

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

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

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

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

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

**Bambino Kart Event.** Pre-Race training for 6 and 7 year olds, which can only be held on Circuits specifically licensed for Bambino. Drivers must hold a Kart Clubman Licence, which they can obtain from their 6th birthday and may continue in Bambino until their 8th birthday. Full details and criteria contained within the Karting UK Yearbook. Barred. A restriction imposed on an individual's involvement in motor sport on such terms as may be determined by the ASN.

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

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

a. Completely closed bodywork.

b. Completely open bodywork

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

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

**Bulkhead.** A partition separating one Vehicle compartment from another.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commitment Guarantee (Race). A written guarantee in the form required by the ASN for any proposed Championship that has not previously run as a Series. This is additional to any Championship Permit Fee and if the Championship runs as specified during the first three years this Guarantee will be discharged at the end of the third year.

If the Championship fails to take place or ceases prematurely the Commitment Guarantee will be enforceable.

Any commercial liabilities arising from the Championship during these first three years, are the responsibility of the Club / Championship Organisers. Any forfeit Guaranteed sum received by the ASN will be paid to a registered charity nominated by the ASN or used to fund training or prizes.

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

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

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

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

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

Control or Check. Any point that Competitors must visit during an Event. A Control will be manned by Officials; a Check may or may not be manned. If the term Time Control is used this will imply that the Competitor's time of arrival at or departure from this point is recorded.

2025 National Competition Rules Chapter 1 Appendix 1 Definitions and Nomenclature
Control Fuel. Fuel supplied from a defined source with chemical composition monitored in a manner defined by ASN Regulations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

k. Cross Country Driving Test. A Cross Country Competition in which marking during the Event is based solely on a Competitor’s performance in manoeuvring tests. These tests may be at one or more sites on private property and be on unsealed surfaces and intended to encourage newcomers to the sport.
**Cylinder Volume.** Volume \( V \) generated in cylinder (or cylinders) of an IC Engine by the upward or downward movement of the piston(s).

\[ V = 0.7854 \times b^2 \times s \times n \]

where: 
- \( b \) = bore
- \( s \) = stroke
- \( n \) = number of cylinders

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- a. For engines which do not exceed 15hp in total per Kart Drivers must hold a minimum of a Kart Clubman Licence.

- b. For engines exceeding 15hp in total per Kart Drivers must hold a minimum of a Kart Interclub (Novice) licence.

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

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

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

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

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

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

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

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

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

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

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

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

**FIA International Sporting Code (’Code’).** The Regulations of the FIA governing world motorsport and International Events.
**Fines.** A financial penalty imposed by or by virtue of these NCR and being a contractual obligation to pay to the ASN or such other body as specified in any Official Document. Fines payable to the ASN will be enforced as a contract debt.

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

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

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

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

- Atmospheric air and water vapour contained naturally therein.
- Lubricating oil exceeding in viscosity 5 cSt at 100°C.

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

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

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

**Guardian.** See: Parent / Guardian

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

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

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

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

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

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

**Historic Motorsport Competitions.** Under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology.
**Holder of Records.** The **Driver** or **Drivers** who were driving the **Vehicle** when the **Record** was achieved.

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

Overtaking should only be carried out on the left.

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

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

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

**Session 1 – Warm Up** – will be untimed.

**Session 2 – Practice** – will be a timed session.

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

**Session 4 – The Final.**

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

**IC Engine.** An internal combustion engine

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

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

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

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

(a) **Membership** of an **Invited Club** or **Championship**.

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

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

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

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

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

**Kart.** A small four wheel racing **Vehicle** with a rigid frame and no suspension of the wheels. The engine(s) drive the rear wheels only and these rear wheels must be joined by a single piece rear axle with no differential action between them. The **Driver** will be seated with feet to the fore.
Kart Category. A category within which Kart Classes are recognised and may include defining the age, and in some cases weight, criteria of the Competitor.

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

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

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

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

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

b. Automobile. See Automobile above.

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

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

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

Licence. A certificate of registration issued either:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Original Equipment.** See Standard Part.

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

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

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

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

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

**Penalty.** A penalty applied to a Competitor as provided by these NCR.

2025 National Competition Rules Chapter 1 Appendix 1 Definitions and Nomenclature
Period Defined Vehicles (Non-Rally).

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

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

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

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

**Period Defined Vehicles (Rally).**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Single Seater Racing Car.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Spill Kit.** See Environmental Spill Kit.

**Spoiler.** See Aerodynamic Device.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In a **Touring Assembly**:
   a. a prescribed route may have to be followed
   b. pre-arranged points may be provided for in the **Event's** itinerary
   c. no limits of speed may be laid down
   d. no requirement to visit prearranged points, other than a requirement to report at a final point not later than a specified time, are permitted
   e. no awards of any description, other than those in relation to activities arranged at the finishing point may be made or given.

2025 National Competition Rules Chapter 1 Appendix 1 Definitions and Nomenclature
Where any or all of the above points become a mandatory part of the itinerary the Event will be subject to the requirements of Route Authorisation (Motor Vehicles (Competitions and Trials) Regulations).

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

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

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

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

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

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

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

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

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

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

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

Undertaking. A written commitment to perform a particular obligation.

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

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

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

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

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

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

APPENDIX 2

Competition Fees

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

1. **Competition Licence Fees**

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

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

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

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

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

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

### Other

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

### Officials Licences

#### Clerk of the Course

<table>
<thead>
<tr>
<th>Licence Type</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car International*</td>
<td>FOC</td>
</tr>
<tr>
<td>Kart International*</td>
<td>FOC</td>
</tr>
<tr>
<td>Rally International*</td>
<td>FOC</td>
</tr>
<tr>
<td>Car, Kart, Rally &amp; Other - National</td>
<td>FOC</td>
</tr>
<tr>
<td>Car, Kart &amp; Other - Interclub &amp; under</td>
<td>FOC</td>
</tr>
<tr>
<td>Driving Standard Observer</td>
<td>FOC</td>
</tr>
<tr>
<td>Probationary</td>
<td>FOC</td>
</tr>
</tbody>
</table>

*plus FIA or CIK Yearbook at cost

#### Scrutineers & Technical Commissioner

<table>
<thead>
<tr>
<th>Licence Type</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scrutineer &amp; Technical Commissioner</td>
<td>FOC</td>
</tr>
<tr>
<td>Scrutineer - Trainee</td>
<td>FOC</td>
</tr>
</tbody>
</table>

#### Timekeepers

<table>
<thead>
<tr>
<th>Licence Type</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timekeeper - All</td>
<td>FOC</td>
</tr>
<tr>
<td>Timekeeper - Trainee</td>
<td>FOC</td>
</tr>
</tbody>
</table>

#### Driver Instructors

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

### Rally Accredited Media

<table>
<thead>
<tr>
<th>Level</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>£75.00</td>
</tr>
<tr>
<td>2</td>
<td>£75.00</td>
</tr>
<tr>
<td>2 deposit</td>
<td>£100.00</td>
</tr>
</tbody>
</table>

### All other Registered Officials

<table>
<thead>
<tr>
<th>Licence Type</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>All other Registered Officials</td>
<td>FOC</td>
</tr>
</tbody>
</table>

2025 National Competition Rules Chapter 1 Appendix 2 Competition Fees
3. **Fees for Appointment of ASN Officials**

**ASN Steward / Observer**

These are set fees charged to the Organising Club. ASN nominated Officials will claim their out-of-pocket expenses and travel expenses direct from the ASN.

For Events requiring an overnight stay for the ASN Steward, an overnight fee will be charged (which is a contribution to accommodation, travel and out of pocket expenses).

<p>| | |</p>
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<tbody>
<tr>
<td>Clubmans</td>
<td>£120.00</td>
</tr>
<tr>
<td>Interclub grade and above</td>
<td>£300.00</td>
</tr>
</tbody>
</table>

**ASN Observer Fee**

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

**Others (per day)**

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

4. **Closed Road Application Fees**

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

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

5. **Event – Other**

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Late Permit Application Fee</td>
<td>£35.00</td>
</tr>
<tr>
<td>Late payment fee per week or part thereof</td>
<td>£10.00</td>
</tr>
</tbody>
</table>

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

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

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

a. **Record Attempts**

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

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

**ASN Fee** £6,500.00

**ASN** direct expenses will be invoiced at cost

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

b. **Other Miscellaneous Events**

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

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

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

| Late application of change of date (Ch.3 App.9 Art.2) | £12.00 |
| Cancellation (Ch.3 App.9 Art.3) | £10.00 |

10. **Track Licences**

**Track Licence – Car**

| Race International + FIA fee | £8,250.00 |
| Race National | £4,250.00 |
| Speed International + FIA fee | £1,295.00 |
| Speed National | £1,095.00 |
| Speed Interclub | £775.00 |

**Track Licence – Kart**

| International + CIK / FIA fee | £12.00 |
| Cancellation (Ch.3 App.9 Art.3) | £10.00 |

**New Venues**

| Fee | £595.00 |

Notes:

a. For venues with no more than one single day Event per year, half of the above fee is charged. (Not applicable for International or Truck meetings.)

b. Where a number of categories are covered, only the highest value fee is payable.

c. New Venues Fee to be paid by any new venue to cover the costs of initial desktop study and inspection process.

d. Track licence fees incorporate all inspection costs.

11. **Judicial**

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

a. **Protest Fees at Events**

i. below National without an ASN Steward | £70.00 |

ii. below National with an ASN Steward | £155.00 |

Non Race

iii. Non Race – National | £300.00 |

iv. Non Race – International | £475.00 |
### Car, Kart & Truck Race

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, Kart &amp; Truck Race – National</td>
<td>£475.00</td>
</tr>
<tr>
<td>Car, Kart &amp; Truck Race – International</td>
<td>£795.00</td>
</tr>
</tbody>
</table>

### b. Appeal Fees at Events (excluding Eligibility Appeals)

**Appeals to Stewards of the Event**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. All Events with no ASN Steward</td>
<td>£145.00</td>
</tr>
<tr>
<td>ii. any other Event below National with an ASN Steward</td>
<td>£300.00</td>
</tr>
<tr>
<td>iii. Car &amp; Truck Race - National</td>
<td>£895.00</td>
</tr>
<tr>
<td>iv. Non Car &amp; Truck Race – National</td>
<td>£575.00</td>
</tr>
<tr>
<td>v. all Events not listed above</td>
<td>£895.00</td>
</tr>
</tbody>
</table>

**Other**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>vii. Appeal against the refusal of Entry to an Event listed in Chapter 3 App.5 Art.19 which was submitted within 24 hours of commencement of the Event</td>
<td>£130.00</td>
</tr>
</tbody>
</table>

### c. Appeal fees at Championships

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

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

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

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

f. **Fines**

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

12. **FIA Fees**

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

13. **Invoice Payment Terms**

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

14. **Event Permit Fees**

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

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

The fees listed below are per Competitor.

**Autotests and AutoSOLO (Chapter 19)**

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

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trial (Untimed)</td>
<td>£10.00</td>
<td>£14.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safari</td>
<td>£14.00</td>
<td>£15.00</td>
<td>£16.00</td>
<td></td>
</tr>
<tr>
<td>Winch / Team Recovery</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hill Rally</td>
<td>£27.00</td>
<td>£29.00</td>
<td>£30.00</td>
<td></td>
</tr>
<tr>
<td>Gymkhana</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promotional Events</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trial (Timed)</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tyro Trial</td>
<td>£10.00</td>
<td>£14.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Challenge Event</td>
<td>£14.00</td>
<td>£15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driving Tests</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Treasure Hunt</td>
<td>£10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orienteering</td>
<td>£14.00</td>
<td>£15.00</td>
<td>£16.00</td>
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</tr>
<tr>
<td>Point to Point</td>
<td>£14.00</td>
<td>£15.00</td>
<td>£16.00</td>
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### Karting (Chapter 18)

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
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<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Circuit (Up to 120)</td>
<td>£10.50</td>
<td>£17.00</td>
<td>£22.00</td>
<td></td>
</tr>
<tr>
<td>Short Circuit (121 and over)</td>
<td>£16.50</td>
<td>£17.00</td>
<td>£22.00</td>
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</tr>
<tr>
<td>Race Circuit Karting</td>
<td>£20.00</td>
<td>£22.00</td>
<td>£25.00</td>
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<tr>
<td>Schools</td>
<td>£4.50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Endurance**</td>
<td>£19.00</td>
<td>£20.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kart Clubman (Tyro)</td>
<td>£10.50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bambino</td>
<td>£10.00</td>
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### Circuit Racing (Chapter 12)

<table>
<thead>
<tr>
<th>Event</th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Race**</td>
<td>£36.00</td>
<td>£40.00</td>
<td>£75.00</td>
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<tr>
<td>Truck Race</td>
<td>£38.00</td>
<td>£42.00</td>
<td>£84.00</td>
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<tr>
<td>Endurance Race**</td>
<td>£42.00</td>
<td>£46.50</td>
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### Speed (Chapters 14 & 15)

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

### Trials (Chapter 17)

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

<table>
<thead>
<tr>
<th></th>
<th>Clubmans</th>
<th>Interclub</th>
<th>National</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autocross / Clubcross</td>
<td>£23.00</td>
<td>£30.00</td>
<td>£31.00</td>
<td>£50.00</td>
</tr>
<tr>
<td>Rallycross</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-Road Racing</td>
<td>£23.00</td>
<td>£30.00</td>
<td>£31.00</td>
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</table>

### Rallying (Chapter 13)

#### Road Rallies

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

#### Stage Rallies

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

### Certificate of Exemption (Chapter 3)

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

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

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

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2025 National Competition Rules Chapter 1 Appendix 2 Competition Fees
CHAPTER 1

APPENDIX 3 INSURANCE

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

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

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

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

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

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

Insurance and Motor Competitions

Introduction

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

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

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

Scope of Cover

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

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

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

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

Who is Protected?

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

What is Protected?

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

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

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

What is not Protected?

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

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

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

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

Are Competitors Covered?

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

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

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

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

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

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

Are Landowners Covered?

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

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

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

Contractual Liability?

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

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

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

**Medical Malpractice**

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

**Public Liability – Action Plan**

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

**Claims**

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

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

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

These requirements also apply to serious or potentially fatal incidents.

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

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

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

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

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

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

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

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

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

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

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

**General Notes**

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

**Competitors or Clubs competing abroad**

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

**Foreign Competitors in the UK**

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

**Social Events**

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

**Marshals' Training**

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

**Standard Motor Policies**

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

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

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

**Events on Public Roads**

47. In respect of Road Rallies timed to less than a minute, the higher rate detailed in Chapter 1 App.3 does not apply in respect of Regularity Events or Events where one Section, not exceeding 10 miles in length, is included solely for the purpose of tie deciding.
Closed Road Events
48. Competitor’s legal liability cover can only be given for Events run on closed public roads when such roads are closed by a properly enacted Order made under the authority of a statute permitting the closure of a public road or roads for the purpose of a Competition, whether such Competition involves simultaneous Competition or timing against the clock and suspending the operation of normal Road Traffic Legislation.

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

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

SUMMARY OF COVER

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

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

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

APPENDIX 4 COMPETING ABROAD

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

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

European Events
2. Holders of National or International Licences may compete in Events that are published on the respective ASN's National Calendar. They do so under the regulations for that Event and under the jurisdiction of the appropriate ASN (National Sporting Authority).
3. These Events will not be on the International Calendar.

Travelling Arrangements
4. Taking Competition Vehicles and spares across international borders can be a fraught business and very time consuming. Allow enough time and ensure that your papers are arranged in advance.
5. Ensure any required carnets are in order.

Personal Arrangements
6. Take your Driving Licence even if you are the Co-Driver; many foreign countries insist on seeing this whether you are intending to drive or not. You may be refused the start without it.
7. Find out if the countries you are visiting require an International Driving Permit.

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

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

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

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

12. Include your 'UK' plates.

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

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

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

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

**Vehicles / Spares**

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

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

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

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

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

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

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

**Community Movement Carnets**

24. These are no longer required for movement between and through countries which are full members of the EU.
This does not mean that you won't be stopped and asked to explain exactly what you have on board, so it is still a good idea to have some form of documentation to prove ownership.
Chapter 2 Judicial

App.1 Breaches referred exclusively to the National Court
App.2 Schedule of Penalties and who may apply them
App.3 Judicial Procedures at Events
App.4 Appeals at Events (where permissible)
App.5 Judicial Proceedings before Championship Stewards
App.6 Judicial Proceedings before the National Court
App.7 National Court Practice Direction
App.8 Breaches of Technical Regulations
App.9 Protest procedure
App.10 Right of Review
App.11 Appeal Fees Protest Fees Fines and obligations
App.12 Penalty Points
2024 National Competition Rules

CHAPTER 2 JUDICIAL

JUDICIAL MATTERS AND BREACHES OF THE NCR

The following Appendices apply:

Appendices to the Judicial Regulations:

- **App.1** Breaches referred exclusively to the National Court
- **App.2** Schedule of Penalties and who may apply them
- **App.3** Judicial Procedures at Events
- **App.4** Appeals at Events (where permissible)
- **App.5** Judicial Proceedings before Championship Stewards
- **App.6** Judicial Proceedings before the National Court
- **App.7** National Court Practice Direction
- **App.8** Breaches of Technical Regulations
- **App.9** Protest procedure
- **App.10** Right of Review
- **App.11** Appeal Fees Protest Fees Fines and obligations
- **App.12** Penalty Points

Judicial matters

1. Any breach of the NCR may be the subject of Judicial proceedings and except for those breaches falling exclusively in the jurisdiction of the National Court (see App 1) may be subject to a penalty at the instance of the Clerk of the Course or the Stewards of the Event or Championship Stewards as provided in Championship Regulations or the National Court. A Right of Review may exist – see Art. 13 below and App.10 to this Chapter.

2. Breaches of the NCR that will be referred exclusively to the National Court are set out at App 1.

3. The penalties that may be applied and who may apply them are set out in App 2. Certain breaches automatically attract penalty points in accordance with App.12.

4. The Judicial proceedings at an Event are specified in and shall be conducted in accordance with App 3 except that the regulations for the British Touring Car Championship are permitted to vary the judicial procedures to enable as follows:
   a. In respect only of driving offences listed under Chapter 2 App.12 Art.2 in order that Penalties not referred to in these NCR may be imposed including but not exclusively deduction of Championship Points as a consequential penalty.
   b. So that the structure of Appeals and consequential procedures permitted by the applicable Championship Regulations may be varied from that contained in these NCR.
   c. So that in limited technical categories (as notified annually to the ASN) eligibility Decisions may be appealed to the Stewards of the Event with right of continued Appeal to the National Court preserved.
5. Where an Appeal against a Judicial Decision at an Event is permissible it shall be conducted in accordance with App 4.

6. Breaches of Championship or Series sporting regulations shall be dealt with in accordance with their terms incorporating the NCR as to Appeals where permissible and the provisions relating to Championship Stewards.

7. Championship Stewards proceedings shall be in accordance with App 5 and Appeals against their Decisions in accordance with App 6 and 7.

8. Breaches of a non-Championship or Series Event sporting regulations shall be dealt with in accordance with their terms incorporating the NCR as to Appeals where permissible including Appeals against a Judicial Decision at an Event.

9. Appeal Fees and obligations relating to Fees and Fines are set out at App 11.

10. The Judicial proceedings before the National Court including Appeals against a Judicial Decision at an Event and against the Decisions of Championship Stewards are specified in App 6 and shall be conducted in accordance with the National Court Practice Direction at App 7 and which specifies the powers and authority of the Court.

11. Breaches of Technical Regulations at all Events shall be conducted in accordance with App 8 and where an Appeal to the National Court against such a Decision is permissible then in accordance with App 6 and 7.

12. There can be no Appeal against a Decision of the National Court but the Court has a Right of Review as provided at App 10.

13. A Right of Review exists in respect of any significant wholly new and relevant element relating to Decisions of the Clerks of the Course and where applicable the Stewards of the Event or the Championship Stewards or the National Court and at the instance of the ASN in accordance with App 10.

14. The ASN may at its entire discretion refer any matter to the National Court for the purposes of investigation and or Inquiry and the time limit for doing so is 5 years from the date of the Event or Event at which the matter occurred. The principles of such investigations or Inquiries are set out in the National Court Practice Direction at App 7.

15. The ASN has the authority to suspend any Licence or Registration issued by it or to decline or suspend the right to apply for or hold any such Licence or Registration regardless of whether or not that suspension is for the purposes of any referral to the National Court but shall state its reasons for doing so.

16. One Competitor may lodge a Protest against any other Competitor in the same Event. It is not permitted to lodge a single Protest against multiple Competitors and where a Competitor wishes to Protest multiple Competitors then individual Protests and Fees must be lodged. The Protest procedure is at App 9. Protest Fees are set out in App 11.

17. In accordance with the overriding principle of sporting fairness all Judicial Decisions and Protests require proof of specific regulatory breach the degree of proof is the balance of probability – what is most likely to have occurred. A breach shall not be inferred without adequate proof.

18. In respect of App 8 in all technical matter Judicial proceedings it is the obligation of the Competitor to prove the compliance of the Vehicle or component.

19. A Judgement of Fact as to eligibility must be reasoned and made in writing as a Non-Compliance report by at least one Technical Commissioner and Chief Scrutineer or by the Chief Scrutineer and an Eligibility Scrutineer and a Judicial Decision based on such a report can only be appealed to the National Court.
20. A Judicial Decision based on a Scrutineer’s reasoned Non-Compliance report that is not a Judgement of Fact may be appealed to the Stewards of the Event and thereafter to the National Court. Where Stewards of the Event do not feel competent to decide the matters Appealed they have the right to refer the matter to the National Court for determination but a further or additional Appeal fee is not payable by the Competitor lodging the Appeal. An Appeal so referred shall proceed in accordance with App 6 and 7.

21. If any Non-Compliance report is not reasoned it shall have no validity. App 8 applies.

22. At certain categories of short circuit Kart Race Event (see Chapter 18) the Stewards of the Event shall act as the only Judicial body and it is not permissible to Appeal against a conviction for any breach of Driving Standards obligations or an Eligibility Decision made in accordance with Art. 19 above.

23. Except as may be permitted by the ASN the Judicial Procedures in respect of International Events on the International Sporting Calendar shall be conducted in accordance with the Code and its Appendices including the Judicial Rules and Practice Directions of the International Court of Appeal and of the International Tribunal (see: www.fia.com).

24. Clerks of the Course and all Stewards have the authority to correct clerical errors in their Decisions after publication of the Decision provided that the meaning of the Decision is not thereby altered. The correction of such errors does not affect the commencement time of any Appeal period which shall remain as that applying to the original Decision.

Control of Drugs and Alcohol

25. Any Person who fails prescribed limits or evades or refuses to comply with testing procedures for Anti-Alcohol Testing, Anti-Doping Testing or Illicit Drugs testing will have their Licence and/or all activities within Motorsport UK Permitted Events suspended pending further investigation and will be required to leave the Permitted Event Venue. (D25.1.14.)

26. Any person found in breach of the permitted limits shall be referred by the Disciplinary Officer to the National Court as disciplinary proceedings.

Anti-Doping Regulations

27. Motorsport UK has adopted the UK Anti-Doping rules published by UK Anti-Doping (or its successor) as amended from time to time. Such rules shall take effect and be construed as Regulations of Motorsport UK. The UK Anti-Doping Rules are available at www.ukad.org.uk and the WADA Prohibited List is available at www.wadaama.org or from Motorsport UK on request. It is the responsibility of each licence holder to ensure that they are fully familiar with the UK Anti-Doping Rules and the WADA Prohibited List. The FIA Anti-Doping Regulations will apply in respect of any International event.

Anti-Alcohol and Illicit Drugs Regulations

28. The Motorsport UK Anti-Alcohol policy and Illicit Drugs guidelines are published on the Motorsport UK website. It is the responsibility of each Licence holder to ensure that they are fully familiar with the Motorsport UK Anti-Alcohol and Illicit Drugs policies and guidelines. The FIA Regulations will apply in respect of any International event.

29. Entrants must respect that Motorsport UK have the right to require alcohol and illicit drugs testing on any Person howsoever connected with any Entry operating within a Motorsport UK Permitted Event and who shall
at all times cooperate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping (D.35.1.1.)
CHAPTER 2 JUDICIAL

APPENDIX 1

Breaches referred Exclusively to the National Court

1. Any breach of the National Competition Rules may be referred to the National Court however the breaches below in Art. 6 – 20 are reserved to the exclusive jurisdiction of the National Court and shall be brought by the Disciplinary Officer at the entire discretion of the ASN. Where such matters arise at or during an Event then the matter shall be referred to the ASN Disciplinary Officer by the senior Official of the Event (see Chapter 5). Unless stated otherwise offences or infringements include any attempt to commit an offence or infringement and are punishable whether committed intentionally or through negligence.

2. Any natural or legal person associated with the Entry of a Competitor and any Official or Organiser who takes part in an offence or infringement whether as instigator or as accomplice is also punishable.

3. The ASN has the discretion to suspend any Licence or Registration issued by it or to suspend any recognition in the ASN Territories of a Licence or Registration issued by another ASN whether permanently or pending any referral to the National Court.

4. Where there are grounds for a Licence Holder to be suspected by a Clerk of the Course of an offence contrary to any of Arts. 6 – 20 the matter shall be referred to the Stewards of the Event who shall at a Hearing consider the evidence provided by the Clerk of the Course and if they are satisfied there are such grounds they shall impose an immediate Suspension for a period of 30 days and shall refer the matter to the ASN Disciplinary Officer together with the relevant ASN Licence which must be surrendered and no right of Appeal exists.

The Offences

6. Assault or threat of assault at any Competition or Event or in connection with motorsport generally not falling under Art. 19 below.

7. Any form of racism or other discriminatory conduct towards any person or body or group of living persons including spoken and written words or gesture not falling under Art. 19 below.

8. Making a false declaration for the purposes of participation of a legal person or any vehicle in an Event Permitted by any ASN.

9. Acting prejudicially to the interests of the ASN or the FIA and or motorsport generally.

10. Being suspected of or being in contravention of any Regulation relating to alcohol or doping or illicit drugs including any testing requirements or obligations.

11. Dishonouring or howsoever failing to pay when due any sum of money payable to the ASN or any Recognised Club or Organiser or to any supplier of goods or services in relation to an Entrant or an Event.

12. Directly indirectly or through any third party for any Entrant or Official or Organiser or representative of such a person to place any bet on the outcome of any part of a Competition or Event in which they are taking part.

13. Directly or indirectly or through any third party for any Entrant or Official or Organiser or representative of such a person to make use of any privileged information for the purposes of seeking financial gain or causing loss by placing any bet on the outcome of any part of a Competition or Event in which they are not taking part.
15. To falsify or withhold from the ASN or any statutory authority information in relation to a breach of Art. 13 and or 14 above.

16. To make a false declaration in connection with obtaining a Licence from the ASN or any ASN or the FIA including withholding or suppressing any material medical information as required from time to time by the NCR.

17. Abandoning one Event after making an accepted Entry and then participating in another Event without having first withdrawn the first made Entry.

18. Driving incompatibly with general safety on the Track or Course or any place under the control of the Event Organisers.

19. Referrals arising from any judicial action taken by the Stewards of the Event reported to the ASN.

CHAPTER 2 JUDICIAL

APPENDIX 2

Schedule of Penalties and Who May Apply Them

1. Penalties under the NCR
   A. Time or place or grid position or other penalty* where provided by the NCR or Sporting Regulations
   B. Verbal warning
   C. Written reprimand
   D. Fine
   E. Disqualification
   F. Suspension of Competition Licence
   G. Exclusion
   H. Motorsport Community Service or such other condition penalty or obligation as the National Court sees fit.

* for example: a Stop and Go penalty or Track/Course limits penalty or a discipline specific penalty as provided.

2. Penalty Definitions restrictions and conditions are provided below at Arts. 17 – 31.

Clerk of the Course

3. The Clerk of the Course has authority to impose any penalties under Art. 1 A - E and which shall be imposed only after a Hearing in accordance with App. 3 except when applied while the Competition is taking place*.

4. The Clerk of the Course is authorised to refer to the Stewards of the Event any breach of the NCR or the Sporting Regulations where the Clerk of the Course has exhausted their powers and it is considered that Suspension by the Stewards of the Event may be an appropriate penalty.

5. The Clerk of the Course has a Right of Review as provided by App. 10.

Stewards of the Event

6. The Stewards of the Event have authority to impose any penalties under Art. 1 A – F above and which shall be imposed only after a Hearing in accordance with App. 3 except when applied while the Competition is taking place on Track and the Stewards of the Event act as the relevant Judicial authority.

7. The power of Suspension vested in Stewards is limited to an interim Suspension for 30 calendar days for the purposes of any referral to the ASN under App. 1 Art. 5 or 21 of this Chapter.

8. The Stewards of the Event have a Right of Review as provided by App. 10.

Championship Stewards

9. Championship Stewards are authorised to impose a penalty under Art. 1 B – E above following a Hearing in accordance with App. 5 and where Disqualification is limited to Disqualification from further participation in the relevant Championship.

10. The Championship Stewards have a Right of Review as provided by App.10.

National Court

11. The National Court is authorised to impose penalties under Art. 1 A – H above and this includes at the Court’s entire discretion the substitution of any or any additional penalty to any penalty previously imposed and
whether on Appeal or Inquiry or under Right of Review. Any penalty may be suspended at the Direction of the Court.

12. The National Court has a Right of Review in accordance with App. 10.

The ASN

13. All Licences are the property of the ASN and which may in its discretion withdraw any Licence or Registration issued by it or the entitlement to apply for such Licence or Registration but shall only do so on reasoned grounds and which decision shall be appealable to the National Court in accordance with App. 6 and 7.

14. A Licence or Registration may be suspended for the purposes of investigation by the Disciplinary Officer of any actual or perceived or potential breach of the NCR regardless of whether the matter is referred to the National Court. Accordingly the period of any suspension imposed by the Stewards of the Event under Art. 7 above may be extended but would not normally extend beyond 60 days next following the Event. At all times the Licence or Registration is the property of the ASN and shall be surrendered on written demand of the ASN and this Regulation does not fetter the discretion vested in the ASN to withdraw any Licence or Registration under Art.13 above.

15. All suspensions of Licence or other form of ASN accreditation shall be published on the ASN Suspensions Register in the public domain.

16. All Exclusions shall be of International effect for the purposes of the Code and shall be notified by the ASN to the FIA and may be placed by the FIA on its relevant register in the public domain.

Penalty Definitions Restrictions and Conditions

17. Time or place or grid position or other penalty: as provided by Annexe A to this App. 2.

18. Warning: a warning to the Competitor as to their future conduct delivered directly by the relevant Judicial body.

19. Reprimand: a written admonishment of the Competitor in relation to their conduct delivered by the relevant Judicial body.

20. Fine: a monetary penalty imposed in writing on the Competitor by the relevant Judicial body as permitted by Chapter 1 App.2. Where a Driver is Entered in the Event by the holder of an Entrant’s Licence then the Fine shall be imposed on and paid by the Entrant.

21. All Fines whether imposed under the NCR or Sporting or Championship Regulations are payable to the ASN and must be paid as cleared funds no later than 7 calendar days after the imposition of the Fine. The ASN shall distribute annually the proceeds of all Fines in the provision of prizes or training or for charitable purposes.

22. Non-payment as required by Art. 21 above shall result in the automatic suspension of the Competitor’s (or other Licenced person’s) Licence and may result in referral to the National Court.

23. Disqualification: a penalty imposed in writing by the relevant Judicial body disqualifying the Competitor from the relevant Event or part of an Event and its results and prizes and awards. This penalty may be imposed retrospectively by the National Court.

24. Suspension: a penalty imposed in writing by the relevant Judicial body or the ASN forbidding a person body or Vehicle from taking part in any Competition for a stated period. When imposed by the National Court the Suspension may be restricted to certain categories or types of Event.

25. Suspension automatically voids all Entries made for any Event taking place during the period of Suspension and the relevant Entry Fee whether paid or payable shall be forfeit to the Organiser of that Event.
26. A Licence suspended must be returned immediately to the ASN. Where Suspension is imposed by the Stewards it shall be surrendered to them and forwarded by them to the ASN.

27. Where there are grounds for a Licence Holder to be suspected by a Clerk of the Course of an offence contrary to any of App. 1 Arts. 6 – 20 the matter shall be referred to the Stewards of the Event. The Stewards of the Event shall consider the evidence provided by the Clerk of the Course and if the Stewards of the Event are satisfied there are such grounds they shall impose an immediate Suspension for a period of 30 days pursuant to Art. 7 of this Appendix and shall refer the matter to the ASN respecting Art. 26 above.

28. Exclusion: this penalty is reserved exclusively to the National Court and is of International effect therefore shall be notified by the ASN to the FIA. Exclusion is an Order of the Court permanently forbidding the subject of the Order from all participation in any Event under the NCR or the Code.

29. Arts. 27 and 27 above apply equally to Exclusion.

30. Suspension of Exclusion of a make of vehicle: The National Court may Suspend or Exclude a make of vehicle pursuant to App. 1 Art. 20 of this Chapter.

31. Loss of Awards: a Competitor subject of Disqualification or Suspension or Exclusion shall thereby forfeit all rights to any placing or Awards in the relevant Competition. To the extent necessary the Organiser of the Competition shall publish amended Results.
CHAPTER 2 JUDICIAL

APPENDIX 3

Judicial Procedures at Events

1. In addition to any other breach of these NCR (except those falling under App.1 to this Chapter) the Judicial Officials at an Event shall deal with any allegation of misconduct at the Event by a Competitor or Licensed Official including but not exclusively swearing directed at another person at the Event. The Stewards of the Event may in their discretion refer the matter to the ASN for consideration of further penalty in addition to any penalty they deliver including under App.2 Art.7 (Suspension).

2. The overarching principle of all Judicial Procedures is the application of the principles of sporting fairness.

3. The burden of proof in all Judicial Procedures except for Technical Regulation breaches is on the party alleging the breach (including the Protestor in the case of a Protest).

4. In the case of Technical Regulation breaches (App.8 to this Chapter) including in relation to Competitor Personal Safety Equipment (Chapter 9) the burden of proving conformity rests with the Competitor.

5. The standard of proof is the balance of probability – what is most likely to have happened.

6. In all cases involving a minor Competitor the parent or guardian or person holding the PG Licence must be present as should the Safeguarding Officer (‘SO’) whenever possible. If the SO has not been present then the fact of the Judicial proceedings and outcome shall be notified to the SO. In the case of any investigation by the Stewards for the purposes of App.1 Art. 8 (alleged dishonesty) then the parent or guardian and the Safeguarding Officer must be present.

7. Judicial Proceedings may be recorded by Officials in the form of audio recording or moving images with sound and in either case the recording must be retained by the Organisers and delivered on demand to the ASN. Such recordings must be preserved for a minimum period of 61 days next following the conclusion of the Event at which the proceedings took place.

8. A Competitor is not permitted to record the Judicial Proceedings and is not allowed an advocate. A minor can be represented by their parent or guardian or a designated PG Licence Holder and a person under disability may have a person present but in each case the reasonable expectation is that such person shall act ‘as an interpreter’ and shall not give evidence except as a direct witness of fact.

9. The Competitor must be notified of the time and place of the Hearing and should be given not less than 15 minutes Notice unless the grid for an imminent Race may be affected by any Decision.

10. If the Competitor fails to attend the Hearing following proper Notice then the Hearing may proceed in absence provided that the Judicial body is satisfied by evidence that the Competitor has been notified of the time and place of the Hearing.

11. The Competitor must be notified in clear terms of the alleged breach and the evidence relied on.

12. Where the Evidence comprises or includes moving image evidence then the Competitor must have the opportunity to view that Evidence before being asked whether the breach is admitted or denied. Such evidence must be retained by the Organisers for a minimum period of 61 days.

13. The Competitor has the right to question Witnesses called to evidence the alleged breach and to call witnesses in support of the Competitor’s case.
14. Where a Competitor is under judicial investigation for an alleged breach of driving standards and the Competitor alleges technical failure of the vehicle then the Hearing must be adjourned and the Clerk must instruct the Scrutineers to examine the vehicle and to report to the Clerk.

15. A record of the Hearing must be retained and a synopsis of the Evidence provided on the Judicial Decision form. The form must be included with the Steward's Report (if any) to the ASN of the Event.

16. The Judicial Decision must be notified to the Competitor orally and in writing but the Appeal period (App. 4 of this Chapter) does not commence until the timed delivery of that written Notice whether electronically (i.e. email or other electronic message) or the time at which the Decision is posted on the Official Noticeboard whichever is the earliest in time. It is the responsibility of the Competitor to monitor the Official Noticeboard.

17. No Appeal is permitted in respect of a drive-through or stop and go penalty.

18. No Appeal is permitted against the Decision of the Stewards of the Event at a short circuit Kart race Event.

19. A time, place or position penalty will not be suspended pending the Hearing of any validly lodged Appeal (but which Appeal should be heard as soon as reasonably practicable in order to avoid any effect on subsequent participation in the Event).

20. Where a Competitor convicted of a breach of the Regulations lodges a permissible Notice of Appeal in conformity with App. 4 of this Chapter then except as provided above the penalty will be suspended in particular to determine the application of any Handicap rule having an influence on participation in any later Competition and so may continue to compete in the Event (or any subsequent Event) until the disposal of that Appeal. However the Competitor is not permitted to take part in any prize giving or podium ceremony or to appear in the Final Classification published at the end of the Competition in which the penalty was applied in any place other than that resulting from the application of the penalty.

21. The Clerk of the Course handling the Judicial Hearing may be a Clerk other than the Clerk responsible for the Competition at the Event.

22. Where a Judicial matter is referred to the Stewards of the Event then the foregoing articles of this Appendix apply equally to those proceedings.

23. Where a Judicial matter arises in the context of a Championship with future Events yet to occur then the Stewards of the Event have the authority to delegate responsibility for the conduct of any Judicial Proceeding before them to an alternate panel of Stewards at a designated subsequent Event but must do so in writing and a copy of that delegation must be included in the Event report to the ASN.

24. Stewards of the Event who suspend a Competition Licence must give a statement of reasons which must be copied to the Competitor and submitted to the ASN with the Event Report to the ASN.
CHAPTER 2 JUDICIAL

APPENDIX 4

Appeals at Events (where permissible)

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

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

1. At Clubman Permit short-circuit Kart Racing Events and in other disciplines it is permissible as provided below to Appeal to the Stewards of the Event against a Decision of the Clerk of the Course. Unless specifically authorised by the ASN the Clerk of the Course has no Judicial function at short circuit Kart Race Events at Interclub Permit status and above. At those Events the Stewards of the Event are the Judicial authority but no Appeal against their Decisions or the penalty applied is permissible – see Chapter 18.

2. Appeals against a Judge of Fact Technical Decision when this results in a Judicial Penalty applied by the Clerk of the Course must be submitted to the Event Secretary, Clerk of the Course or their Deputies in accordance with App 8 to this Chapter and are directed to and brought before the National Court.

3. In racing a Drive Through or Stop and Go penalty cannot be Appealed even if it is converted to a time penalty in accordance with Chapter 12 App.10. In addition grid position penalties are not Appealable.

4. All Appeals to the Stewards of the Event against a Decision of the Clerk of the Course must be brought by written notice delivered to the Event Secretary, Clerk of the Course or their Deputies together with an undertaking to pay the relevant Fee prescribed by the NCR at App.11 of this Chapter and Chapter 1 App 2. It is not necessary to use an Organiser’s or ASN pro-forma.

5. The Notice of Appeal must be received within 30 minutes of the first delivery of the written Decision to the Competitor.

6. The Stewards of the Event have authority in their entire discretion (but acting reasonably) to extend the time limit for delivery of a Notice of Appeal against a decision of the Clerk or other Official in such circumstances as they deem to be merited in the interests of justice. The granting or refusal of such extension of time must recorded as a Decision of the Stewards and is an Official Document. Refusal may be the subject of an Appeal to the National Court (see App 6).

7. Any oral announcement of the Clerk’s Decision shall NOT be the relevant time for the start of the 30 minute period. The period of 30 minutes shall commence at the time at which the written Notice of Decision is delivered to the Competitor.

8. If the Clerk’s Decision is delivered by e-mail or other electronic digital means as notified to Competitors in the Official Documents (such as the Official Noticeboard) then it shall be the earlier of the time at which the
Decision email is sent or the time at which the Decision is posted on the Official Noticeboard. It is the Competitor’s responsibility to monitor their email and or to be aware of the Official Noticeboard.

9. All Notices of Appeal must make provision for the payment of the relevant Appeal Fee prescribed by Chapter 1 App.2. All fees are payable to the ASN and the Competitor shall provide to the Organisers a written undertaking to pay the Fee to the ASN within 7 calendar days of the Notice of Appeal.

10. The Notice of Appeal must under pain of rejection detail all of:
    a. The date
    b. The Event
    c. If applicable the number of the Race
    d. The Competitor Entrant details including Licence Number and Vehicle number
    e. The Competitor Entrant email address and at-Event mobile telephone number
    f. The Decision Appealed against including if applicable the Decision Number
    g. The brief reasons for bringing the Appeal
    h. The identity of all witnesses
    i. The name and Vehicle number of any other Competitor directly involved in the Decision Appealed
    j. Any relevant NCR or Official Documents

11. The Stewards of the Event shall fix a time and place (which may be digital) for the Hearing of the Appeal and shall cause Notice of the time and place of the Hearing given to the Competitor(s) and if in writing then that Notice shall be an Official Document.

12. The Appeal Hearing shall proceed as a de novo (new) Hearing and should be conducted in accordance with the current Judicial Procedures Guidelines document as published on the ASN website.

13. In considering an Appeal against a Decision of the Clerk of the Course the Stewards may increase or decrease or substitute any penalty previously applied even where the Appeal is rejected. Where a penalty is varied the reasons must be given in writing as part of their Decision.

14. The Decision of the Stewards shall be reasoned and contain a summary of the evidence.

15. The Stewards may announce their Decision orally but shall provide a written reasoned Decision as soon as practicable following the Hearing.

16. Where permissible a Competitor has 30 minutes from delivery of the Stewards’ Decision (Arts. 7 and 8 above apply) to lodge any Notice of Intention to Appeal to the National Court. The National Court may in its entire discretion extend the time limit for delivery of such a Notice of Intention to Appeal.

17. In respect of any Notice of Intention to Appeal to the National Court Arts. 9 and 10.a. – f. apply.

18. The procedure thereafter for an Appeal brought to the National Court is provided at Apps 6 and 7 and 8.

19. In respect of a Technical Non-Conformity Decision which is not a Judgement of Fact a Competitor may Appeal to the Stewards of the Event. In such cases Arts. 4 -18 above apply.

20. The Stewards of the Event when considering an Appeal brought under Art. 19 above may decline to determine the Appeal on grounds of the Stewards lack of technical competence in which case the Appeal shall be referred by the Stewards direct to the National Court but the Competitor shall not be required to pay any additional Appeal Fee.

21. An Appeal referred by the Stewards to the National Court under Art.19 above shall then proceed in accordance with Apps. 6 and 7 and 8.

2025 National Competition Rules Chapter 2 Judicial Appendix 4 Appeals at Events
22. Where an Appeal to the Stewards of the Event is withdrawn prior to the Hearing of that Appeal then the Appeal Fee may be cancelled at the discretion of the Stewards.

23. Unless otherwise decided by the Stewards for special reasons the Appeal Fee shall normally be forfeit if an Appeal fails for any reason.
CHAPTER 2 JUDICIAL

APPENDIX 5

Judicial Proceedings before Championship Stewards

Constitution and General Provisions

1. The function of Championship Stewards is to uphold the approved Championship Regulations where matters are referred to them by the Championship Coordinator or (see Arts. 21 – 28 below) on Appeal brought to them by a Competitor in respect of a Championship Appeal relating to the approved Championship Regulations.

2. Decisions of the Championship Stewards may be Appealed to the National Court when the National Court Practice Direction at App 7 shall apply.

3. Championship Regulations must provide for a minimum of four (4) named Championship Stewards who should be experienced in the relevant sporting discipline. These Stewards may be replaced or substituted during the Championship but any such action must be reported by written notice to the ASN by the Championship Permit holder and such notice shall be an Official Document.

4. The Championship Stewards panel at any Hearing must comprise of at least three (3) of the persons named and the principles of zero perceived bias apply therefore any Steward having a personal or commercial relationship with the Competitor party to the proceedings shall declare that interest and shall take no part in the Hearing.

5. Championship Stewards can only adjudicate on disputes or irregularities or Appeals arising from the approved Championship Regulations as well as matters referred under Art. 6 below. All matters for consideration by the Championship Stewards must be brought at the earliest possible opportunity. Subject to the overriding discretion of the Championship Stewards matters concerning the eligibility of another Competitor must be brought within seven (7) days of the first Event in which that Competitor participates.

6. At the request of the Championship Coordinator the Championship Stewards may hold a Hearing to consider the imposition of any penalty on any Competitor registered for the Championship.

7. All Hearings of the Championship Stewards should be conducted in accordance with the current Judicial Procedures Guidelines document as published on the ASN website.

8. The Championship Stewards shall fix a time and place for the Hearing and which shall be notified in writing to the Competitor. With the agreement of the parties such a Hearing may be digital subject to the availability of adequate secure facilities.

9. An Appeal Hearing shall be conducted as a de novo (new) Hearing of the matter.

10. No advocates are allowed to appear for any party before the Championship Stewards in any Hearing. However a party appearing may present and rely on any document that has been settled on that party’s behalf by a lawyer but the weight attached to it is in the Judicial discretion of the Championship Stewards.

11. All decisions of the Championship Stewards must be reasoned and delivered to the parties in writing. An oral decision may be announced at the conclusion of the proceedings but must also be delivered in writing.

12. All decisions of the Championship Stewards are Official Documents and shall be published accordingly.

13. The range of penalties available to the Championship Stewards is provided in App 2 Art. 9 to this Chapter as may be supplemented by any specific Championship penalties in the approved Championship Regulations.
14. Decisions of the Championship Stewards are subject to the inherent jurisdiction of the National Court and which may reviewed on Appeal or under the ASN right to refer any matter to the Court for investigation or inquiry.

15. Decisions of the Championship Stewards may be Appealed to the National Court only by the parties directly involved in the matter giving rise to the Decision and to the exclusion of all and any third parties.

16. Any Appeal to the National Court must be brought by the Competitor no later than seven (7) calendar days next following the date on which the written Decision was delivered to the Competitor.

17. Where a Decision is delivered to the Competitor electronically then the date of delivery shall be deemed the date on which the Decision is sent. If it is sent by Signed for First Class post then the date of delivery shall be deemed to be the second (2nd) business day next following the date of posting.

18. Written Decisions may only be delivered electronically or by Signed for First Class post.

19. Such an Appeal must be brought by Notice of Intention to Appeal in accordance with the National Court Practice Direction (see App 7). This Notice must be delivered to the Championship Stewards and at the same time to the ASN National Court Administration and should be delivered electronically (national.court@motorsportuk.org).

20. The prescribed Appeal Fee (see Chapter 1 App.2) must be paid to the ASN within the same period of seven (7) calendar days.

21. Championship Stewards have no discretion to allow an Appeal to the National Court out of time; such discretion is vested only in the National Court pursuant to the National Court Practice Direction.

22. On receipt of a Notice of Intention to Appeal to the National Court the Championship Stewards must comply with the National Court Practice Direction but they may delegate under their supervision this responsibility to the Championship Coordinator.

Championship Points Appeals

23. An Appeal against Championship points awarded or not awarded by the Championship Organisers must be brought to the Championship Stewards by the Competitor no later than seven (7) calendar days after the points in dispute have first been published by the Championship Organisers. The following applies.

24. The Competitor must deliver to the Championship Coordinator a Notice of Appeal in writing and which sets out the full case and challenge to the published points. This should wherever possible be delivered electronically with proof of delivery. If it is sent by Signed for First Class post then the date of delivery shall be deemed to be the second (2nd) business day next following the date of posting.

Other Championship Appeals

26. An Appeal against any Championship decision by the Championship Organisers must be brought to the Championship Stewards by the Competitor no later than seven (7) calendar days after the decision has first been published by the Championship Organisers.

27. The Competitor must deliver to the Championship Coordinator a Notice of Appeal in writing and which sets out the full case and challenge to the published decision. This should wherever possible be delivered electronically with proof of delivery. If it is sent by Signed for First Class post then the date of delivery shall be deemed to be the second (2nd) business day next following the date of posting.
Provisions applying to all Championship Appeals

28. The following provisions apply to all Championship Appeals:
   
a. **Notices of Appeal** may only be delivered electronically or by Signed for First Class post.
   
b. The **Competitor** must pay to the ASN the prescribed Appeal Fee (see App 10 to this Chapter) no later than the first business day next following the delivery of the Notice of Appeal.
   
c. Upon receipt of the **Notice of Appeal** the **Championship Coordinator** shall first check with the ASN that the Appeal Fee has been paid. If it has not been paid then the Appeal shall not proceed subject only to manifest error as to receipt of the Appeal Fee.
   
d. Provided that the Appeal Fee has been paid then the **Championship Coordinator** shall refer the Appeal to the **Championship Stewards**.
   
e. The **Championship Stewards** shall then fix a time and place for the Hearing of the Appeal and which shall be notified in writing to the Competitor by the Championship Coordinator. With the agreement of the parties such a Hearing may be digital subject to the availability of adequate secure facilities.
   
f. The **Championship Stewards** may give Directions including a timetable for the submission of any written position statement or evidence and any replies in the period prior to any Hearing.
   
g. With the written agreement of the parties the **Championship Stewards** may deal with the Appeal on the basis of written submissions only nonetheless the Hearing date shall remain fixed subject to any adjournment of it.

25. The **Decision** of the Championship Stewards may be Appealed to the National Court and then Arts. 14 -16 and 19 -26 above apply to such an Appeal.

26. Where an Appeal to the Stewards of the Event is withdrawn prior to the Hearing of that Appeal then the Appeal Fee may be cancelled at the discretion of the Stewards.

27. Unless otherwise decided by the Stewards for special reasons the Appeal Fee shall normally be forfeit if an Appeal fails for any reason.

Right of Review

28. A **Right of Review** exists in respects of **Decisions** of the Championship Stewards.
CHAPTER 2 JUDICIAL

APPENDIX 6

Judicial Proceedings before the National Court

1. The National Court is the ASN National Court for the purposes of the Code and these NCR. It is independent of the ASN although its administration is funded by the ASN and may be performed by the ASN Legal department. It can be contacted at national.court@motorsportuk.org. The work of the Court is overseen by an independent external lawyer and the Chairs of the Court are independent external lawyers and others of suitable relevant experience together with a specialist panel for the purposes of Art. 6.e below.

2. All Judicial Proceedings before the Court shall be conducted in accordance with the National Court Practice Direction at App. 7 of this Chapter. The Court acting by its Chairs has the authority and jurisdiction to issue Directions in and for the conduct of any case or matter before it. Such Directions will be Decisions of the Court.

3. The Decisions of the Court may be published by the ASN subject to any Direction given by the Court.

4. The proceedings of the Court may be considered open or closed at the Direction of the Court. Normally the proceedings would be considered open in the interests of transparent justice however certain matters may be considered sensitive whether to persons or the sport and therefore the Court in its entire discretion may declare its proceedings closed of its own motion or on the application of the ASN.

5. The Court panels respect the principles of avoiding perceived bias and accordingly no Chair or member of the Court panel may sit in judgement on any matter in which they have been previously involved or otherwise have any interest or connection to a party or witness appearing. The fact that a panel member may be Licensed or otherwise accredited by the ASN does not infringe the principle of perceived bias.

6. The jurisdiction of the Court includes the matters listed below where procedural details are set out in App. 7:
   a. disciplinary matters referred to it by the ASN Disciplinary Officer including but not exclusively those matters specified in App. 1 to this Chapter.
   b. Appeals against Decisions of the Stewards of an Event.
   c. Appeals against Decisions of the Championship Stewards.
   d. Appeals against suspensions of Competition Licence or other ASN accreditation pursuant to a DVLA licence disqualification.
   e. Appeals in Safeguarding matters (by specialist panel).
   f. Technical Appeals (App. 8 to this Chapter).
   g. Inquiries Ordered by the ASN Disciplinary Officer.
   h. Inquiries Ordered by the Court of its own motion on application by a Competitor where the ASN has declined to Order an Inquiry.
   i. Arbitration proceedings pursuant to Art. 9 below and in accordance with the Judicial Practice Direction.

7. The Court has full powers of penalty as provided by App. 2 to this Chapter.

8. The Court has complete discretion to make such Order as to Costs of the proceedings before it save that no Order as to Costs shall be made in favour of any party appearing as Appellant or as respondent to any Disciplinary proceedings or as a party to an Inquiry (save in that case for the Costs of the ASN in bringing or being a party to an Inquiry).
9. The **Court** has the discretion to accept under its jurisdiction to provide binding arbitration (Art.6.i above) between **Competitors** and **Clubs** and other **Recognised** bodies and one another on any matter directly related to motorsport under the **NCR**.

10. Pursuant to **App. 9** to this Chapter and **App.7** the **Court** is vested with authority to exercise a **Right of Review** including any matter referred to it by the **Disciplinary Officer**.

11. The **National Court** has the authority in its entire discretion to remit the unexpired term of any **Suspension** or **Exclusion**. Any application for the **Court** to exercise this jurisdiction shall be submitted to **national.court@motorsportuk.org** and in accordance with **App.7 to this Chapter**.

12. Where an Appeal to the **National Court** is withdrawn prior to the Hearing of that Appeal or if the Appeal fails for any reason then the Appeal Fee may be cancelled at the judicial discretion of the **National Court**.

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2025 National Competition Rules Chapter 2 Appendix 6 Judicial Proceedings before the National Court
CHAPTER 2 JUDICIAL

APPENDIX 7

National Court Practice Direction

1. The ASN National Court ('Court') is funded by but independent of the ASN. The Court:
   a. is the final National Court of Appeal for all ASN Licence Holders in respect of National Competitions.
   b. may Review its own Decisions.
   c. may waive or impose any penalty under these NCR.
   d. may annul the results of any Competition.
   e. may not order any Competition to be re-run.

2. The Court reserves the right to amend this Practice Direction ('PD') at any time. Parties before the Court and subject to its jurisdiction must check the ASN website to ensure that reference is made to the current PD.

3. This PD is of regulatory effect and governs all proceedings before the Court. It is comprised of the following elements:
   Part:
   A. General provisions.
   B. All Appeals from Decisions of the ASN, Stewards of the Event and Championship Stewards.
   C. All Technical Eligibility Appeals.
   D. Appeals against the Refusal of Entry
   E. All disciplinary cases brought by the ASN Disciplinary Officer.
   F. All Inquiries ordered by either the ASN Regulatory Counsel and Disciplinary Officer or where ordered by the Court under its prescriptive right.
   G. Arbitration
   H. Ancillary Provisions

Part A:

General Provisions

Note: For the calculation of time under this PD, the first day of a period of days is the day following the relevant Decision and time does not run on a Saturday, Sunday or any UK bank or other statutory holiday. A deadline falling on a Saturday, Sunday or any UK bank or other statutory holiday shall be deemed to resume on the next following working day.

4. All communications with the Court must be in English and sent only by e mail to nationalcourtadmin@motorsportuk.org.

5. Where an original document transmitted to the Court is not in English then it must be accompanied by a Certified Translation.

6. Each case brought before the Court shall be assigned a case reference and this shall be referred to in all communications to the Court (and where relevant to the ASN) in connection with the matter.

7. The Court Administration shall assign a Chair to matters brought before the Court. That Chair may if deemed necessary provide Case Management Directions for the conduct of the matter including timetable. Any Chair may give such Directions regardless of whether that Chair sits at the Hearing of the matter.
8. The **Chair** appointed may in the entire discretion of the **Court** grant extensions of time on the written application of the party seeking the extension. This jurisdiction includes extension of the time allowed for lodging Notice of Intention to Appeal however the **Court** will normally only grant such extension in exceptional circumstances.

9. Applications for extension of time must be made in writing to the **Court** and must be reasoned and sent only by email to nationalcourtadmin@motorsportuk.org.

10. The **Court** will appoint the panel of judges to each case and all **Hearings**. To avoid perceived bias no person may have any role in the Judicial Panel if they have in any way been involved in the matter previously (except in matters of Review of a Court Decision) or are connected directly or indirectly to a party or witness appearing before the **Court**. Any such conflict of interest must be declared to the **Court Administration** at the first opportunity and the relevant person shall recuse themselves.

11. Pursuant to **Art.10** above all members of the relevant **Court** panel will sign a statement of independence prior to the **Hearing** and which shall be copied to the parties appearing before the **Court**.

12. The **Court** will notify all parties of the **Hearing** date for any matter before it, even in the case of Technical Eligibility Appeals which normally proceed only as a documentary process.

13. The **Court** in its entire discretion may refer a Technical Eligibility Appeal to an oral Hearing but the **Appellant** has no right to make application for an oral Hearing.

14. The **Court** in its discretion may deliver its Decision orally at the conclusion of the **Hearing** with a written Decision to be delivered and published as soon as practicable, or the **Court** may defer the announcement of its Decision to a future date whether specified or not.

15. All written **Decisions** of the **Court** shall be reasoned.

16. The **ASN** shall be represented before the **Court** by its **Regulatory Counsel** or other appointed advocate.

17. Other parties appearing before the **Court** as **Appellant** or **Defendant** to the relevant proceedings as well as any affected party where applicable may be represented before the **Court**. As a private law tribunal that representative may be a qualified barrister or solicitor (whether practising or not) or other representative. The nomination and details of any representative should be notified in writing for the purposes of **Art.28** below and otherwise 7 days before the **Hearing** by email to nationalcourtadmin@motorsportuk.org.

18. **Documentary submissions of case to the Court:**
   a. Should be typewritten in PT Sans Regular 9pt font.
   b. Must not contain script on the reverse face of a page.
   c. Must be paginated.
   d. Contain an index where part of or comprising a bundle.
   e. Must carry the official **Court Case Reference** at the top of the first page above the names of the parties and the date and venue of the relevant **Event**.
   f. Must not be submitted in editable Word format.
   g. Should be submitted in condensed PDF format.
   h. All attachments to email must be in condensed PDF format. Original Word (or other editable) documents will be rejected.
   i. All necessary references to this **PD** within documentation submitted to the **Court** by the parties shall reference as 'PD Art. 'X'.

2025 National Competition Rules Chapter 2 Appendix 7 National Court Practice Direction
j. All necessary references to the NCR within documentary submissions to the Court shall refer to relevant provisions of the NCR in the following bold text format: Ch.X App.Y Art.Z.

Part B

All Appeals from Decisions of the ASN, Stewards of the Event and Championship Stewards.

19. No right of Appeal exists for third parties to the relevant Stewards’ Decision. Therefore an Appeal may only be brought by a person or body who was a party to the proceedings before the relevant Stewards.

20. In circumstances where the Court has admitted an Appeal to Hearing, the Court may determine in its entire discretion that other parties may be affected by their ultimate Decision and accordingly the Court may grant such persons the right to make submissions and to appear to present oral submissions. If such determination is made by the Court that Decision shall issue by Case Directions and the Decision is not susceptible to Appeal.

21. The only Grounds of Appeal to the National Court from a Decision of the Stewards of the Event or the Championship Stewards are:
   a. A gross miscarriage of justice has occurred
   b. The penalty is wholly inappropriate for the breach of regulations.

22. Written Notice of Intention to Appeal to the National Court must be given to the Event Secretary or Clerk of the Course or, their deputies or in the case of a Decision of Championship Stewards then to the Championship Coordinator within 30 minutes of the oral announcement of the Decision being Appealed.

23. The Stewards have the authority as a judicial function to extend the Art.22 deadline where it is accepted by them to have been wholly impractical to lodge the Notice of Intention to Appeal within 30 minutes.

24. Where the Decision being appealed is only delivered in writing then:
   a. If delivered at the Event the time limit for submission is 30 minutes after the Decision is transmitted to the Competitor or 30 minutes after the Decision is posted on the Official Notice Board, whichever is the later.
   b. If delivered after the conclusion of the Event then the Notice of Intention to Appeal must be delivered within 96 hours of the time and date at which the Decision was delivered.

25. All Notices of Intention to Appeal must also be lodged as a copy by email to nationalcourtadmin@motorsportuk.org. There is no prescribed form for the Notice of Intention, any written format is acceptable, however thereafter documents submitted must conform with Art. 18 above.

26. Appeal Fees:
   a. All Notices of Intention to Appeal are deemed under the NCR to incorporate an Undertaking to pay the relevant scale Appeal Fee and which must be paid direct to the ASN by credit or debit card or by bank transfer from a traceable bank account and must be received no later than 24 hours next following the lodging of the Notice of Intention to Appeal.
   b. Where an Appeal is withdrawn prior to the expiry of the deadline at Art.24.b above then 50% of the Appeal Fee shall be refunded by the ASN within 30 days.
   c. Where an Appeal is ruled not satisfy the Grounds at Art.21 above then the Appeal Fee is forfeit.
   d. At the conclusion of any Appeal before the Court, the Court may make such Order as it deems fit in respect of the Appeal Fee.

27. In its entire discretion the Court acting judicially by a permanent Chair may extend the time limit for lodging any Notice of Intention to Appeal. Any application requesting the Court to exercise this discretion must lodge
such application in writing accompanied by a copy of the Decision by email to nationalcourtadmin@motorsportuk.org.

28. Within 7 days of the Notice of Intention to Appeal the Appellant or Appellant's representative must submit by e mail to nationalcourtadmin@motorsportuk.org a Confirmation of Appeal respecting Art. 18 above.

29. The Confirmation of Appeal must specify:
   a. the Grounds of Appeal relied on and
   b. the arguments in support and
   c. all relevant regulatory references and
   d. attach the relevant material documents (if any).

30. Upon receipt of Confirmation of Appeal the National Court Administrator will appoint a Chair to oversee conduct of the Case. This Chair may not be the Chair of any subsequent Hearing.

31. Within 10 calendar days of the case referral at Art. 30 above the designated Chair shall rule whether or not the Appeal satisfies the Grounds of Appeal criteria at Art. 21 above and this Decision is not subject to any Appeal nor to any Right of Review.

32. Where an Appeal is ruled not to satisfy the Grounds at Art. 21 then the Appeal Fee shall be forfeit.

33. In the case of any Appeal admitted to Hearing the designated Chair may give Directions for the future conduct of the case at any time before or during any Hearing. This may include Hearings and or Rulings on preliminary issues.

34. The National Court Administration shall fix the date for all Hearings subject to any Direction of the Court and it shall notify the parties accordingly. The time nominally assigned to the commencement of a Hearing is no more than nominal.

35. Any Case may by Directions proceed on an accelerated timetable in the interests of the sport. An Appellant may make Application to the Court for an accelerated timetable under this Art. 35 in writing by email to nationalcourtadmin@motorsportuk.org. The designated Chair (Art. 30) shall rule on such Application and if acceded to then shall give Directions.

36. Where an Appeal is admitted to Hearing then subject to any other Direction made by the Chair under Art. 33 above the Appellant shall within 10 calendar days of the Decision made at Art. 31 above the Appellant or their representative shall submit to the National Court Administration by email only to nationalcourtadmin@motorsportuk.org their skeleton argument respecting Art. 18 and Art. 29.

37. Where an Appeal is admitted to Hearing and the subject matter of the Appeal is an incident involving another party then notwithstanding the provisions of Art. 20 above the National Court shall notify that other party or parties and who shall have the opportunity to make written representations to be submitted to the National Court Administration by e mail only to nationalcourtadmin@motorsportuk.org such submissions respecting Art. 18 and Art. 29 above within 10 calendar days and to appear at the Hearing and make oral submissions.

Part C All Technical Eligibility Appeals to the National Court

38. No right of Appeal exists for third parties to the relevant Stewards’ Decision. Therefore an Appeal may only be brought by a person or body who was a party to the proceedings before the relevant Stewards.

39. In circumstances where the Court has admitted an Appeal to Hearing, the Court may determine in its entire discretion that other parties may be affected by their ultimate Decision and accordingly the Court may grant
such persons the right to make submissions and to appear to present oral submissions. If such determination is made by the Court that Decision shall issue by Case Directions and the Decision is not susceptible to Appeal.

40. The right of Appeal to the Court is in respect of:
   a. An eligibility Decision of the relevant Judicial Body. For the avoidance of doubt this includes the right to challenge any Judge of Fact Decision upon which the eligibility Decision was based.
      Or
   b. The application of a penalty equivalent to 2 first place results in the relevant Competition

41. Written Notice of Intention to Appeal to the National Court must be given to the Event Secretary or, Clerk of the Course or their deputies or, in the case of a Decision of Championship Stewards then to the Championship Coordinator within 30 minutes of the oral announcement of the Decision being Appealed.

42. The Stewards have the authority as a judicial function to extend the Art.42 deadline where it is accepted by them to have been wholly impractical to lodge the Notice of Intention to Appeal within 30 minutes.

43. Where the Decision being appealed is only delivered in writing then:
   a. If delivered at the Event the time limit for submission is 30 minutes after the Decision is transmitted to the Competitor or 30 minutes after the Decision is posted on the Official Notice Board, whichever is the later.
   b. If delivered after the conclusion of the Event then the Notice of Intention to Appeal must be delivered within 96 hours of the time and date at which the Decision was delivered.
   c. All Notices of Intention to Appeal must also be lodged as a copy by email to nationalcourtadmin@motorsportuk.org. There is no prescribed form for the Notice of Intention, any written format is acceptable, however thereafter documents submitted must conform with Art.18 above.

44. Upon receipt of the Notice of Intention to Appeal the relevant receiving Event Official must notify the Chief Scrutineer and Technical Officials involved of the fact of the Appeal. This notification must be made in writing and is an Official Document.

45. Appeal Fees:
   a. All Notices of Intention to Appeal are deemed under the NCR to incorporate an Undertaking to pay the relevant scale Appeal Fee and which must be paid direct to the ASN by credit or debit card or by bank transfer from a traceable bank account and must be received no later than 24 hours next following the lodging of the Notice of Intention to Appeal.
   b. Where an Appeal is withdrawn prior to the expiry of the deadline at Art.44.b above then 50% of the Appeal Fee shall be refunded by the ASN within 30 days.
   c. At the conclusion of any Appeal before the Court, the Court may make such Order as it deems fit in respect of the Appeal Fee.

46. In its entire discretion the Court acting judicially by a permanent Chair may extend the time limit for lodging any Notice of Intention to Appeal. Any Competitor requesting the Court to exercise this discretion must lodge such Application in writing accompanied by a copy of the Eligibility Decision by e mail to nationalcourtadmin@motorsportuk.org. The Application must set out in full the reasons for required extension of time including the reason why the primary time limit could not be complied with.

47. Within 10 calendar days of the Notice of Intention to Appeal both the Appellant Competitor and the Technical Officials must lodge their First Submission with the National Court Administration by email to nationalcourtadmin@motorsportuk.org. This document must respect Art.18 above and set out in full:
a. the relevant technical (and if relevant, sporting) regulations
b. The detailed reasons for the non-compliance reported to the Event Judicial body
c. The detailed reasons for appealing the Eligibility Decision.

48. The National Court Administration will by email exchange the First Submissions between the relevant parties.
49. The relevant parties then have a period of 10 calendar days to provide any response by way of Second Submission and which must be sent to the Court entirely in accordance with the relevant provisions of Art.48 above.
50. The National Court Administration will by email exchange the Second Submissions between the relevant parties.
51. The relevant parties then have a final period of 7 calendar days in which to respond exclusively in respect of entirely new matters raised in the Second Submissions. Any such submissions must be sent to the Court in accordance with the relevant provisions of Art.48 above.
52. The Court will convene as soon as reasonably practicable and may do so virtually.
53. The ASN by its Regulatory Counsel has the permission of the Court to submit a position statement in any Eligibility Appeal before the Court which position statement may address the ASN position on interpretation of any regulations under consideration but the statement shall not present any position regarding the facts of the matter.
54. A position statement delivered under Art.53 above shall be sent to the National Court Administration who shall provide copy thereof to the parties.

Part D Appeals against the Refusal of Entry
55. Appeals against the refusal of an Entry (Chapter 6 App.1 Art.42.b) must be made in writing to the ASN within 48 hours of the Competitor receiving notice that the Entry is refused and in any case no later than 24 hours before the Competition starts. If the National Court cannot be convened in time such appeals will be considered by the Senior Chair of the National Court or, in the event the Senior Chair is not available, an alternate.
56. Appeals against the refusal of an Entry which has been submitted within 24 hours of the commencement of the Event where the event is listed below must be made in writing to the Stewards of the Event within 30 minutes of the competitor receiving notice that their entry is refused and in any case no later than one hour before the Competition starts. In such cases, the decision of the Stewards of the Event shall be final.
   a. Events listed in Chapter 3 App.8 Art.9
   b. Clubman Rallies
   c. Kart
   d. Cross Country

Part E Disciplinary Proceedings
57. Part A of this PD applies to Disciplinary proceedings except for Art.13.
58. All Disciplinary proceedings will be brought by the Disciplinary Officer and who may instigate proceedings for any breach of the NCR notwithstanding any previous Judicial action taken.
59. The ASN will be represented by its Regulatory Counsel or such person appointed on their behalf.
60. Any person subject of Disciplinary proceedings (a Defendant) may be subject to an interim suspension of any ASN Licence pending the conclusion of the proceedings.
61. All Disciplinary proceedings shall be commenced by summons issued by email by the ASN through the office of the National Court Administration (‘the Summons’).

62. The Summons shall set out:
   a. the relevant Regulations alleged to be breached and
   b. a brief statement of the facts relied on and
   c. the date of the Hearing and
   d. whether any interim suspension of Licence is invoked.

63. The Defendant may be represented in accordance with Art.17 above.

64. To assist the organisation of the business of the Court the Defendant must indicate in writing their plea intention in respect of the charges of breach alleged in the Summons (admit or deny) 7 calendar days before the scheduled date of the Hearing. This must be communicated by email to nationalcourtadmin@motorsportuk.org and must be simultaneously copied to legal@motorsportuk.org.

65. The Defendant must in addition provide as at Art.64 above no later than 7 days before the scheduled Hearing the following:
   a. Confirmation of the identity of and contact details of any representative and
   b. Copies of any witness evidence relied on (see Art.66 below) and
   c. Copies of any documentary evidence to be relied on and
   d. Copies of any image (moving or still) to be relied on and
   e. A skeleton argument of the Defendant’s position.

66. In addition to the requirements of Part A Art.18, all witness evidence must be signed by its maker and contain a statement of truth in the following form:

   ‘I confirm that the content of this statement is true to the best of my knowledge and belief and understand that any untrue statement may be the subject of proceedings and penalty before the National Court’.

67. Upon a finding that the alleged breach is proved, the Court may impose such penalty as it sees fit pursuant to these NCR.

68. The Court cannot order any Competition to be re-run.

69. On the principle of Limitation of Actions no Disciplinary proceedings shall be brought in respect of any breach of these NCR where the alleged breach occurred more than 5 years before the date of the Summons.

70. Remission of Penalty. The National Court has the right to remit any unexpired term of a suspension or exclusion, as it may think fit. Requests for remission of sentence must be submitted in writing to the National Court, accompanied by a non-returnable fee as detailed in Chapter 1 App.2. Whenever possible, the same Court which applied the original penalty will deal with the application and entirely in writing, with no right to an oral Hearing.

Part E Inquiries and Investigations

Part 1 – Inquiries Ordered by the ASN

71. The ASN may in its entire discretion order an Inquiry into any matter arising under or by virtue of these NCR. Art.69 above applies, the necessary changes being made.

2025 National Competition Rules Chapter 2 Appendix 7 National Court Practice Direction
72. Where such an Order has been made it shall be referred as soon as practicable to the National Court Administration and shall be referred to a Chair designated by the independent National Court Administrator.

73. The designated Chair may give Directions leading to the Hearing.

74. The Hearing shall be referred to as an Inquiry.

75. It shall be the responsibility of the ASN Regulatory Counsel to arrange for the delivery of all material evidence to the National Court Administration, such evidence respecting the several provisions of this PD. This material shall be the Inquiry Bundle.

76. Any witnesses in person shall be requested to attend by or on behalf of the ASN.

77. The National Court Administration shall effect delivery of the Inquiry Bundle to all parties requested to appear.

78. At the Inquiry the Evidence shall be led by ASN Regulatory Counsel but subject to any Direction of the Court in respect of its proceedings and procedure.

Part 2 – Inquiries Ordered by the Court

79. Exceptionally the National Court may consider an application by a party other than the ASN for the National Court to hold an Investigatory Hearing into an issue which the ASN has not itself referred to the National Court. If the National Court is fully satisfied that it would have been reasonable for such a referral to have been made then the National Court may, of its own volition, instigate an Investigatory Hearing.

80. Any such application may only be submitted by one or more of the parties directly involved in the issue and must be made promptly and in any Event within three months from the date when the issue was first brought to the attention of the ASN or if later within 14 days of written notification to the parties that the issue would not be referred by the ASN to the National Court.

81. Applications must be submitted in writing to the National Court Administrator by email to nationalcourtadmin@motorsportuk.org and be accompanied by the appropriate fee. In applications considered to be of sufficient urgency the National Court is entitled to proceed against an undertaking to lodge the fee.

82. The application must be in the form required under this PD at Art.18 and set out in full the grounds for requesting the National Court itself to instigate an Investigatory Hearing and should be supported by any relevant documentary or other evidence.

83. If so directed by the National Court the parties to the Application shall furnish to the National Court for transmission to the other parties all documentation then and at any time in the possession of the parties relating to the specific Event out of which the issue is stated to have arisen and if necessary the National Court may amend any relevant time-limit or timetable until this requirement has been complied with.

84. Correctly lodged applications will be considered by the National Court acting by a panel of three of the nominated Chairs. Any application considered by the National Court shall be deemed correctly lodged.

85. The ASN will be asked by the National Court to set out the process that has been followed in dealing with the issue in question and the reasons for the non-referral to the National Court by the ASN. This will be disclosed to the Applicant except in exceptional circumstances as determined exclusively by the National Court.

86. The National Court will consider the application by way of written submissions but the National Court has the authority to call an oral Hearing should it consider it appropriate to do so and the parties (including the ASN) may be represented at such a Hearing in accordance with the relevant provisions of this PD. Written submissions shall be exchanged and disclosed. The National Court may facilitate additional submissions as it sees fit.

2025 National Competition Rules Chapter 2 Appendix 7 National Court Practice Direction
87. Applications will only proceed to an Investigatory Hearing of the National Court (and the Application Fee returned) where the National Court is fully satisfied that any reasonable tribunal properly advised would have considered it appropriate to refer the issue to the National Court and that the holding of an investigatory Hearing would clearly be in the best interests of the sport.

88. If an application is considered by the National Court to satisfy the above criteria then a Hearing into the issue will be arranged under a National Court Chair who shall be legally qualified. For the avoidance of doubt it should be noted that an application under this Part 2 shall not in any way determine the substance of the issue itself which shall be reserved to any Investigatory Hearing.

89. Any Decision to hold an Investigatory Hearing under this Part 2 should not be taken by any party as any indication as to the possible findings and outcome of that Hearing.

90. If an application is considered by the National Court to be frivolous or vexatious, the National Court may make an order for costs in favour of the ASN on an indemnity basis.

91. The National Court has discretion as to the procedure it adopts for the purposes of any Investigatory Hearing under this Part 2.

Part F Arbitration

92. The National Court is empowered at its sole discretion to provide binding Arbitration between Competitors, Clubs and other ASN Recognised bodies, and one another on any matter directly connected with Motor Sport. This arbitration can be requested by those concerned or initiated by the ASN but may only proceed with the consent of all parties. Liability for the costs of the arbitration may be ordered by the Court which is also empowered to make such Order in respect of the terms of the Arbitration as they think fit. Any party requesting arbitration must pay a non-refundable fee as detailed in Chapter 1 App.2.

Part G Ancillary Matters

93. Effect of Giving Notice of Appeal.

94. The lodging of an Appeal against a Decision of the Clerk of the Course, or the giving of Notice of Intention to Appeal against a Decision of the Stewards of the Event does not suspend any penalty that may have been applied or endorsed, during the Event out of which the Decision has arisen.

95. After the conclusion of the Event out of which a Decision has arisen, if Notice of Intention to Appeal against a Stewards’ Decision has been given, the operation of any sentence or Decision will be suspended until the disposal of the Appeal by the National Court. If a sentence of Suspension is upheld, the Competitor concerned will be Disqualified from the results of any Competition competed in while pending the Hearing of the Appeal. In coming to a judgement, the National Court can take into account any benefit the Appellant may have gained through appealing.

96. Costs

In giving a Decision the National Court can award costs to cover its own expenses, together with those incurred by the ASN. These will exclude the expenses or Defence fees incurred by the individual parties. Any costs incurred in bringing or responding to an action before the National Court, except those of the ASN, must be borne by the party incurring the cost. Exceptionally in the case of an Investigatory Hearing under Part E the Court may order the payment of costs against but not in favour of an individual.
Payment of Costs and Fines

97. Fines or Costs must be paid within 7 days of being imposed. Any delay in making payment may result in suspension of Licence for the period during which the amount remains unpaid beyond the said period of 7 days.

Liability to Pay Fine and/or Costs.

98. Where an Entrant is responsible for the payment of any fine and / or costs, then in the Event of nonpayment, that Entrant can be suspended in the same way as the person on whom the fine or costs have been levied.

Allocation of Proceeds from Fines.

99. The proceeds from all fines are remitted to the ASN who will use them only for the provision of prizes, training, or for charitable purposes.

100. Review of Decisions

The Court has inherent authority in its entire discretion to Review any Decision it has made upon being satisfied that there exists some new material element that was unavailable to it at the time it made its previous Decision. In such matters the Court may give such Directions and hold such Hearings as it deems necessary.

101. The ASN may refer a matter already decided back to the Court for reconsideration of any Decision the Court has made in circumstances where it appears to the ASN that there exists some new material element.

102. Hearings

103. All Appeal Hearings shall proceed as de novo Hearings and shall commence with presentation of the Evidence by the ASN representative.

104. All Disciplinary Hearings shall commence with presentation of the Evidence by the ASN representative.

105. The National Court Administration shall wherever practicable give more than 7 days’ Notice of any Hearing before the Court.

106. Any Application to adjourn proceedings listed for Hearing must be made in writing by e mail to nationalcourtadmin@motorsportuk.org and must be simultaneously copied to legal@motorsportuk.org. The application must respect Art.18 of this PD and set out the full grounds and reasons for the requested adjournment.

Publication of Decisions and Penalties

107. Every Licence Holder is deemed to agree that the FIA, the ASN and the National Court all have the right to publish details of any Decision of the National Court, penalised persons, bodies, vehicles or makes of vehicle, and if it so desires, the reasons therefor. Those individuals and bodies referred to have no right of action against the FIA, the ASN or the Court, or against any printer or publisher of the information, and may incur additional penalty including Exclusion if any such action is taken.

108. Suspension or Exclusion of a Make of Vehicle. The National Court can suspend a make of vehicle within its own territory for breach of these Regulations by the manufacturer or their accredited representative, or for reasons of safety.

109. Reciprocity of Penalties Subject to right of Appeal to the National Court in accordance with Part B the ASN will not issue a Licence and will withdraw any Licence already issued by the ASN to any person who is suspended or excluded by:

i. Motorsport Ireland or any other ASN
ii. the Auto-Cycle Union or
iii. the Speedway Control Board.

110. **Loss of Award** Any **Competitor Disqualified, Suspended** or **Excluded** at any **Event** shall thereby forfeit all right to any award in that **Event**.

111. **Amendment of Placing and Awards** In the cases referred to at **Art.107** above and as a consequence of any **Decision** of the **Court** any resulting amendment to the placings and awards will be published and the body imposing the penalty will decide whether the next **Competitor(s)** in order (after those placed) shall be advanced.

112. **Recording of Judicial Hearings**

113. Only audio or video recordings by the **Officials** of the **Event** or **National Court** (official recordings) of **Judicial Hearings** are permitted. Such recording shall be on a suitable secure digital recording device under the control of the **Organisers** or the **Court** as the case may be.

114. A **Competitor** is not permitted howsoever to record any **Judicial Hearing** and breach of this obligation shall be a breach of these **NCR**.

115. The official recording shall not be edited and shall be securely retained by the **Organisers** for a maximum period of 70 days following the last day of the **Event** at which the **Hearing** took place or if it takes place otherwise than at an **Event** then 70 days next following the date of the **Hearing**.

116. The fact of the official recording must be notified to all participants at the commencement of the **Hearing** and shall be noted on the relevant **Judicial Decision** and referenced in any written notes.

117. The official recording shall be surrendered to the **ASN** or to the **National Court** on demand. If it is not demanded within the above time-limits then it shall be disposed of securely.

118. No part of any official recording nor any transcript of it shall be published broadcast or distributed howsoever, including through any social media.

119. Any official recording may be considered as evidence by the **National Court** and by the **Stewards** of the Meeting where any dispute between the parties to the **Appeal** arises as to the evidence given before another Judicial body at the **Event** or any **Hearing** other than at the **Event**.

120. An Appellant proceeding before the **National Court** shall be entitled to be provided with a copy of the official recording only for the purposes of preparing for that **Appeal** or appearing before the **Court** and otherwise subject to the provisions of this **PD**.

121. **Duality of process** Any **ASN Licence Holder** penalised at the instance of **FIA Courts** or any other **ASN National Court** may nonetheless be subject of proceedings and penalty before the **ASN National Court** as though the matters had arisen in the jurisdiction of this **ASN**.
CHAPTER 2 JUDICIAL

APPENDIX 8

Breaches of Technical Regulations

1. Breaches of Technical Regulations fall into 4 categories and all are treated identically under this Appendix. The categories are:
   a. Technical Regulations under Chapter 9 for Competitor Personal Safety Equipment ‘PSE’
   b. Technical Regulations under Chapter 7 – Vehicles and Vehicle Safety Equipment – and Chapter 8 – Permitted fuels and Tyres and Testing
   c. Technical Regulations provided by any specific sporting Regulations in the Chapters 12 - 21
   d. Technical Regulations mandated in Official Documents - Championship / Series or Supplementary Regulations including any Class Regulations.

Guidelines Penalties for such breaches are detailed in Art.31.

2. Breach of a Technical Regulation as determined by Judicial Eligibility Decision renders PSE or the Vehicle or any component ineligible to take part in the relevant Competition.

3. Subject to Art.6 below the Eligibility Decision is made by the Clerk of the Course (or by the Championship Stewards where the Clerk of the Course has no Championship function) or the Stewards of the Event where they have jurisdiction over the matter (the relevant Judicial body).

4. The Eligibility Decision can only be made following:
   a. a Judicial Hearing arising from a Non-Compliance Report made by the Technical Official(s) appointed by the relevant Organiser of the Competition (or by the ASN) or
   b. a valid Protest from a Competitor (App. 11) and consequential Non-Compliance Report made by a Technical Official appointed for the purposes of the Protest.

5. A Non-Compliance Report must be provided to the Judicial body and to the relevant Competitor on the relevant Official Document form signed by the relevant Technical Official(s). The Report must fully particularise the alleged breach. Where available the Report should be supported by relevant ancillary documentation including any applicable technical drawings and or specifications that may determine conformity. It is not necessary but is preferable for the Non-Compliance Report to be counter-signed by the relevant Competitor to merely acknowledge receipt of a copy; that signature shall not be construed as an admission of non-compliance but a refusal to sign shall be recorded.

6. Exceptionally a Vehicle may be declared by the ASN to be in breach of Technical and or Safety Regulations and shall thereby be Suspended under App. 2 Art. 24 to this Chapter. This Suspension shall be on an interim basis and the matter shall be referred to the National Court in accordance with App. 1 Art. 20 and the Judicial Practice Direction at App. 7.

7. Organisers of Competitions (or the ASN) shall appoint Technical Officials of the grade(s) appropriate to the Competition and all those so appointed have authority to examine PSE and Vehicles and components for the purposes of Competition eligibility and conformity with the relevant Regulations.
8. Where a **Technical Official** finds a breach of **Regulations** the matter shall be reported to the relevant **Judicial** body by **Non-Compliance Report** UNLESS that **Technical Official** is satisfied that the breach can be rectified and the **Vehicle** or item can be re-presented in conformity prior to the commencement of the **Competition**. This action shall however be noted on the **Event Technical Report** and shall be recorded in any **Vehicle Technical Passport**. This Art. 8 shall be read subject to any specific **Championship provisions in the case of Vehicles and Competitions** subject to HTP Regulations where corrective action may be deferred to a specified future date or **Event**.

9. Where a **Non-Compliance Report** is signed by two (2) **ASN** (or FIA) **Technical Commissioners** OR by one (1) **Technical Commissioner** and the **Event Chief Scrutineer** OR by the **Event Chief Scrutineer** and an **Eligibility Scrutineer** it shall be considered a **Judgement of Fact** and is an **Official Document**.

10. The relevant **Judicial** body must then conduct a **Judicial Hearing** respecting **App. 3 to this Chapter** and consider if there is any 'exceptional reason' why a penalty of **Disqualification** should not be imposed. To impose **Disqualification** or not pursuant to a **Judgement of Fact** is a binary **Decision** and no other penalty may be substituted except before the **National Court. The Judicial Decision** is an **Eligibility Decision**.

11. If the **Judicial** body considers there to be no such 'exceptional reason' then the **Judicial** body must **Disqualify** the **Vehicle** or item from participation in the relevant **Competition** or part of the **Competition** and the **Competitor** shall not be placed in the **Results** of the relevant part(s) of the **Competition**. The **Eligibility Decision** is an **Official Document**.

12. The **ASN** may refer any **Judgement of Fact** and or **Eligibility Decision** or any **Non-Compliance Report** to the **National Court**.

13. If the **Judicial** body considers that there are exceptional reasons not to impose **Disqualification** then this must be noted on a relevant **Judicial Decision** and which shall be an **Official Document**.

14. Any **Technical Official** appointed to the **Event** or **Competition** may present a **Non-Compliance Report** (but this **Report** shall not be treated as a **Judgement of Fact**) to the relevant **Judicial** body who may take **Judicial** action respecting **App. 3 to this Chapter** and where a **Decision** by that **Judicial** body that an item is not eligible may be the subject of available **Penalty**.

15. A **Judicial Decision** under Art. 14 may be **Appealed** to the **Stewards of the Event** in accordance with **App. 4 Arts. 19 – 23**.

16. A **Judgement of Fact** and or the **Eligibility Decision** or a **Judicial** body **Decision** under Art. 15 above may be **Appealed** only to the **National Court** pursuant to **App. 4 Art. 2** and the **Judicial Practice Direction** at **App.7**. Such an **Appeal** is an **Eligibility Appeal**.

17. An **Eligibility Appeal** must be commenced in conformity with **App. 4 Arts. 5 – 10 and 15**.

18. Subject to Art. 19 below where a **Vehicle** entered for an **Event** is the subject of a pending technical examination the **Competitor** must notify the **Clerk of the Course** before the commencement of the **Competition** at the **Event**. Breach of this **Regulation** may be subject to a **Fine** but only following a **Judicial Hearing** pursuant to **App. 3 to this Chapter**.

19. Contrary to Art. 18 above where such a pending technical examination is at the instance of the **Championship Organisers** (for example pre-**Competition** sealing) then it is the responsibility of the **Championship Organiser** to notify in writing the **Clerk of the Course** of the **Vehicles and Competitors** so affected. This notification shall be an **Official Document**.

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2025 National Competition Rules Chapter 2 Appendix 8 Breaches of Technical Regulations
20. In all cases where Art. 18 or 19 applies then the Competition Results must be declared and shall remain provisional until the conclusion of all relevant Judicial proceedings including any Decision of the National Court.

21. An Eligibility Decision made at a Race Event after Practice shall subject to Art.10 above result in a Judicial Decision of Disqualification of the Vehicle from the Results of that session.

22. If a Vehicle subject of a Decision under Art. 21 above is thereafter approved as eligible in writing by signed timed Eligibility Notice from the Technical Official(s) to the Clerk of the Course no later than 30 minutes before the commencement of a Race Competition at the Event then the Competitor may be permitted by the Clerk of the Course to take part but shall be placed at the back of the grid provided that this Competitor would not thereby prevent another Competitor from taking part in a Vehicle that had been eligible when taking part in qualifying Practice.

23. If multiple vehicles have been Disqualified under Art. 21 and are then approved under Art. 22 the grid order of those Vehicles shall be determined by the time at which the relevant approval under Art. 22 was given as evidenced by the Eligibility Notice.

Consequences of an Eligibility Decision made in a Championship or Championship Event

24. Championship Regulations may prescribe increased but not decreased penalties to those appearing below but such additional penalties may only be handed down after a Judicial Hearing before the Championship Stewards in accordance with App. 5 to this Chapter.

25. The next following Arts do not apply in respect of Art.21 above.

26. The Vehicle having been Disqualified by the Eligibility Decision the affected Competitor thereby forfeits all Event and Championship prizes and awards relating to the Event or relevant part of the Event.

27. The relevant Event or part of the Event shall be treated as a scoring element of the Championship and zero points shall be recorded.

28. In a Race or Kart Championship the Competitor will additionally forfeit points equal to those attributable to two (2) first place Results even if this results in a negative Championship point score.

29. Where relevant the penalties at Arts. 24 – 28 above also apply in the case of Manufacturer Championship awards. This penalty cannot be Appealed per se but will be removed if the Competitor brings a successful Appeal to the National Court under Arts. 30 below and 16 above.

30. The penalty at Art. 28 above may only be Appealed to the National Court as an Eligibility Appeal under Art. 16 above.
Guideline Penalties for Technical Breaches
A schedule of suggested penalties is provided within the Judicial Procedures Guidelines published on the ASN Website.
CHAPTER 2 JUDICIAL

APPENDIX 9

Protest Procedure

1. A Protest is an inter-Competitor challenge alleging that another Competitor is in breach of the Regulations of the Competition. The overarching principle engaged in bringing a Protest is that of sporting fairness in the Competition accordingly it is a breach of the NCR to bring a Protest in bad faith.

2. The general principle is that a Protest must be brought at the earliest possible time that an alleged breach of the Regulations has come to the attention of the Protestor. It is not permissible to have any knowledge or suspicion of actual or potential breach of the Regulations and then to wait and see what happens during the Competition. Any such action will be deemed an act of bad faith for the purposes of Arts. 1 and 2 but this does not limit any other finding of bad faith.

3. A Competitor deemed by the adjudicating Judicial Official(s) to have brought a Protest in bad faith shall be referred to the ASN Disciplinary Officer for consideration of referral to the National Court and which may involve an interim suspension of any Competition Licence pending conclusion of any investigation and or proceedings before the National Court.

4. In an International Competition the only person permitted to bring a Protest is the Entrant.

5. The Competitor bringing the Protest is the Protestor.

6. The Competitor responding to the Protest is the Protestee.

7. A Clerk of the Course or where applicable the Stewards of the Event may investigate any on-Track incident or occurrence concerning a possible breach of the rules of the Competition regardless of any Protest.

8. A single Protest cannot be brought against or by multiple Competitors. A separate Protest must be brought by and against each relevant Competitor. Where a Protest relates to multiple Vehicles then individual Protests must be lodged in respect of each Vehicle.

9. A Protest must be in writing signed by the Protestor. It is not obligatory to use any form provided by the Organiser or the ASN.

10. A Protest must be lodged with the Event Secretary, the Clerk of the Course, or their Deputies. The Clerk of the Course or the Stewards shall be notified immediately.

11. A Protest must be accompanied by a signed undertaking to pay that Fee. The relevant Fees are published annually by the ASN and can be found in App. 10 to this Chapter and in Chapter 1 App.2.

12. A Protest must under pain of rejection detail all of:
   a. The date
   b. The Event
   c. If applicable the number of the race
   d. The Competitor Entrant details including Licence Number and Vehicle number
   e. The Competitor Entrant e mail address and at-Event mobile telephone number
   f. The Competitor and/or Vehicle protested against
   g. The detailed reasons for bringing the Protest including any relevant Regulations
   h. The identity of any witnesses if appropriate
The relevant Official Documents

Specific regulations at Art. 18 to 32 below apply to all Technical Eligibility Protests.

The Protest will be determined by the Clerk of the Course unless the Stewards of the Event are responsible for Judicial matters at the Event (i.e. Kart Racing or International Events). App.3 of this Chapter applies to the process of adjudication of the Protest subject as provided below in respect of any Technical Eligibility Protest.

All prizes and awards shall be suspended until the completion of any Protest including all Appeals.

Time Limits for bringing a Protest are as follows.

a. A Protest other than a Technical Eligibility Protest must be brought as soon as practicable but in any event within 30 minutes of the publication of the Provisional Results of the Competition at the relevant Event.

b. A Technical Eligibility Protest must be brought as soon as the Protestor has any knowledge of or suspicion that the Protestee’s Vehicle does not conform to the relevant Technical Regulations and at the latest

i. Where the reason for the alleged ineligibility is apparent then the Protest must be brought within 30 minutes of the conclusion of the relevant scrutineering of the Vehicle.

ii. Where the reason for the alleged ineligibility is not apparent but the performance of the Vehicle suggests that it is ineligible or that some part or parts may have been changed since the Vehicle was first scrutineered at the Event in question then the Protest must be brought within 30 minutes of the performance giving rise to the suggested ineligibility.

c. A Protest must be brought within the Time Limits provided above but the Clerk of the Course or the Stewards if they are responsible for adjudicating the Protest has the discretion to accept a Protest submitted outside of the stated Time Limit if in their entire discretion it is considered to have been impossible or impractical to have lodged the Protest within the relevant Time Limit. The granting or refusal of such extension of time must be recorded as a Decision and is an Official Document. Refusal may be the subject of an Appeal.

The procedure to be followed in respect of a Technical Eligibility Protest is as follows.

The Clerk of the Course or the Stewards where applicable shall order that the vehicle or any relevant Protested component of it shall be examined by a member of the ASN Technical Commission and the Chief Scrutineer or the Chief Scrutineer and relevant Eligibility Scrutineer as soon as reasonably practicable.

Whenever possible the examination should involve a member of the ASN Technical Commission.

The examination must be in the presence of the Protestee or a representative of the Entrant where applicable but the Protestor is not entitled to be present or represented.

The Vehicle and or any component subject of the Protest may be sealed for subsequent examination at the request of the relevant Judicial Official or the Protestee or at the request of a member of the Technical Commission or the Chief Scrutineer and then the relevant Judicial Official shall require the member of the Technical Commission or the Chief Scrutineer to apply the relevant seals and Report in writing to the relevant Judicial Official identifying the location of all seals and their seal numbers.

Any sealing of Vehicle or component(s) must be undertaken in the presence of the Protestee but the Protestor is not entitled to be present or represented.

Where the Vehicle or any component of it has been sealed for subsequent examination then the Protestee may continue to compete until such time as the Protest has been adjudicated but cannot make any works or alteration to the sealed Vehicle or any sealed component(s) of it until such time as it has been examined except with the written permission of the relevant Judicial Official and under the supervision of the Chief Scrutineer.
24. Where a Vehicle has been sealed for subsequent examination and continues to compete then the results of the relevant Competition(s) shall remain provisional until the adjudication of the Protest is complete including any Appeals.

25. Where the examination of the Vehicle or any component involves any dismantling and or stripping and or mechanical work then the Protestee must undertake that work in the presence of the Scrutineers. In the case of an engine or transmission or electrical component then the Protestee may require that the work shall be undertaken by the engine or transmission builder or Vehicle electronics engineer in the presence of the Scrutineers in which case Arts. 20 – 24 above apply.

26. Where the examination of the Vehicle or any component involves any dismantling and or stripping and or mechanical work then the relevant Judicial Official shall request the parties to attend and to endeavour to agree the associated costs of stripping and reassembly but in default of such agreement the estimated cost shall be determined by the Clerk of the Course in consultation with the Stewards but if the relevant Judicial Official is the Stewards then they alone shall determine the estimated cost and in all cases acting reasonably. The costs or estimated costs as the case may be must include the ASN costs and direct expenses of the Technical Commissioner and any Scrutineers in conducting the examination as provided by the NCR and App.10 of this Chapter. This cost decision shall be recorded on the Protest.

27. If the Vehicle or component(s) cannot be examined immediately at the Event then the costs determined at Art.26 above must be deposited with the ASN by the Protestor within 7 calendar days of the lodging of the Protest. If they are not deposited within 7 calendar days then the Protest shall be null and void and the Protestor shall then be deemed to have acted in bad faith and Arts.1 – 3 above shall apply.

28. If a Protest is upheld the Protestee shall bear all the actual costs of the examination and the relevant sum must be paid to the ASN within 7 calendar days. If those costs are not so paid then the Protestee's Competition Licence(s) shall be suspended forthwith by the ASN and the Protestee may be referred to the National Court.

29. If a Protest is rejected then the Protestor shall bear all the costs and shall accordingly forfeit the sum deposited pursuant to Art. 28 above. If the estimated costs are lower than the actual costs then the Protestor must pay the balance of the actual costs to the ASN within 7 calendar days and if those costs are not so paid then the Protestor's Competition Licence(s) shall be suspended forthwith by the ASN and the Protestor may be referred to the National Court. If the estimated costs are higher than the actual costs then the surplus deposit will be refunded to the Protestor by the ASN.

30. Following examination the Scrutineers shall report in writing to the relevant Judicial Official.

31. Upon receipt of the Protest Technical Examination Report the relevant Judicial Official shall convene a Judicial Hearing as soon as practicable and which shall be conducted in accordance with App. 3.

32. The Judicial Protest Decision will record any decision regarding the actual costs of any examination.

Forfeiture of Protest Fees

33. A Protest may be withdrawn at any time before the commencement of the Protest Hearing (or in the case of a Technical Eligibility Protest before the commencement of the examination) however the Protest Fee and any associated deposit shall be forfeit and Arts. 1 – 3 above apply.

34. Unless otherwise decided by the relevant judicial body for special reasons the Protest Fee shall normally be forfeit if a Protest fails for any reason.
Protest Decisions

35. The Judicial Protest Decision may be Appealed in accordance with App.4 and or App.6 and 7 where applicable.
APPENDIX 10

Right of Review

1. Subject to payment of the Fee (Art.4 below) a party has the right to request the review of a decision if, in Competitions forming part of an ASN Motorsport UK Permitted Championship, cup, trophy, challenge or series, a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned. No such right exists for third parties to seek the review of a decision made concerning another Competitor except where a Protest has been lodged.

2. The Clerk of the Course or the Stewards who have given a ruling or, failing this, a person or body designated by the ASN for the purpose (the Review Body) may decide to re-examine their decision following a written request for review by:
   a. Any one of the parties concerned being a party that is directly affected by the decision handed down, or
   b. the Regulatory Counsel of and on behalf of the ASN.

3. The Clerk of the Course or the Stewards also have the right, of their own volition, to instigate such a review if they themselves discover a significant and relevant new element which was unavailable to them at the time of the decision concerned. No fee is payable in this case but the fact of the Review must be notified to legal@motorsportuk.org.uk.

4. A party seeking the Review of a Decision must:
   a. Where submitted at an Event, submit the Application to the Event Secretary together with a Fee Undertaking. The Fee is that applicable to a Protest at the relevant Event.
   b. Where submitted after the conclusion of the relevant Event submit the Application with Fee to the ASN electronically to: legal@motorsportuk.org.

5. Where the Application is submitted at the Event then the relevant Judicial body:
   a. may determine the matter at the Event or subsequently in accordance with the remainder of this Appendix 10.
   b. must copy the Application and Fee Undertaking to legal@motorsportuk.org and where one is appointed then to the ASN Steward to be included in the Steward's Event Report.

6. The Application for Review must subject to Art.17 below be submitted with Fee Undertaking no later than 7 calendar days next following the date of the Decision.

7. The Review process must be concluded in accordance with 14.5.3 and 14.5.3.1 and the Decision must be published as an Event Official Document and must be copied to legal@motorsportuk.org.

8. The Review Body must hold a Hearing and meet (in person or by other means) on a date determined in its discretion subject to Art.7 above and summoning the party or parties concerned to hear any relevant explanations and in the Review Body's judicial discretion to then consider any evidence not previously available and so to judge on the matter in the light of the facts and elements brought before them.

9. The party or parties concerned may in writing waive their right to a hearing but shall be permitted to make written representations.
10. A party is not entitled to be represented at any hearing other than those conducted by the National Court or the International Court of Appeal. A Driver Competitor may be accompanied by a representative of their Entrant where that Entrant is a distinct legal person.

11. Pending determination by the Review Body a review has no suspensive effect on the execution of the original decision of the Clerk of the Course or the Stewards when they have given a ruling.

12. The Review Body shall have the sole discretion to determine if a significant and relevant new element exists and, if so, to determine if the original decision including any penalty shall stand or be set aside or varied. This Decision must be recorded and forms part of the Official Documents of the Event.

13. The decision of the Review Body as to whether or not such an element exists is not subject to appeal before any further judicial body.

14. If the Review Body determines that a significant and relevant new element does exist and therefore progresses to a re-examination of their original decision, the subsequent decision of the Review Body as to whether the original decision shall stand or be set aside or varied may be appealed.

15. The Review Body should complete the Review and provide a Decision within 7 days of the Right of Review request where possible and in any event within 14 days of receipt of the application.

16. The time limit for providing a Right of Review Decision in 14.5.3 above may be extended only by express permission in writing from the ASN Regulatory Counsel.

17. Within the framework of an ASN Permitted Championship, cup, trophy, challenge or series, a request for review may not, in any Event, be brought less than four calendar days prior to the date of the relevant prize-giving ceremony following the end of the Competition concerned.

18. The right of appeal against a new decision, subject to Art.9 and in accordance with Art.10 above, is confined to the circumstances permitted by Chapter 2 App.2 Art.1 (Appeals from the Clerk to the Stewards) and Chapter 2 App.6 and 7 (Appeals from the Stewards to the National Court) (as appropriate) and is limited to the party or parties concerned thus no right of appeal exists for third parties.

19. Should the first decision already have been the subject of an appeal before the Stewards, the National Court or before the International Court of Appeal, or successively before more than one of these judicial bodies, the case shall be submitted only to them for the possible revision of their previous decision.

20. Unless otherwise decided by the Review Body, Right of Review Fees will be forfeited if the Right of Review is not upheld. A Right of Review can be withdrawn before the hearing, but the Right of Review Fee will then only be refunded at the Review Body's discretion.
CHAPTER 2 JUDICIAL

APPENDIX 11

Fees and Fines and Obligations

1. Specific Appeal Fees and Protest Fees and maximum Fines available to the various Judicial bodies are listed in Chapter 1 App.2 (Fees and Fines).

2. Time Limit for Payment of Fines. Fines or costs must be paid to the ASN within 7 days of being imposed. Any delay in making payment shall result in suspension of licence for the period during which the amount remains unpaid beyond the said period of 7 days.

3. Liability to Pay Fees, Fines and / or Costs. Where an Entrant is responsible for the payment of any Fee, Fine and / or costs then in the event of non-payment the Entrant can be suspended in the same way as the person on whom the Fine or costs have been levied.

4. The ASN may take proceedings for the recovery of any outstanding Fee, Fine or costs in any relevant civil court to include the costs of such recovery.

5. Allocation of Proceeds from Fines. The proceeds from all Fines are remitted to the ASN who will use them only for the provision of prizes, training or for charitable purposes.
CHAPTER 2 JUDICIAL

APPENDIX 12

Penalty Points

1. When a penalty that incurs penalty points is imposed by the Clerk of the Course or the Stewards of the Event details must be recorded on the Judicial Summary Sheet together with the number of penalty points imposed.

2. Penalty points will be imposed for the following offences:
   a. Driving – breach of Chapter 2 App.1 Art.18, Chapter 12 App.7 Art.2, Chapter 12 App.7 Art.5, Chapter 12 App.7 Arts.7 – 9, Chapter 12 App.7 Art.12 and / or
   b. Failure to comply with flag or light Signals.
   c. General Conduct – Abuse, physical assault or threats of physical assault (Chapter 2 App.1).
   d. Refusal to obey the instructions of an Official (Chapter 6 App.1 Art.13).

3. For Short Circuit Karting, Rallycross and Autocross only Art.2.a driving, and Art.2.b failure to comply with flag or light Signals does not apply.

4. ‘Stop-Go’ or ‘Drive Through’ penalties (Chapter 12 App.10 Art.2), are not subject to penalty points and neither is there any right of appeal against either the decision for imposing the penalty or the penalty itself. This includes any such penalties converted to time penalties in accordance with Chapter 12 App.10 Art.2.l.

5. The number of points will be determined by reference to the type of penalty imposed.
   a. Verbal warning – 0 points (not recorded on licence)
   b. Written reprimand – 2 points
   c. Fine, Time, Grid Place or Position / lap penalty – 3 points
   d. Disqualified from Practice, heat, Race or a Competition – 4 points
   e. Disqualified from the Event – 6 points.

6. Should a Competitor receive twelve penalty points within a period of twelve calendar months, it will result in referral of that Competitor to the National Court by the ASN for consideration of further penalty.

7. The National Court shall have no jurisdiction to consider the Competitor’s guilt in respect of the offences detailed in the relevant endorsements. The form of any further penalty shall be entirely at the discretion of the National Court.

8. Unless the National Court makes an Order to the contrary, once any further penalty imposed by the Court has been served by a Competitor the penalty points relied on for that Decision will be annulled.
CHAPTER 2 JUDICIAL

ANNEXE A

Time and Place Penalties

1. **Time Penalty** means a penalty expressed in minutes and / or seconds.
2. **Place Penalty** means a penalty whereby the relevant Competitor is moved to a lower position in the relevant results compared to the position indicated immediately prior to the imposition of the penalty.
3. The Clerk of the Course or the Stewards of the Event may impose a penalty at a. or b. below for any Competitor considered to have obtained an unfair advantage (whether inadvertently or not):
   a. A Time Penalty of up to one minute or a place penalty of up to 10 places.
   b. In an Endurance Race or a Race including a mandatory pit stop, a time, place or lap penalty may be imposed. The penalty may be increased by one minute for each scheduled racing hour, (for example a 2 hour Race may impose a penalty of up to two minutes). The penalty may be imposed after the Race has finished.
4. At Short Circuit Kart Races where a licensed Timekeeper is not present a time penalty cannot be applied, but a Competitor may be moved back up to five places in the results in lieu of a time penalty. Where a licensed Timekeeper is present either a time penalty or place penalty may be imposed. Any such penalty is not eligible for Appeal against either the decision for imposing the penalty or the penalty itself.
5. At Short Circuit Kart Race Events a Competitor, who is deemed to have gained an unfair advantage or has disadvantaged another Competitor by the manner of their driving will be penalised by a time penalty of up to 10 seconds, or a Position Penalty of up to 5 places, or 1 lap, in the results of that Race or timed qualifying, and such penalty is not eligible for Appeal against either the decision for imposing the penalty or the penalty itself. This penalty does not preclude further action under Chapter 2 App.1 Art.18, if deemed necessary after the hearing.
6. Where the Clerk of the Course has the ability to validate incidents during the Race, via circuit cameras with a nominated Judge of Fact an in Race 5 second time penalty may be applied. This should usually follow the display of a warning Signal and cannot be subject to Protest or Appeal.
7. At Race Events, up to a 10 Grid Place Penalty may be applied at a Driver’s future Race only where that penalty can be applied during that Event or the contested Championship or Series.
8. At Short Circuit Kart Race Events a Competitor with the front fairing not affixed precisely in accordance with Chapter 18 App.8 Art.139 when they arrive in Parc Ferme will be penalised with a 5 second penalty (3 places if there is no licensed Timekeeper) in the results of that Race or if during timed qualifying deletion of their fastest lap time. This will be imposed automatically by the Clerk of the Course upon receipt of the statement received from the Judge of Fact and is not eligible for Appeal against either the Decision for imposing the penalty or the penalty itself. This penalty does not preclude further action under Chapter 2 App.1 Art.18 if deemed necessary.
9. The mechanical failure Signal will not be shown to a driver whose front fairing is no longer in the correct position.
Chapter 3 Organisers

App.1  Permit Application Regulations
App.2  Permissions of Local and National Authorities Regulations
App.3  Warning Notices Regulations
App.4  Participant Undertakings and Declarations Regulations
App.5  Entries to Events Regulations
App.6  Results Regulations
App.7  Certificate of Exemption Events Regulations
App.8  Event Grades and Upgrading Regulations
App.9  Fixture Lists Regulations
App.10 Official Documents Regulations
App.11 Rights of Organisers Regulations
CHAPTER 3 ORGANISERS

Appendices to the Organisers Regulations:

App.1 Permit Application Regulations
App.2 Permissions of Local and National Authorities Regulations
App.3 Warning Notices Regulations
App.4 Participant Undertakings and Declarations Regulations
App.5 Entries to Events Regulations
App.6 Results Regulations
App.7 Certificate of Exemption Events Regulations
App.8 Event Grades and Upgrading Regulations
App.9 Fixture Lists Regulations
App.10 Official Documents Regulations
App.11 Rights of Organisers Regulations

General

1. Competitions may only be organised in the ASN territory by the ASN or an ASN Registered Club or Clubs in accordance with Art.2 below or by another organisation approved by the ASN for the promotion of motor sport or by Authorised Entrants organising a Speed Record Attempt.

Registration of Clubs

2. No Club may organise an Event unless it has first applied for registration with the ASN on the appropriate form and is a member of an ASN Recognised Regional Association where appropriate and has paid the appropriate annual Registration Fee (see Chapter 1 App.2).

Necessary Permission

3. No Event or Championship or Series shall be held unless the ASN issued a Permit or the Event is of a kind for which the ASN has granted Exemption from Permit under these Regulations (see Art. 20 and 21 below).
4. It is the sole responsibility of applicants to ensure that an application for a Championship, Series or Event Permit complies fully with the NCR.
5. The ASN at its absolute discretion may review any application (particularly those relating to its own UK British Championships so as for example to ensure compliance with a tender process) but it should be noted that the ASN does not approve Championship, Series or Event Regulations (‘Official Documents’) per se and specifically that the issuing of a Permit by the ASN shall not be taken as giving any such approval.
6. Applications for all Permits must be made on a form prescribed by the ASN in accordance with App.1 to this Chapter.
Permit Fees
7. The scale of Fees payable to the ASN on the grant of an organising Permit is laid down in Chapter 1 App.2.

Permission of National and Local Authorities
8. Prior to applying for any Permit the Organisers must first obtain such official permission as may be necessary from the competent governmental or local authority in accordance with App.2 to this Chapter.

Warning Notices
9. Warning Notices should be prominently displayed as appropriate at all Permitted Events in accordance with App. 3 to this Chapter.

Understandings Declarations and Undertakings by Entrants Drivers and Passengers
10. Every Entrant, Driver and Passenger before taking part in any Competition must sign an undertaking in the form prescribed in App. 4 to this Chapter.

Entries
11. When an Organising Permit has been granted the Organisers may invite receive and accept Entries from eligible Competitors in accordance with App.5 to this Chapter.

Contents of Programme
12. It is not compulsory to publish a Programme but an official list of entries and officials must be made available to all Competitors and Officials by the Organisers.

Publication of Results
13. Detailed Results in writing must be made available for inspection by any Competitor in accordance with App.6 to this Chapter.

Payment of Starting and Prize Money and Presentation of Awards
14. Unless the Official Documents stipulate otherwise the Organisers shall distribute all Awards including any monies within 21 days after the results of a Competition have been finalised.

Scrutineering
15. An ASN licensed Scrutineer of the appropriate grade must take charge of the Scrutineering Team at all Races, Speed Events, Kart Races, Road and Stage Rallies, Competitive Safaris, Hill Rallies and at all other Events of National or International Status. For all other Events the scrutineering may be carried out by a suitably experienced Scrutineer appointed by the Organisers.

Procedure for the Testing of Fuel (Chapter 8)
16. The following regulations must be read in conjunction with Chapter 8 App.1 and 2.
17. Fuel testing may be carried out at any time, before during or after a Competition on the instructions of any of the ASN the Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or the Stewards.
Tyre testing procedure for the investigation of performance enhancing products (TTP)

18. The following regulations must be read in conjunction with Chapter 8 App. 3.

19. **TTP** may be carried out at any time before during or after a Competition on the instructions of any of the ASN the Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or the Stewards of the Events.

Certificates of Exemption

20. Clubs organising Events of the type specified in App. 7 to this Chapter may be granted a Certificate of Exemption providing application is made to the ASN not less than four weeks prior to any announcement of the Event.

21. A Certificate of Exemption from Regulations indicates that there is no right of Appeal to the National Court and that provided the ASN has granted specific approval members of unrecognised clubs or members of the public may participate but not officiate at such Events.

Insurance

22. The ASN provides Insurance in respect of legal liability for all Events authorised by a Permit. The Insurance specifically names:
   a. Motorsport UK Association Ltd.
   b. The Motorsport UK Registered Club organising the Event.
   c. The officials appointed by a. and b. above.
   d. The Entrant and Driver (in races, speed Events, Autotest, Special Stages and the private land section of Trials and Cross-Country Events).
   e. The landowner or any Government or Local Authority.
   f. Any Track or Circuit owner or sponsor.

Further details are given in Chapter 1 App. 3 and attention is drawn to the exclusions detailed.

23. The Organisers shall pay all Fees due in respect of this Insurance as set out in Chapter 1 App. 3 and shall comply with the terms of the Master Insurance Policies provided by the ASN the principal terms of which are summarised in Chapter 1 App. 3.

Unauthorised Competitions

24. The organisation or holding within the territory of the ASN of any Vehicle Competition otherwise than in accordance with these Regulations shall render every person connected with or taking part in it whether as promoters, organising committee, Competitor, official or otherwise liable to the consequences as a breach of these Regulations. If such a Competition is included in an Event for which an organising Permit has been granted the Permit may be declared null and void. The Organisers may be ordered to return to the Entrants all Entry fees received in relation to that Event.

Procedure for Control of Drugs

25. Organisers must respect and publish in Official Documents that the ASN has the right to require alcohol and
illicit drugs testing on any person howsoever connected with any Entry operating within a Permitted Event and must cooperate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping who are also authorised for these purposes.

Championships
26. Championship or Series applications must be submitted to the ASN in accordance with Chapter 4.

Grade of Events
27. Clubs will start by organising Events of Clubman grade and will only be allowed a higher grade after successful upgrading.
28. The regulations for Grades of Event and related Permit definitions together with upgrading requirements are set out in App.8 to this Chapter.

Fixture Lists
29. App.9 to this Chapter applies:
   a. All Events at Interclub or higher status must be inscribed on the ASN Calendar.
   b. Events at a lesser status than Interclub must be listed on a Regional Association Calendar.

Official Documents
30. All Events are governed by the Official Documents Regulations set out in App.10 to this Chapter.

Rights of Organisers
31. Organisers have the rights provided by App.11 to this Chapter.
CHAPTER 3 ORGANISERS

APPENDIX 1

Permit Application Regulations

1. Applications for Permit must be made on a form prescribed by the ASN not less than the following time before the Event:
   a. International or National – 8 weeks.
   b. Interclub – 6 weeks.
   c. Clubmans – 4 weeks.
   d. Championships – in accordance with details in Chapter 4.

2. Failure to comply with above time limits a., b. or c. will render liability to a fee specified in Chapter 1 App.2 on the first occasion and increased fees for any subsequent breach.

3. Any application for Permit not made as prescribed may be refused or returned for resubmission as may any application from a Club which has failed to discharge any requirements or indebtedness to the ASN in respect of previous Events.

4. The ASN reserves full rights to add or modify any conditions attached to the Permit even after it has been granted and may decline to grant or may withdraw a Permit. Such decisions are not susceptible to Appeal.

5. Events of Interclub or higher Permit grade may not be authorised when a Club has not organised an Event of the same grade and type within the preceding two years unless upgraded in accordance with the specific regulations.

6. The scope of a Permit includes approval of the title of an Event (the titles Grand Prix, British, United Kingdom, UK etc. are reserved for Events or Championships organised by or for the ASN) and permission to televise or broadcast the Event.

7. No Event shall be publicised by the issue of regulations or in any other way without the prior approval of the ASN in writing. The issue of a Permit constitutes such approval.
Permission of National and Local Authorities

1. No Permit or Certificate of Exemption will be granted by the ASN unless the Organisers have first obtained such official permission as may be necessary from the competent governmental or local authority.

2. Competitions taking place on the Public Highway must conform with the laws of the country in which they take place. Any breach of such laws by a Competitor or Driver during a Competition shall be a breach of these Regulations and may be dealt with accordingly.

3. Any Event utilising the Public Highway in England Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations.

4. The Road Traffic Act 1991 includes regulations which make dangerous or careless driving in a public place an offence. Section 13A of that act provides for the Motor Vehicles (Off Road Events) Regulations 1995 and the issue of an ASN Permit exempts Competitors from the appropriate sections of the Act (Sections 1 and 2 and 3) whilst driving within the Regulations of the Competition.

5. All references to legislation shall be treated as references to the applicable current legislation from time to time and include such as may replace or substitute any of it.

6. Clubs organising Events using MoD property must contact the MoD Liaison Officer (MLO) with the date and Venue during the planning stages of an Event.

7. The MLO must be consulted at least 3 months before an Event using MoD property and before contacting the MoD or its agents.
CHAPTER 3 ORGANISERS

APPENDIX 3

Warning Notices

1. The following notices should be prominently displayed as appropriate.

2. At any entrance to an Event or part of an Event on private ground – Notice 'A'.

3. (Chapter 10 App.2 Art.6) Unless any Enclosure is surrounded by un-climbable fencing in the area between the enclosure and the course there shall be displayed at intervals Notice 'B' or notices stating that 'This area is Prohibited and the public are not permitted'.

4. At Race Circuits the following should be displayed:
   a. at the entrance gate (if any) to the pits
   b. in individual pits and
   c. on the signaling wall opposite the pits.

   'Warning the pits and Pit Lane are areas of potential danger and great care should be exercised at all times. Children under the age of 16 are not allowed in these areas'.

5. At any means of spectator or vehicular access to a Rally Special Stage – Notice 'C' together with a copy of The Safety Code.

6. In any area of particular danger on a Special Stage (i.e. escape roads etc.) – Notice 'B'.

7. Except where provided for in Arts.3 and 6 above the limits of spectator access may be defined by the display of Warning Notice 'D'.

8. These notices may be purchased from the ASN and should be visible at any other suitable points so that no person may be present at the Event without having them brought to their attention.

9. Organisers may also use a notice stating 'It is a condition of your presence that you will obey the instructions of Marshals in relation to the safety of yourself and others'.

10. Admission may not be obtained to any Enclosure whether or not there is a charge without a suitable pass and / or ticket (Chapter 5)

11. The programme of the Event, all tickets, badges, tabards, labels (including car labels) and passes of admission whether for spectators or Officials shall bear or be accompanied by a copy of Notice 'A'.

12. Where the wording is printed on the reverse side of a ticket, armband or lapel badge the words 'for conditions of admission see over' should appear on the face of the ticket, armband or lapel badge.
The Safety Code
Clubs should continue to use existing stock of the previous version the new design should be used for any new stock purchased. Artwork is available to download on the Resource Centre on the ASN website.
CHAPTER 3 ORGANISERS

APPENDIX 4

Understandings, Declarations and Undertakings by Entrants Drivers and Passengers (Chapter 6)

1. Every Entrant, Driver and Passenger ('Competitor') before taking part in any Competition must sign an undertaking as follows:

'I declare that I have been given the opportunity to read the NCR and if any the Official Documents for this Event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the Event and I am competent to do so. I acknowledge that I understand the nature and type of the Competition and the potential risk inherent with motor sport and agree to accept that risk.

'I understand that motorsport can be dangerous and accidents causing death injury disability and property damage can and do happen. I understand that these risks may give rise to my suffering personal injury or other loss and I acknowledge and accept these risks. In consideration of the acceptance of this Entry I agree that neither any one of or any combination of the ASN and its associated Clubs, the Organisers, the Track owners or other occupiers, the promoters and their respective, officers, servants, representatives and agents (the "Parties") shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Event including but not limited to damage to property, economic loss, consequential loss or financial loss howsoever caused. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this Event.

'I declare that to the best of my belief the Driver(s) possess(es) the standard of competence necessary for an Event of the type to which this Entry relates and that the vehicle entered is suitable and roadworthy for the Event having regard to the course and the speeds which will be reached'

In the case of any Event taking place wholly or partly on publicly adopted roads:

'I declare that the use of the Vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this Event as shall take place on roads as defined by the law. I declare that the vehicle entered is registered taxed has a valid MOT certificate (where appropriate) and is roadworthy as required by law.'

State your age if you are under 18 . . .

If I am the Parent or Guardian of the Driver

'I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this Event and the NCR.

'I confirm that I have acquainted myself and the minor with the NCR agree to pay any appropriate charges.
and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Chapter 1 App.2.

2. Where the Parent is not present there must be a Guardian signed on and who must produce a written and signed authorisation from the Parent/Guardian to act as their representative.

3. Every Driver taking part in a Car, Truck or Kart Race, Speed Event or Special Stage Rally shall sign a declaration in the following form:

   ‘I understand that should I at the time of this Event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vehicle I may not take part unless I have declared such disability to the ASN which has following such declaration issued a licence which permits me to do so.’

4. Every Driver taking part in a Car, Truck or Kart Race or other Event requiring that the Driver has passed a medical examination shall sign an undertaking in the following form:

   ‘I undertake that at the time of the Event to which this Entry relates I shall have passed or am exempt from an ASN specified medical examination within the specified period.’ (Chapter 6 App.2 Art.25).

5. Every Competitor shall sign the following declaration:

   ‘I have read and fully understood the regulations for Control of Drugs and Alcohol as contained in the NCR Chapter 2 Art.12, Chapter 5 App.11 Art.8, Chapter 3 Art.35, Chapter 2 Arts.25 – 29 and have also fully familiarised myself with the information on the web sites referred to (www.motorsportuk.org www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti-Doping Rules which have been adopted by the ASN.

   ‘Further if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor UK (Anti-Doping Rules in Chapter 6) I hereby confirm that I give such consent for the minor concerned to be so tested.’

6. Competitors must respect that the ASN has the right to require alcohol and illicit drugs testing on any Person howsoever connected with any Entry operating within an ASN Permitted Event and shall at all times cooperate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping.

7. Every Competitor shall sign the following declaration:

   ‘I hereby agree to abide by the ASN Safeguarding Policy and Guidelines and the Code of Conduct.’

8. An Entry may be submitted by an agent on behalf of the Entrant but in that case the Entrant shall himself
sign and submit an Entry form as soon as possible and in any case before the commencement of the Competition.

9. In the case of Events restricted to holders of Competition Licences issued by the ASN or Events listed on the FIA Calendar for National Events with Authorised Foreign Participation the indemnities specified above need not be printed on the Entry form but must be incorporated in the ‘signing-on’ documents.

10. For the purpose of completing an Entry form the Entrant’s signature may be either their signature in writing a facsimile of their signature where the Entry is made by facsimile or in the case of web based electronic submission of Entry (primarily by the use of an internet Entry form) the Organiser may accept that the Entry has been signed in accordance with App.5 to this Chapter if the Entrant has positively agreed to be bound by the Regulations.
CHAPTER 3 ORGANISERS

APPENDIX 5

Entries to Events

Organisers Obligations Regarding Programmes Cancellation of Events

General
1. An Organising Permit having been granted the Organisers may invite receive and accept Entries from eligible Competitors.
2. Every Entry form sent out by the Organisers shall be accompanied by a copy of the relevant Official Documents.
3. Every Entrant and Driver shall complete and sign an Entry form and submit it to the Organisers by the appropriate date together with the Entry Fee (if any).
4. An Entry form which is incomplete in any material particular may be accepted by the Organisers conditionally upon a completed Entry form being received by a specified date.
5. An Entry not accompanied by the Entry fee prescribed in the regulations shall be null and void.

Entry by electronic means
6. An Entry may be made by electronic means of communication provided it is received before the time laid down for the closing of Entries together with the Entry Fee (if any).

Contents of Entry Form
7. Entry forms shall contain the following:
   a. Title and date of the Event and identity of promotors/Organisers.
   b. A statement in accordance with App.10 to this Chapter.
   c. Spaces for the full true names and addresses of Entrant, Driver(s) and Passenger(s) and (if appropriate to the Event) the licence number of the Entrant Driver(s) and Passenger(s). Official Documents may permit the nomination of Drivers and Passengers to be deferred but no Driver or Passenger shall compete before having first signed the appropriate indemnity declaration(s) and/or undertaking(s) as required by App. 4 to this Chapter.
   d. The forms of indemnity declaration and undertaking as appropriate in accordance with App.4 and spaces for the appropriate signatures. N.B. If all Competitors in the Event hold ASN licences App.4 Art.9 applies.
   e. Any other information required by the Official Documents to be stated on the form (e.g. details of a Vehicle or details of the Competitor’s club).
   f. For all Events using the Public Highway the Entrant will also be required to supply the name and address of the Vehicle’s insurers.
   g. Space for the name and address of a relative or friend to be informed in the case of a serious accident.
   h. A statement that any indemnity and/or declaration as prescribed and which is signed by a person who has not reached his 18th birthday shall be countersigned by that person’s parent or guardian whose full names and address shall be given. An Entry may be made by other electronic means of communication and must
be made by the parent or guardian whose full names and address must be given.

**Acceptance of Entries**

8. If the number of Entries received exceeds the maximum number of Competitors laid down in the Official Documents those to be accepted shall be selected in the manner specified therein.

9. If no method is specified selection shall be at the discretion of the Organisers whose decision shall be final subject to any right of Appeal.

10. A representative of any sponsor or promoter of an Event Championship or Series may not take an active part in the organisation of the competitive or technical side of that Event if any Competitor in the Event is entered or sponsored by the individual or firm concerned.

**Nomination of Reserves**

11. Should any Competitor be rejected that person may be nominated as a reserve.

12. The number of reserves may not exceed 30% of the number of starters permitted.

**Acknowledgement of Entries**

13. Organisers shall acknowledge Entries within seven days of receipt and at the same time notify Entrants whether their Entry is accepted refused or a decision deferred.

**Multiple Entries of a Vehicle**

14. A Vehicle shall not be entered more than once in the same Competition unless two entries for the same Vehicle are permitted in the Official Documents.

15. In such a case the responsibility of the Entry shall be shared jointly by both Entrants and the Vehicle shall only compete once with the same Driver.

**Ineligible Entries**

16. It is strongly recommended that no Organiser shall accept an Entry from any Competitor who is closely related to, employed by or employs one of the Senior Officials of the Event.

**Entry containing a false or incorrect statement**

17. An Entry which contains a false or incorrect statement shall be null and void and the Entrant may be deemed guilty of a breach of the NCR and the Entry fee may be forfeited.

**Closing of Entries**

18. The date specified in the Official Documents for the closing of Entries shall be in the case of International Events not less than seven days before the date of the Event. For all other Events it shall not be less than three days before the date of the Event.

19. Exceptionally for Clubmans Events specified in App. 8 Art.9 of this Chapter and for Clubman Rallies, Trials, Autotests, Kart or Cross Country Events the Official Documents may permit entries to be accepted up to one hour before the Competition starts.
Entry

20. An Entry made and accepted in accordance with the NCR and any relevant Official Documents is a contract between a Competitor and the Organisers by which the Competitor agrees to take part in the Competition for which they have Entered unless prevented by force majeure and the Organisers agree to comply with the conditions of Entry provided that the Competitor has made every effort to take part in the Competition.

21. A breach of this contract may be treated as a breach of the NCR.

Programmes and Content

22. If a programme is published it shall contain the following information as relevant:
   a. A statement in accordance with App. 10 Art.2 to this Chapter.
   b. A copy of the warning notice as detailed in App.3 Art.11.
   c. The name of the Organising Club.
   d. Place and date of the Event.
   e. A short description and the timetable of the proposed Event.
   f. The names of the Stewards of the Event (indicating any appointed by the ASN) and the Clerk of the Course and Event Secretary and Senior Officials.
   g. A detailed list of the prizes assigned to each Competition.
   h. Names of the Entrants and Drivers with their allocated numbers and the name of the invited Club of which the Competitor is a member.

23. It is recommended that provision is also made for a ‘sponsor’s’ name to be included.

24. The Organisers shall not include the name of a person from whom an Entry has not been accepted.

Postponement / Abandonment / Cancellation of an Event

25. An Event shall not be postponed or abandoned or cancelled unless provision for so doing is made in the Official Documents, or the Stewards of the Event have taken action in accordance with their authority.

26. In the event of cancellation or postponement for more than 24 hours Entry Fees must be returned in full unless the Official Documents have provided for a specified amount to be retained for administrative expenses.

27. Postponement shall be subject to approval by the ASN of the proposed new date.

Payment of Starting and Prize Money / Presentation of Awards

28. The distribution of prizes must not commence until half-an-hour has elapsed after the publication of the Provisional Results of a Competition.

29. The rewards offered in Events may be limited and will only be presented to any Competitor who has produced all the documentation necessary to prove eligibility for the Event.

30. No starting or appearance money shall be paid at Events below National Status.
CHAPTER 3 ORGANISERS

APPENDIX 6

Publication of Results

1. Detailed Provisional Results in writing must be made available for inspection by any Competitor as follows:
   a. Race and Speed Events – within two hours of the end of each Race or the conclusion of a Speed Competition or per c. and d. below where applicable.
   b. Non-Speed Events – within two hours of the last Vehicle finishing the Competition or per c. and d. below where applicable.
   c. Within seven days of the finish of the Competition by post to each Entrant at the address given on his Entry form or by electronic communication where the address is disclosed.
   d. Where through force of circumstances it proves impractical to produce the results within two hours of the finish then c. above will apply notwithstanding any statement to the contrary in Official Documents.

2. Once results are Final they may not be changed subject only to the powers held by the ASN or in the event of Judicial action resulting from an exceptional extension of Protest or Appeal time limits or the Results are affected by the outcome of a subsequent Right of Review procedure.

3. The date and time of issue of all Provisional and Final Results should be stated on them and they should be signed by the Clerk of the Course or their Deputy.

4. These results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course and / or Race Director and all technical matters and all outstanding Protests or Appeals have been settled unless otherwise directed by the ASN.

5. Within such period as the ASN may prescribe the following information must be sent to the ASN by the ASN Steward where appointed otherwise by the Organisers after the Event:
   a. A programme (if any) or list of starters including each starter's Competition Licence number (when appropriate) and a copy of any Official Instructions, Route Book(s), Route Card(s) and any other Official Documents (App.10 to this Chapter).
   b. A copy of the Results (provisional or final as the case may be).
   c. A résumé of all Judicial proceedings and any penalties imposed.
   d. A report of the Stewards of the Event (this report is not essential if an ASN Steward has been appointed and need only be as brief as is applicable). If hearing an Appeal delays finalisation of Results then a final Steward's Report and a copy of the results must be submitted to the ASN when the Stewards have announced their Decision.
   e. A schedule of all Fees and Fines payable to the ASN.
   f. If appropriate details required by Standard Condition 17 of the Motor Vehicles (Competitions and Trials) Regulations.
CHAPTER 3 ORGANISERS

APPENDIX 7

Certificates of Exemption

1. Clubs organising Events of the type specified below may be granted a Certificate of Exemption providing application is made to the ASN not less than four weeks prior to any announcement of the Event.

2. A Certificate of Exemption indicates that there is no right of Appeal to the ASN National Court and that provided the ASN has granted specific approval members of unrecognised Clubs or members of the public may participate but not officiate at such Events.

3. Any of the following Events which are run commercially for profit will be levied a facility fee in accordance with Chapter 1 App.2 at the discretion of the ASN.
   a. A Touring Assembly as defined in Chapter 1 App.1 and in which there is no individual timing except for the purpose of preventing Competitors travelling too fast or too slow.
   b. A Gymkhana held entirely on private ground.
   c. A Treasure Hunt run in accordance with Chapter 13.
   d. A procession for charitable or historic purposes.
   e. A Concours d’Elegance.
   f. A Road Safety Event run in accordance with Chapter 13.
   g. An approved Driver’s Training day or Special Demonstration for non-speed Events. A charge may be made by the ASN for such Events.
   h. A Cross Country Promotional Event in accordance with Chapter 20.
   i. An Economy Rally held in accordance with Chapter 13.

4. An Event complying with Art.3.b., c. or h. above and organised for Cross Country Vehicles may not be considered suitable for the normal insurance arrangements for this type of Event and will be charged a normal per capita insurance and Permit fee. Such Events must be clearly identified on application.

5. Following the Event copies of all published documents issued for the Event must be sent to the ASN.

6. The following special Events may qualify for a Certificate of Exemption and will be charged a facility fee in accordance with Chapter 1 App.2 at the discretion of the ASN:
   a. Rallysprints.
   b. Any other Event not provided for in the NCR which the ASN deem to be appropriate.
CHAPTER 3 ORGANISERS

APPENDIX 8

Grade of Events
1. The following Permit Grade definitions apply:
   a. Clubman
      Events confined to members of the organising club and not more than fifteen invited Clubs. Clubman Events may not form part of any Championship other than a Championship restricted to the Organising Club. Additional regulations applying to certain Clubman Events are detailed below.
   b. Interclub
      Events confined to registered members of the Organising Club of other invited Clubs Associations or Groups or (in certain special circumstances) persons having some other particular qualification which shall be agreed in advance by the ASN.
      i. Organising Clubs may invite:
         45 Clubs provided that the names of those Clubs are published in the Official Documents or any number of Registered Championships and 4 Regional Associations and/or Recognised Groups.
   c. National
      Events open to any holder of a valid Competition licence issued by or acceptable to the ASN
   d. International (Chapter 1 Art. 12).
      Events open to any holder of a valid International Competition licence issued by an ASN.

2. An Interclub or National Event (non-Race) may be a part of any number of Championships. All Competitors in those Championships where appropriate must be registered and produce evidence of Championship registration when requested. In all cases the Championship(s) must have been registered with or exempted by the ASN and that registration number must be shown in the Official Documents.

3. In an Interclub or Clubmans Event only registered members of such Clubs which have specifically been invited and are listed in the regulations for the Event shall be eligible to compete.

4. If a Club wishes to extend an invitation to all other Clubs in a Regional Association or Recognised Group it must first obtain that Association or Group’s authorisation.

5. Clubmans and Interclub and National Events may invite foreign participation subject to the Event being entered on the National Calendar.

Upgrading Requirements
6. A Club requiring an Event to be upgraded for the following year must apply to the ASN at least eight weeks before the Event so that an Observer may be appointed. A fee may be charged for their attendance.

7. In addition to satisfactory reports from the appointed ASN Stewards or Observers certain minimum requirements must have been attained before applications for upgrading or to British Championship status will be considered. These are detailed under the appropriate Regulations.

8. Additional requirements or changes of date may be specified by the ASN before acceptance.

Clubman Permits
9. **Clubman Permits** for the following types of **Event** must comply with Arts. 10 – 14 below.
   a. 12 Car Rallies.
   b. Navigational Scatters.
   c. Sporting Trials.
   d. Car Trials.
   e. AutoSOLO.
   f. Autotests.
   g. Production Car Autotests.
   h. Cross Country Trials (Untimed).
   i. Cross Country Tyro Trials.
   j. A Veteran Car Rally (or Run) (Chapter 13).
   k. Classic Reliability Trials.
   l. Navigation Rallies limited to 20 Vehicles not being part of a Championship other than that of a Regional Association.

10. Application must be made to the ASN not less than four weeks prior to the Event.

11. Applications to the ASN do not need to be accompanied by a copy of the **Official Documents** for the Event. **Official Documents** must however be prepared in accordance with the relevant parts of App. 10 to this Chapter and made available to all Competitors before the start of the Event and if requested to the ASN.

12. Events listed above at Art. 9.a. may form part of a Closed to Club Championship. Events listed above at Art. 9.b. to l. may form part of a Regional Association Championship or a Closed to Club Championship as defined in Chapter 4.

13. Unless there has been any incident involving loss or damage to persons or property in which case full details must be submitted to the ASN the only documentation required after the Event is the completed Permit form and the correct Fee.

14. **Clubs** may organise Events prescribed in Art. 9 above as “Taster Events” where provided the ASN has granted specific approval members of unrecognised clubs or members of the public may participate but not officiate and will be deemed to be a member of the Organising Club for the day on completion of an application form for an ASN RS Clubmans Competition Licence.
CHAPTER 3 ORGANISERS

APPENDIX 9

Calendars
1. To have an Event entered on the ASN Calendar a Club must:
   a. Apply before a date to be specified annually or
   b. If after this specified date must apply a minimum of two clear calendar months before the month in which the Event is proposed.
   c. If an already notified date is to be changed for any reason apply as b. above.
2. Applications made under Art.1.b. and c. above may be subject to a Fee detailed in Chapter 1 App.2 (except in the case of recently Registered Clubs) and will be advised by means of an official announcement and with the exception of Rallies requiring a CAO Authorisation may be subject to objection from Regional Associations or Clubs whose dates for a similar type of Event have already been listed. Such objection must be made within one month of the date of publication.
3. The Organisers of any Event inscribed on the ASN or Regional Association Calendar which is cancelled may be liable for a Fee as detailed in Chapter 1 App.2.
4. All International Events must be inscribed on the International Sporting Calendar as prescribed by the FIA. Separate fees are payable to the FIA in respect of inscription. Information as to the procedure can be obtained from the ASN.
5. All Competitions (including Training Events) must be run in accordance with these NCR unless specific exemption is given before a Permit is granted.
CHAPTER 3 ORGANISERS

APPENDIX 10

Official Documents

1. All Events are governed by the following Regulations and which have the status of Official Documents.
   a. The **NCR** of the **ASN**.
   b. The Sporting and Technical Regulations of any applicable Championship or Series and any Supplementary Regulations published prior to the acceptance of Entries by the Club organising the Event (‘the Organisers’). Any such Regulations not in conformity with the **NCR** shall be null and void subject to Chapter 1 Art.4.
   c. Any Official Instructions which may be issued in writing by the Organisers to Competitors to deal with particular points arising after the issue of Regulations at b. above but if and so far as such instructions are contrary to those Regulations (except as in Arts.4 - 5) or the **NCR** they shall be null and void.

These documents will be jointly referred to as The Regulations of the Event (The Regulations.)

Announcement to be made on all Official Documents

2. All Supplementary Regulations (SRs), Programmes and Entry Forms relating to any Event shall bear in a conspicuous manner the following announcement:
   ‘Held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.’

Contents of Event Supplementary Regulations

3. The Event SRs must contain the following information as relevant:
   a. The names of the Organising Club and the Promoters.
   b. The name date place and nature of the proposed Event(s).
   c. A statement in accordance with Art.2 above.
   d. The Permit Number and grade of Permit(s) issued by the **ASN**. In the case of dual Permit meetings details of what grade of Licence is required for each Event / Race.
   e. Details of Eligible Competitors.
   f. Details of any Championships incorporated in the Event.
   g. The dates times and places fixed for the official Scrutineering of Vehicles.
   h. The dates times and nature of starts with details of any handicapping.
   i. A brief description of the proposed Event(s) including length of the course and the categories of Vehicle eligible.
   j. The relative positions of the Vehicles at the start and how they are to be determined.
   k. Requirements for Practice.
   l. Particulars of the identification numbers and marks to be carried on Vehicles.
   m. Provisions in regard to Vehicles in the pits area.
   n. The facts to be judged by the Judges of Fact and Driving Standards Observers.
   o. If television coverage is expected Competitors must be advised that restrictions on advertising will
be imposed.
p. A detailed list of prizes allocated to each Event.
q. The maximum and minimum number of Competitors and how entries are to be selected for acceptance if in excess of the maximum.
r. Any provision to amalgamate classes.
s. The dates of opening and closing of entries and where they shall be sent.
t. The amount of the Entry fee and provisions for the refund of Entry fees.
u. Conditions in which Entries may be refused.
v. Any additional information required on Entry forms.
w. Whether the nomination of Drivers may be delayed and whether there is any provision to change nominated Drivers.
x. Provisions regarding postponement, abandonment or cancellation.
y. The names of the Stewards of the Event, the Clerk of the Course, Event Secretary, Chief Scrutineer and Chief Timekeeper.
z. When and where Provisional Results will be published.
aa. How the results will be determined and prizes awarded.
bb. A reminder of the Regulations concerning Protests and Appeals (Chapter 2).
c. In addition to any Parc Fermé required by these Regulations Organisers may at their discretion specify as many Parc Fermé as may be deemed by them to be necessary for the proper conduct of the Event.
d. All such other requirements and information as shall from time to time be specified in or pursuant to the NCR or the Permit Application Form or as may be necessary for the proper conduct of the Event.

Alteration of Supplementary Regulations

4. Subject to Chapter 1 Art.4 no alteration or addition may be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:
   a. The ASN and all Competitors already entered agree in writing to the alteration or
   b. The Stewards of the Event so decide for reasons of safety or Force Majeure or
   c. Subject to the agreement of the ASN amendments restricted to the safe and orderly conduct of the Event may be made by the Organiser until the beginning of the Event.
   d. Where a Championship Permit has been issued unless the ASN has exercised its authority under Chapter 1 Art. 4 the Championship Sporting and Technical Regulations may not be amended after publication unless ASN and all Competitors registered for the Championship agree in writing to the alteration. All amendments must be circulated to all Registered Competitors, Championship Stewards, Eligibility Scrutineer, Clubs organising Rounds of the Championship and to the ASN.

5. Championships exempt from registering with the ASN do not need to comply with Art.4 above.
CHAPTER 3 ORGANISERS

APPENDIX 11

RIGHTS OF ORGANISERS

1. The Organisers may at their discretion:
   
a. Delete part of the course or Event or ignore part of the records of the Event in the case of bona fide unforeseen circumstances.
   
b. Distribute the awards based on intermediate results if through bona fide unforeseen circumstances the Competition is stopped before its scheduled completion.
   
c. Offer additional awards.
   
d. Change the order in which Competitions are run at an Event which includes more than one Competition or Event with the prior consent of the Stewards of the Event.
   
e. Forbid the participation of or otherwise penalise any Driver or Vehicle appearing on examination to be ineligible for the Competition or a Class therein to which the Entry refers.
   
f. Offer before the start of the Competition the Entrant of any Driver or Vehicle liable to Disqualification under Art.1.e. above the option of transfer to an appropriate Class or Competition if such appropriate Class or Competition is scheduled at the Event. Such offer shall be without prejudice to the imposition of other penalties.
   
g. Disqualify any Vehicle or Competitor whose appearance condition or performance is not of a standard appropriate to the Event.
   
h. Check the eligibility of any Vehicle and / or Competitor before during or after the Competition provided that intention to do so after the Competition is notified to the Competitor concerned within half an hour of the publication of the Provisional Results. If necessary the Vehicle or components thereof may be sealed for subsequent inspection.
   
i. Require a Vehicle to be dismantled by the Entrant to check its eligibility or suitability as and when directed.
   
j. Require such components and / or samples as may be specified to be produced by the Entrant as and when directed.
   
k. Require the Entrant to defray any costs arising from the exercise of the rights given by Art.1.h. to j. above subject to any ruling as to costs made by the Clerk of the Course or the Stewards of the Event should the dismantling result from a Protest (Chapter 2)
   
l. Permit a change of Vehicle or Driver(s) from those nominated in the Official Programme of the Event on written application being made by the Entrant not less than half an hour before the start of Practice or Competition (where there is no Practice) and provided that:
      i. A change of only one or the other and not both is permitted unless all the Entrants and Drivers agree in writing to such a change of both and;
      ii. No change of Vehicle is permitted which would prevent the participation in the Event of a reserve Entry.
   
m. Exceptionally in Hill Climbs and Sprints such permission may be given after the conclusion of Practice but
before the start of competitive runs or in the case of **Circuit Racing** after **Qualifying Practice** but before the start of the **Race** and are to be started from the back of grid ahead of those with a 10 second delay subject to the **Vehicle** having completed 3 **Practice** laps.

n. **Disqualify at any time during an Event** any **Licence Holder** or other **Person** connected with the **Entrant** considered as possibly unfit by reason of health, consumption of alcohol or prohibited substances and with the exception of road sections of **Rallies** or **Trials** disqualify any **Competitor** found smoking whilst participating in the **Competition**.

o. **Disqualify any person convicted at Law of an offence committed during the Event** and report such person to the **ASN**.

p. **Reject any claim for expenses arising from the Event** incurred by any person either taking part in the Event or assisting a **Competitor**.

q. **Specify the way a tie shall be resolved should the provisions of the Regulations not produce a result**.

2. **Specify within any of the Regulations or other official communications relating to an Event or within Championship Regulations for an Event** the following:

   a. **The number and location of any Parc Fermé**.

   b. The instructions for the placement and retention of **Vehicles** in **Parc Fermé**.

   c. Specific conditions attaching to **Parc Fermé** and to the **Vehicles** placed therein including:

      i. **The carrying out of any works on the Vehicles in Parc Fermé**.

      ii. **The addition or removal or examination of any parts or fluids on or in the Vehicles**.

      iii. **The examination interrogation or downloading of any data retained or stored by or within any medium currently known or existing in the future**.

      iv. **The persons permitted to enter and / or to remain in Parc Fermé** and any conditions attaching to such persons.

      v. **The extent to which any Parc Fermé shall be a secure area**.

      vi. **If applicable the route to Parc Fermé**.
Chapter 4 Championships

App. 1  Officials that must be appointed in All Championships.
App. 2  Conditions applying to all Car and Truck Race, Kart Race and Speed Event Championships
App. 3  Car and Truck Race Championship Permits.
App. 4  Stage Rally Championship Permits.
App. 5  Speed Event Championship Permits.
App. 6  Kart Race Championship Permits.
2025 National Competition Rules

CHAPTER 4

CHAMPIONSHIPS

General

The following Appendices comprise this Chapter:

- **App. 1** Officials that must be appointed in All Championships.
- **App. 2** Conditions applying to all Car and Truck Race, Kart Race and Speed Event Championships
- **App. 3** Car and Truck Race Championship Permits.
- **App. 4** Stage Rally Championship Permits.
- **App. 5** Speed Event Championship Permits.
- **App. 6** Kart Race Championship Permits.

1. The Appendices to this Chapter comprise the Regulations applicable to the Application to the ASN for Championship Permits and Series Registrations.

2. A Championship is defined in Chapter 1 App.1 as:
   “an Event or Series of Events organised for the purpose of establishing the right to an individual or collective title. Such a Competition may also be referred to by other titles e.g. Challenge, Trophy or Cup”.
   Within the context of this Chapter and the NCR as a whole all are referred to as "Championship”.

3. A Series is defined in Chapter 1 App.1 as:
   “a Series of individual Events organised to a common set of Sporting and or Technical Regulations with no accumulative overall or Class winner(s) or title award”.

4. The ASN may designate as "Commercial" any Championship which it considers as being publicity oriented.

5. A Competitor shall not take time off school to participate in motor sport without the prior written approval of their school.

6. There are 4 grades of Championship as provided at Art. 20 below

7. The Conditions for the issue all Championship Permits other than Race, Kart and Speed are mandated in Chapters 3, 5 and 21.

8. A Championship or Series application must be submitted to the ASN by the Registered Club and or co-ordinating organisation on the prescribed ASN form and must be issued with a Championship Permit or Registration before entries are accepted. These entities shall be jointly or severally “Championship Organisers”.

9. A Permit and/or facility fee may be charged for such approval.

10. The ASN reserves the right to charge a Promoter’s Permit fee.

11. The organisation and control of a Championship or Series shall always rest with the relevant Permit holder subject to these Regulations.

12. Championships for Autotests, any form of un-timed Trial, Navigational Rallies, 12 Car Rallies, Scatters and
Internal Club Challenges (unspecified Events on unspecified dates) which are confined to bona fide members of the Organising Club are exempt from registering with the ASN. These Championships do not need to comply with Art. 19 below.

13. The right to a Championship or Series title resides with the body who originally registered that Championship or Series. Where a Championship or Series was originally proposed by a commercial body that body shall have the right to nominate or change the Organisers of that Championship or Series subject to the terms of their contract.

14. For the purposes of any dispute resolution the contract referred to at Art.13 above shall be disclosed to the ASN on demand but may be redacted as to the money value terms (if any) contained in it. It is a condition of any Championship Permit or Series Registration that parties in dispute as to the ownership of a Championship or Series (or Championship or Series title style name or get-up) shall first refer such dispute to Arbitration pursuant to Chapter 2 before seeking any other remedy.

15. The ASN alone shall be entitled to authorise the broadcasting, transmission, audio/visual recording and moving picture rights of any ASN Championship Event. Prior to any such Event the Organising Club will arrange for the consent of the landowner to be given in order that the ASN may authorise such broadcasting, transmission or audio/visual recordings to take place. For all Events held on the public forest estates managed by Natural Resources Wales Forestry and Land Scotland and Forestry England special arrangements exist with the ASN. Further details of these arrangements are available from the ASN.

16. To accrue points or any other form of recognition towards an award or title any team sponsor person or other entity must be in possession of a valid Entrant’s Licence.

17. The registration of a Championship or Series for a specific class of vehicle does not give the Organiser the right to prevent other Championships for that class of Vehicle (subject to the authority of the ASN).

18. Championship or Series Organisers may specify in their Official Documents procedures for the gathering of on-board data logging information.

19. Subject to the ASN rights at Chapter 1 Art.4 when a Championship Permit has been issued Championship Sporting and Technical Regulations may not be amended after publication unless the ASN and all Competitors registered for the Championship agree in writing to the alteration. Such amendments must be circulated to all Registered Competitors, Championship Stewards, Eligibility Scrutineer(s), Clubs Organising Rounds of the Championship and to the ASN.

Championship Grades

20. There are four grades of Championship recognised by the ASN. Relevant fees are contained within Chapter 1 App.2.
   A  British Championships approved by the ASN
   B  Principal Commercial Championships
   C  Sponsored (and/or Commercial) Championships
   D  Unsponsored (non-Commercial) Championships.
Junior Car Racing

21. Specific Regulations for Junior Car Racing are provided in Chapter 12.

International European British and National Championships

22. Championships bearing the title International, European, British, National or other titles which mean to convey the same impression are normally reserved for Championships promoted by or on behalf of the ASN. Organisations wishing to make application for such a Championship or to be associated with such a title must first seek separate approval from the ASN prior to application for a Permit. If at any time the ASN shall refuse or withdraw a Championship Permit then any prior approval under this Regulation to use such or any other title as referred to above shall immediately terminate.

23. Championships bearing the title British and including one or more qualifying rounds of International status Events where those rounds are also rounds of an FIA Championship must submit their calendars by 31st May in the preceding calendar year for approval by the ASN. Championships bearing the title British and comprising International Events not being rounds of an FIA Championship and/or national Events must submit their calendars by 31st August in the preceding calendar year for approval by the ASN.
CHAPTER 4 CHAMPIONSHIPS

APPENDIX 1

Championship Officials

1. The following Championship Officials must be nominated on the Championship Application Form by the Organisers and there may be no duplication of duties:
   i. A Championship Co-ordinator (except for Speed Events)
   ii. Championship Stewards (minimum three) and
   iii. an Eligibility Scrutineer

   a. Championships may also nominate a Championship Administrator (or similar title and function), Driving Standards Advisors or other persons having a role in the organisation of the Championship.
   b. None of the above may be Competitors in the Championship or prepare Vehicles for Competition in the Championship or be sponsors of Competitors in the Championship or be sponsors of Competitors in another legal person prepare Vehicles for Competitors in the Championship or be sponsors of Competitors in the Championship – see also Art.16 below.

2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with Chapter 2 subject to the rights of Appeal to the National Court there provided.

3. The Championship Co-ordinator is responsible for liaison with the Championship Stewards and between the Championship Organiser, the Event Organisers, Competitors and any Championship Officials and for the distribution of relevant information.

4. The Co-ordinator when present at Events must sign on and remain present at the Venue until the Event has concluded.

5. The Co-ordinator cannot impose any penalties or sanctions on a Competitor but may request the Stewards to hold a hearing into any alleged breach of Regulations.

6. The Co-ordinator does not have the power to make decisions on Sporting or Technical Regulations applicable to the Championship nor to issue Bulletins, Newsletters or Results without the approval of the Championship Organiser.

7. Other than the Clerk of the Course and the Championship Stewards no other person may exercise and Judicial powers or responsibilities within published Championship Regulations.

8. The Eligibility Scrutineer must be ASN licenced and specifically approved by the ASN and the ASN Technical Commission for this purpose.

9. Any Championship with a Class or Classes exclusively for Period Defined Vehicles as defined by these NCR must appoint a Historic Grade Eligibility Scrutineer.

10. The Eligibility Scrutineer must when present at Events sign on and remain at the Circuit until the Event has concluded.
11. Any eligibility checks on Vehicles must be carried out in full co-operation with the Club organising the Event.

12. Any eligibility decision of an Eligibility Scrutineer will not be a Judgement of Fact unless the decision is made in conjunction with a Technical Commissioner or the Chief Scrutineer of the Event.

13. The Clerk of the Course must be informed of the intention to carry out and the results of all eligibility checks.

14. Where Championships require the appointment of a Technical Commissioner to enforce eligibility standards written application must be made to the ASN. Justification is required and a charge will be made for this facility in addition to the Permit fee.

15. All expenses of a Technical Commissioner are the responsibility of the Championship Organiser and must be agreed in writing between the Technical Commissioner and the Championship Organiser.

16. A representative of any sponsor or promoter of an Event or Championship may not take an active part in the organisation of the competitive or technical side of that Event if any Competitor in the Event is entered or sponsored by the individual or sponsor or promoter concerned or if any competing Vehicle is prepared by such a person or connected entity.

17. To be eligible to be named a permanent Clerk of the Course for a Race Championship that Clerk must be the holder of a current Clerk of the Course National Licence as a minimum.
CHAPTER 4 CHAMPIONSHIPS

APPENDIX 2

Car and Truck Race, Kart Race and Speed Event Championship Permits

1. Written agreement must be held by the Championship Organisers from all Clubs organising a qualifying round and from the owners of Licensed Tracks to be used and shall be evidenced to the ASN on demand. Any retraction or variation of such agreement must be notified forthwith to the ASN.

2. The Sporting and Technical Regulations for all Championships must be produced to the standard format required by the ASN and must be submitted with the Championship application.

3. All applications for one-make Race Championship other than any Championship for Vehicles with Governmental Type Approval must include full and detailed chassis/bodywork drawings and specifications.

4. Advance publicity may only be issued prior to the granting of a Permit for a new Championship following the granting of outline approval and with ASN prior written approval of that publicity.

5. A Championship must at all times be referred to by its correct ASN approved or outline approved title and the Permit number must be included in all published Championship Regulations.

6. FIA approval may be required for Championship rounds going outside the UK (except for the Republic of Ireland) such approval is to be managed through the ASN.

7. The ASN reserves the right to impose conditions on the status dates and promotion of Championship and information must be supplied on the following before a Permit is issued:
   a. The proposed title
   b. The value of the awards, including bonuses
   c. The method of scoring
   d. The method of resolving ties
   e. The eligibility of Competitors and Vehicles
   f. The status dates promoting Clubs Tracks or Courses for the qualifying Rounds
   g. Whether or not the Championship has been run in the past
   h. The number of Competitors in the past.

8. All Championships approved by the ASN must comply with Permit and application requirements as detailed.

9. A copy of the approved Championship Permit and Regulations must be lodged with all Clubs organising qualifying Rounds.

10. An Organiser granted a Championship Permit takes responsibility for controlling all sporting, technical, financial and calendar matters and must provide and guarantee all prize money, awards and bonuses as stated on the application. Failure by an Organiser to comply with all Championship Regulations could render cancellation of the Championship and could affect future applications.

11. Championship Points may only be issued by the Championship Permit Holder.

12. Upon issue of a Championship Permit a set of Championship Regulations as issued to Competitors must be forwarded to the relevant sporting discipline Executive at the ASN. These Regulations must be signed and
dated by the **Championship Co-ordinator** and bear the wording, in red font “PUBLISHED COPY”.

13. The issue of a **Championship Permit** in addition to an **Event Permit** requires that the **Organising Club** any sponsors and all **Track** owners are covered for Third Party Legal Liability not exceeding £100 million for any one incident. This cover does not include Product Liability Risk.
CHAPTER 4 CHAMPIONSHIPS

APPENDIX 3

Car and Truck Race Championships

1. All Racing Championship Permit or Series Registration applications must be submitted by a recognised lead Club. No related discussion between the ASN and an applicant will be entered into without the express agreement of the lead Club. Subject to the authority of the ASN (Chapter 1 Art.4) only Clubs which have been Recognised by the ASN for more than two years are permitted to apply for a Championship Permit. The deadlines for Racing Championship applications are set out below.

2. 1st October: Date by which a Notice of Intent to run or continue to run a racing Championship in the following year must be registered with the ASN. For an existing Championship a list of the number of starters at each round held in the current year and the year previous to the year of application must also be submitted.

3. Except for a Winter Championship run to the same regulations as a current main Championship and which is required to submit its regulations a minimum of 6 weeks prior to the first round any Notice of Intent received after 1st October will only be considered by the Motor Racing Championship Control Panel in exceptional circumstances and will be subject to a late submission fee of 100% of the Championship Permit Fee. Any Notice of Intent received on or after 1st January of the following year may be refused at the entire discretion of the ASN.

4. Any major changes in a Championship must be notified to the ASN with the Notice of Intent.

5. The Motor Racing Championship Control Panel will be invited to discuss and may recommend to the ASN any Championship submitted and may delegate to a Working Group any unresolved queries. For the avoidance of doubt the ultimate decision to grant any Permit rests with the ASN.

6. 1st January (in the intended first year of the proposed Championship): Date by which formal application and final details for a Racing Championship must be submitted to the ASN. A surcharge of 50% of the relevant fee (a minimum of £100 or £50 for a Club Championship). No applications will be accepted after this date and outstanding incomplete applications will lapse.

7. Any new Championship or any fundamental change to an existing Championship (such as a new class or classes) conflicting with an existing registered Championship will need to demonstrate to the Motor Racing Championship Control Panel that inclusion of the Championship or any fundamental change to an existing Championship will not detrimentally affect the safe fair or orderly conduct of motor sport.

8. Any applicant dissatisfied with a decision of the Motor Racing Championship Control Panel shall be entitled to request a review of the decision to be undertaken by the Senior Chair of the National Court or in the event that person is not available then by an alternate Chair nominated by the Senior Chair and whose decision shall be final. Such a request must be made in accordance with Chapter 2 App.7 and must be received by the ASN within 14 days of written notification of the Control Panel decision together with the appropriate fee per Chapter 1 App.2.

9. In respect of all proposed new Race Championship applications a Notice of Intent must be submitted to the ASN in accordance with Arts.2 or 3 above. Any new Championship must have guaranteed support for a
minimum of three years (the Term).

10. If the Motor Racing Championship Control Panel agrees in principle with an application for a new Championship then the ASN will require a Commitment Guarantee Agreement to be executed and delivered in a form satisfactory to the ASN.

11. The Commitment Guarantee Agreement (Art. 10 above) must be executed by the Recognised Club proposing the new Championship and where applicable by the Commercial entity proposing the Championship through that Recognised Club in which case the Commitment Guarantee shall be joint and several.

12. The Commitment Guarantee Agreement will mandate that if the Recognised Club fails to seek a Championship Permit renewal by submission of a Notice of Intent and or making a Permit Application for the second and or third successive years then the Guarantor(s) must pay to the ASN the relevant sum specified in Chapter 1 App. 2 (the Default Sum).

13. The Default Sum shall be paid on demand in writing by the ASN accompanied by taxable invoice.

14. All issued and pending Championship Permits of the relevant Recognised Club shall be suspended until the Default Sum has been paid to the ASN or has been provided for to its satisfaction.

15. All Default Sums forfeit to the ASN shall be used for the provision of prizes or for training or donation to a Registered Charity nominated by the Board of the ASN.

16. Any Club whose Championship has either ceased to run or has failed to commence will be required to submit a complete new application if approval is sought in any subsequent years.

17. To maintain Championship status the minimum average number of starters during the current and previous year in a Grade A B C or D Championship should be 10. For Truck Racing and Junior Car Race Championships the average minimum number of starters should be 12.

18. For a Championship failing to meet the minimum numbers:
   i. in the previous year will be issued with a warning.
   ii. for a second consecutive year the Championship may lose its status including ability to use the term Championship but may run as a Series only with the approval of the ASN.

19. For the avoidance of doubt Art. 16 of this Appendix applies in the case of any Championship that is subject of Art. 18.ii.

20. The ASN in its discretion may agree a dispensation for a (single) Venue Specific Championship which does not meet the provisions of Art. 17 but this dispensation will be reviewed on an annual basis.

21. Any mixed discipline Championship in which more than three Events are Car Races will also be required to submit a Car Racing Championship Permit Application in addition to any other necessary applications

Points Scoring

22. Unless the particular Championship Regulations specify differently all Commercial Car Racing Championships must utilise the points system as detailed in Arts. 23 to 29 below. Alternative systems of points allocation that are approved must be clearly indicated in the particular Championship Regulations.

23. Championships without Classes: points will be awarded at
   20 – 15 – 12 – 10 – 8 – 6 – 4 – 3 – 2 – 1
An additional 2 points will be awarded to each Competitor achieving or equalling the race fastest lap where the race is timed.

24. **Championships with Classes**: points will be awarded in each class as follows:
   a. 4 or more eligible starters in the class: 1st – 4; 2nd – 3; 3rd – 2; 4th – 1.
   b. 3 eligible starters in the class: 1st – 3; 2nd – 2; 3rd – 1.
   c. 2 eligible starters in the class: 1st – 2; 2nd – 1.
   d. 1 eligible starter in the class: 1st – 1.
   e. One additional point will be awarded to each Competitor achieving or equalling the race fastest lap in each class where the race is timed.

25. In all cases Points must be awarded on the basis of the Final Results of each Event.

**Maximum Scores**

26. Unless the particular Championship regulations specify differently a Competitor’s final total of points that may count towards the Competitor’s position in the Championship will be calculated as follows:
   a. Where there are up to 10 rounds organised in the Championship a Competitor shall count the Results in the total number of Events run less one.
   b. Where there are between 11 and 15 rounds organised in the Championship a Competitor shall count the Results in the total number of Events run less two.
   c. Where there are over 15 rounds organised in the Championship a Competitor shall count the Results in the total number of Events run less three.
   d. Points scored by a driver in different classes within a Championship will be totalled separately towards the final placing. A change of Vehicle within a class will not affect a driver’s points total.

**Resolving Ties**

27. Unless the particular Championship Regulations specify differently ties will be resolved in the following order:
   a. By considering in the best scoring Events of the Competitors concerned the number of first places or class wins and or
   b. By considering the number of class or outright second places where there are no classes and so on in the best scoring Events and or
   c. By considering the placings in all Championship Events.

28. Competitors may be required to register for a Championship prior to the first Event in which they wish to gain points.

29. Competitors may be required to carry advertising as supplied to publicise the Championship in order to qualify for points and prize money.

30. Organisers retain the sole right to select or accept entries for any Event and neither the ASN or Championship Organisers can therefore be responsible for the refusal of an entry (Subject to the Competitor’s right of Appeal to the National Court provided in Chapter 2).
31. It is recommended that the following priorities be adopted when making selection from all entries received by the closing date:

First: **Point scorers in the Championship.**

Second: Registered **Competitors** who have taken part in previous rounds of the **Championship**.

Third: Registered **Competitors** competing for the first time in the **Championship**.
CHAPTER 4 CHAMPIONSHIPS

APPENDIX 4

Stage Rally Championships

1. Subject to the authority of the ASN (Chapter 1 Art.4) only Clubs or Associations which have been recognised by the ASN for more than two years are permitted to apply for Championship registration or a Championship Permit.

2. Once a Club or Association has registered a Championship or has been issued a Permit it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.

3. Proposals to alter any of the Sporting or Technical Regulations for a Championship after registration or the issue of a Permit must be notified to the ASN for approval before publicity and must comply with Chapter 3.

4. A copy of the Championship registration or Permit and a copy of the Championship Regulations must be lodged with all Clubs organising a qualifying round.

5. The Stage Rally Championship Control Panel reserves the right to classify any Championship as 'Commercial' and then a sliding scale of charges may apply.

6. Failure by any Club or Association to comply with all Championship Regulations may result in the cancellation of the Championship.

7. The deadlines for Stage Rally Championship applications are as follows:

   a. 1st September: Date by which International, National and Club Championships must give Notice of Intent to run or continue to run a Stage Rally Championship in the following year.
      i. For an existing Championship the number of starters at each round held in the current year of the Championship application must be submitted with the Notice of Intent.
      ii. Any major changes which may conflict with other Championships must be notified to the ASN with Notice of Intent.
      iii. Any Notice of Intent received after 1st September will only be considered by the Stage Rally Championship Control Panel in exceptional circumstances. Their decision will be final. The Stage Rally Championship Control Panel will discuss and may recommend outline consent for those applications submitted.

   b. 31st December: Date by which final details must be submitted. All Association Rally Championship applications must be submitted in detail.
APPENDIX 5

Speed Championships

1. All Speed Championship Permit applications must be submitted by a recognised lead Club. No related discussion between the ASN and any third party will be entered into without the agreement of the lead Club.

2. Subject to the authority of the ASN (Chapter 1 Art.4) only Clubs or Associations which have been recognised by the ASN for more than two years are permitted to apply for a Championship Permit.

3. Once a Club or Association has registered a Championship or has been granted a Permit it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.

4. Proposals to alter any of the Sporting or Technical Regulations for the Championship after registration or the issue of a Permit must be notified to the ASN for approval before publicity.

5. A copy of the Championship registration or Permit and a copy of the Championship Regulations must be lodged with all Clubs organising a Qualifying round.

6. Failure by a Club or Association to comply with all Championship Regulations may result in the cancellation of the Championship.

7. The deadline for submitting Speed Championship Applications to the ASN is 28th February or 6 weeks before the first round whichever is earlier.

8. A 100% Championship Permit Fee surcharge may be imposed against any Club which fails to submit a complete Championship application in accordance with Art.7 above.

9. Any new Championship or any fundamental change to an existing Championship (such as a new class or classes) conflicting with an existing registered Championship will need to demonstrate that granting of the Championship Permit (or any fundamental change to an existing Championship as the case may be) will not detrimentally affect the safe fair or orderly conduct of motor sport.

10. Any applicant dissatisfied with a decision of the ASN shall be entitled to request a review of the decision to be undertaken by the Senior Chair of the National Court or in the event that the Senior Chair is not available then a Chair nominated by the Senior Chair and whose decision shall be final. Such a request must be made in accordance with Chapter 2 App.7 and must be received by the ASN within 14 days of written notification of the decision to be reviewed together with the appropriate Fee. (Chapter 1 App.2).
CHAPTER 4 CHAMPIONSHIPS

APPENDIX 6

Kart Racing Championships

1. There will be four types of Short Circuit Non-Gearbox Championships:
   i. British & National Championships (Art. 12 -18 below)
   ii. Regional Championships (Art. 19 – 21 below)
   iii. Championships held within a standard Club Event (Art. 22 - 24 below)
   iv. Closed to Club Championships (Art. 25 – 26 below).

General

2. All Kart Race Championship Permit applications must be submitted by a recognised lead Club and no related discussion between n the ASN and any third party will be entered into without the agreement of the lead Club.

3. Subject to the authority of the ASN (Chapter 1 Art. 4) only Clubs or Associations which are recognised by the ASN for more than two years are permitted to apply for a Championship Permit and which may be granted at the sole discretion of the ASN.

4. Once a Club or Association has registered a Championship or has been granted a Permit it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.

5. Proposals to alter any of the Sporting or Technical Regulations for the Championship after registration or the issue of a Permit must be notified to the ASN for approval before publicity and must comply with Chapter 3.

6. A copy of the Championship Registration or Permit and a copy of the Championship Regulations must be lodged with all Clubs organising a qualifying round.

7. The Kart Championship Control Panel reserves the right to classify any Championship as 'Commercial' when a sliding scale of charges may apply.

8. Failure by a Club or Association to comply with all Championship Regulations may result in the cancellation of the Championship.

9. The deadlines for Kart Racing Championship Applications are as follows:
   a. 1st September: Date by which Notice of Intent to run or continue to run a Kart Championship in the following year should be registered with the ASN.
      i. Any major changes in a Championship must be notified to the ASN with the Notice of Intent.
      ii. For existing Championships a list of the number of starters at each round held in the year previous to the year of application must also be submitted.
      iii. For any new manufacturer backed Championship the Notice of Intent must also include evidence of guaranteed manufacturer support to the satisfaction of the ASN for a minimum of three years. Any other new Championship will ideally have run as a series of standalone races during the previous year so as to demonstrate Competitor support and justify Championship Status.
      iv. Any Notice of Intent received after 1st September will only be considered by the Kart Racing
Championship Control Panel in exceptional circumstances. Their decision as to whether to consider or not will be final.

v. The Kart Racing Championship Control Panel will discuss and may recommend outline consent for those Championships submitted and may delegate to a Working Group any unresolved queries.

b. 28th February or six weeks before the first round whichever is the sooner: Date by which formal application for a Kart Racing Championship previously notified must be submitted.

10. The average number of starters during the previous year in a Grade A or B Championship should be at least 15 and for a Grade C or D Championship should be at least 10.

11. A warning will be issued to a Championship which has been unable to meet the average number of starters as set out in Art.10. above during the previous year. If in the following year the average number of starters continues not to satisfy Art.10. above then the Championship may be refused.

British & National Kart Championships

12. To qualify as a British or National Kart Championship the Championship Class must be run in a minimum of three different Regions.

13. Only the designated Core Classes as defined in Chapter 18 will be permitted to be included in a National Championship.

14. Only the ASN may designate the British and National Championship promoter(s) as at its sole discretion it considers appropriate.

15. British and any National Championships will consist of a maximum of seven Events.

16. The ASN reserves the right to request pre-qualifiers as appropriate.

17. The current British or National Championship Class top 5 will automatically qualify but only for that specific class and subject to all other criteria being met.

18. Unless the ASN has given prior written authorisation the following regulations apply to Regional Kart Championships and Kart Championships held within a standard Club Event and Kart Club Championship.

Regional Kart Championship

19. To qualify as a Regional Kart Championship the Class must be run by a minimum of two Clubs and rounds must be held at a minimum of two and no more than five Clubs/Venues within that Region.

20. There must be no rounds outside the Region.

21. Unless the ASN has given prior written authorisation these Championship Events may only be held as part of a Club Event.

Kart Championships held within a Club Event

22. There are no restrictions to the number of rounds that may be held for these types of Championships provided that they are part of a Club Event.

23. The number of additional classes represented may not exceed 40% of the number of classes present at the Club Event.

24. The Event Organiser may require Championship drivers to fully integrate with the Club Event and they will
then compete alongside the Club Competitor. In this circumstance no separate races are to be run for classes already run by the host Club.

Kart Club Championship
25. Unless the ASN has given prior written authorisation rounds of a Kart Club Championship may not be held at more than one Venue.
26. There are no restrictions on the number of qualifying rounds for a Kart Club Championship.
Officials
Chapter 5 Officials

PART 1 LICENCED ROLES

App.1 Officials, Marshals and other Volunteers signing-on Undertaking
App.2 Officials Licencing criteria and requirements
App.3 Marshals Registration criteria and requirements
App.4 ASN Stewards including Championship Stewards
App.5 Clerk of the Course
App.6 Technical Commissioners and Scrutineers including Eligibility Scrutineers
App.7 Timekeepers and Handicappers
App.8 Driving Standards Observers (Race)
App.9 Radio Coordinators and Controllers
App.10 Rescue Crew and Rally Recovery Crew
App.11 Emergency and Medical Officials
App.12 Rally Safety Delegates
App.13 Safety Car Crew (Rally)
App.14 Liaison Officers
App.15 Club Safeguarding Officers
App.16 ASN Trainers
App.17 Officiel d'Honneur
App.18 Charts and Tables

PART 2 REGISTERED ROLES

App.1 Event Secretary
App.2 Event Stewards
App.3 Chief Marshals
App.4 Championship Coordinators
App.5 Officials Mentors and Assessors
App.6 Driving Standards Observers (non-Race)
2025 National Competition Rules

CHAPTER 5

OFFICIALS

General
1. All Events require Officials, Marshals and other Volunteers as provided by this Chapter and the specific discipline Chapters of the NCR or where applicable the Code.
2. This Chapter is separated into two Parts and the following Appendices:

PART 1 LICENCED ROLES

App.1 Officials, Marshals and other Volunteers signing-on Undertaking
App.2 Officials Licencing criteria and requirements
App.3 Marshals Registration criteria and requirements
App.4 ASN Stewards including Championship Stewards
App.5 Clerk of the Course
App.6 Technical Commissioners and Scrutineers including Eligibility Scrutineers
App.7 Timekeepers and Handicappers
App.8 Driving Standards Observers (Race)
App.9 Radio Coordinators and Controllers
App.10 Rescue Crew and Rally Recovery Crew
App.11 Emergency and Medical Officials
App.12 Rally Safety Delegates
App.13 Safety Car Crew (Rally)
App.14 Liaison Officers
App.15 Club Safeguarding Officers
App.16 ASN Trainers
App.17 Officiel d'Honneur
App.18 Charts and Tables

PART 2 REGISTERED ROLES

App.1 Event Secretary
App.2 Event Stewards
App.3 Chief Marshals
App.4 Championship Coordinators
App.5 Officials Mentors and Assessors
App.6 Driving Standards Observers (non-Race)
Acts Prejudicial to Motor Sport

3. A person signed on at or for an Event who does anything to bring motor sport into disrepute or commits an act prejudicial to the interest of the ASN or motor sport generally may face disciplinary action and an Official under investigation for such a matter may have any Licence suspended pending conclusion of the investigation or other action under these NCR.

4. The Race with Respect Code will apply to all Officials, Marshals and others who are involved in running a Motor Sport Event.

5. The ASN Code of Conduct applies to all Officials, Marshals and others who are involved in running a Motor Sport Event.

6. All Officials, Marshals and others who are involved in running a Motor Sport Event must sign on and identify themselves as being present in order to obtain Personal Accident Insurance cover. They must sign the undertaking provided at Part 1 App. 1 to this Chapter.

7. Except for Stewards of the Event the same person at any Event can undertake several of the duties detailed below provided they are qualified for each.

8. Stewards of the Event must not undertake any other duties.

9. Officials (other than Stewards) may appoint Deputies to whom any of their duties may be delegated (subject to these Regulations).

10. As a general principal all senior Officials should be at least 18 years of age.

11. At any Event there must be:
   a. A Clerk of the Course
   b. A Scrutineer
   c. Steward(s) and
   d. Timekeepers if appropriate.

12. The Stewards of the Event act in an honorary capacity but other Officials and Volunteers may be remunerated as specified in the Regulations.

13. The Organising Club is responsible for meeting all fees in respect of Officials nominated by the ASN who will invoice the Club or Organiser accordingly.

14. The ASN may nominate one or more Stewards or Observers to any Event.

15. All other Officials will be nominated by the Organisers to the requirements of the ASN who may require certain Officials to be licensed or otherwise registered as provided by these Regulations and always subject to the overriding authority of the ASN (Chapter 1 Art.4).

16. No individual may compete in an Event when nominated as an Official. This includes any person nominated as an Official in the Regulations or programme of an Event even though the individual named does not in fact carry out their official duties.

17. Registered Clubs must allow ASN Pass holders free and appropriate access to any ASN sanctioned Event.

18. The ASN Pass Holders are defined as current Directors and Executive Staff of the ASN.

19. All ASN Pass holders will make themselves known to the Event Secretary to 'sign on'.

20. Apart from their appointment as an Official of the Event an ASN Pass holder will not have any Official duty nor have the authority to intervene in the running of the Event.
21. The **ASN Pass** which is the property of the **ASN** will show the year of validity and identify the holder and is not transferrable.

**Judicial**

22. Chapter 2 covers all regulatory matters relating to the Judicial Process and Procedures. Whilst all those officiating / marshalling on an Event play their part in ensuring the sport is safe, fair and fun; the following roles play a significant part in ensuring the judicial process is managed according to the regulations:

   a. **Stewards** (Part 1 Appendix 4)
   b. **Clerk of the Course** (Part 1 Appendix 5)
   c. **Technical Officials** (Part 1 Appendix 6)
   d. **Judge of Fact** including Driving Standards Observers (Part 1 Appendix 8)
   e. **Event Secretary** (Part 2 Appendix 1)

23. All **Officials** and **Marshals** may contribute reports to the **Officials** of the **Event** that would be considered as part of the Judicial evidence to assist with the decision-making process.

**Stewards including Championship Stewards**

Part 1 App.4 to this Chapter applies

24. The **Steward**'s main duties are to see "fair play" and to ensure that the event is being run in a safe manner. They normally act as the second judicial body at an event and are responsible for hearing and adjudicating upon any appeal against a decision by the **Clerk of the Course** or other **Official**.

25. **Stewards** of an **Event** must not in any way be responsible for its organisation and must not have any executive duty in connection with the **Event** except in relation to any potential or actual fatal incident when the **Senior Steward** must assume control of the **Event** and notify the **ASN** immediately.

26. **Championship Stewards** (Chapter 4 App.1) shall be appointed by the **Organisers** of Championships and may only adjudicate on any disputes irregularities or appeals arising from the approved Championship Regulations and subject to rights of Appeal provided by Chapter 2.

**The Event Director**

27. The **Event** Director (Race Director or Rally Director etc) appointed at major International Events by the Organisers (or the **ASN**) is responsible for the overall planning of the **Event** and for maintaining the timetable (including non-sporting aspects) and for compliance with FIA and **ASN** prescriptions and protocol.

**The Clerk of the Course**

Part 1 App.5 to this Chapter applies

28. The **Clerk of the Course** has responsibility for the overall conduct and control of an **Event** in accordance with the Regulations, the Organisers’ Programme and Organising Permit.

29. The **Clerk**'s powers and responsibilities are set out at Part 1 App. 5 to this Chapter.

30. Subject only to the exceptions in Chapter 18 or International Events or as exceptionally authorised by the **ASN** where the **Code** applies to the **Event** the **Clerk of the Course** acts as the **Event** first Judicial body. The **Clerk** or the **Deputy Clerk** has the power to impose penalties in accordance with Chapter 2 App. 2 (excluding
the power of Suspension and or Exclusion).

Technical Commissioners and Scrutineers
Part 1 App. 6 to this Chapter applies
31. Technical Officials are licensed annually by the ASN and appointed to Events in accordance with Part 1 App.18 Chart 1.
32. Technical Commissioners are empowered to check the eligibility of Vehicles for compliance with any technical regulations and to undertake measurements or examinations as necessary.
33. Scrutineers are responsible for checking the mechanical state of competing Vehicles in terms of compliance with the regulations – ensuring fair play – and general safety.
34. Eligibility Scrutineers are appointed to certain Formulae for which Technical Commissioners have not been appointed.
35. Eligibility Scrutineers names must be published in the Official Documents and can be appointed by the Organisers in respect of Competition Classes for which Technical Commissioners have not been specified. All Championships must appoint an Eligibility Scrutineer.
36. Environmental Scrutineers (Part 1 App.9 to this Chapter applies) are appointed by Organisers (and occasionally the ASN) for all Rallies involving cars built after 1941 and for other Events using the public highway. At all other Events the Organiser and / or Chief Scrutineer may appoint an Environmental Scrutineer.

Timekeepers and Handicappers
Part 1 App.7 to this Chapter apply
37. The Timekeepers role is to record Competitors’ times and positions to determine Event Results.
38. Timekeepers and Handicappers must hold the relevant ASN licence (except for Interclub or Clubman non-speed Competitions when this requirement only applies if specifically imposed on the ASN Organising Permit).
39. Timekeepers are subdivided into groups according to their specialisation ability and experience (see Part 1 App.7).
40. Licensed Timekeepers are appointed to Events by the Organisers.
41. An ASN-Licensed Handicapper must be in attendance throughout any Event where Results depend on a handicap.

Driving Standards Observers
Part 1 App.8 to this Chapter applies
42. The Organisers or the ASN can appoint the ASN-licensed Driving Standards Observers to monitor driving standards at all grades of Race Events.

Radio Controllers and Radio Coordinators (Rally)
Part 1 App.9 to this Chapter applies
43. Radio Coordinators and Radio Controllers assist and or deliver through the administration and
44. **Radio Controllers** manage the planning and operation of the event radio and communications networks, ensuring that there is a free flow and constant exchange of information between the various motorsport Officials and particularly that any response to a safety-related incident is properly coordinated with the **Chief Medical Officer** and safety related personnel.

**Rescue Officials & Recovery Officials (Rally)**

Part 1 App.10 to this Chapter applies

45. **Rescue Officials** provide immediate medical and extrication facilities at the scene of an incident. They form part of the safety provision at an **Event** together with **Doctors** and **Paramedics**.

46. **Recovery Crew** recover stricken **Vehicles** and provide assistance with the stabilisation of **Vehicles** in order for **Rescue Crews** to carry out driver extrication. They also assist with the provision of basic life support in the event of a serious incident.

**Emergency and Medical Officials**

Part 1 App.11 to this Chapter applies

47. For specific requirements for units and equipment please refer to Chapter 11.

**Safety Delegates (Rally)**

Part 1 App.12 to this Chapter applies

48. The role of the **ASN Safety Delegate** is to assess the effectiveness of safety measures aimed at keeping the public, volunteers and competing crews safe. They support and provide advice to help in ensuring the safe planning and management of an event. Further information can be found in the **Stage Rally Safety Requirements**.

**Safety Crew Members (Rally)**

Part 1 App.13 to this Chapter applies

49. The primary function of the **Safety Cars** on an **Event** is to check the course for route and safety information providing this information to **Rally Control**. All **Safety Cars** whether **Spectator Safety**, **Intermediate Safety**, 000, 00 or **Sweeper Cars** will be referred to as **Safety Cars**.

**Liaison Officers**

Part 1 App.14 to this Chapter applies

50. The **ASN** has appointed **Liaison Officers** to cover the following areas of the sport:
   a. **Forestry Liaison**
   b. **Route Liaison**
   c. **Ministry of Defence**

Further information can be found in Part 1 Appendix 14.
**Club Safeguarding Officers**

*Part 1 App.15 to this Chapter applies*

51. The role of the **Club Safeguarding Officer (CSO)** is to act in a leadership capacity to support the development of a culture where abuse cannot occur by promoting best safeguarding practices and challenging poor behaviours. The **CSO** acts as the point of contact with the **ASN** for advice on safeguarding matters to various members of our community.

**ASN Trainers**

*Part 1 App.16 to this Chapter applies*

52. Trainers are responsible for the delivery of approved training material at training days. This training may be for **Marshals** or **Licensed Officials**.

**Officiel d'Honneur**

*Part 1 App.17 to this chapter applies*

53. **Officials** who have completed their active service to motor sport may be invited by the **ASN** to become an **Officiel d'Honneur**. This appointment provides entitlement to various privileges and their advice may be called upon to make optimum use of their wealth of experience.

**Marshals and other Event Officials**

*Part 1 App.3 and associated appendices apply to these roles*

54. The **Marshals Pathway** describes **Marshals** roles and defines the criteria required for each role.

55. The **Marshals Pathway** consists of four levels:
   a. Registered Marshals
   b. Grade 1 – Developing
   c. Grade 2 – Doing
   d. Grade 3 – Leading

56. The **Pathway** details can be found, along with the upgrade and maintenance criteria on the **ASN Website** and an overview can be found in *Part 1 Appendix 3*.

57. An adequate number of competent **Marshals** must be on duty throughout any **Event** and be allocated to locations and duties appropriate to their individual experience and training.
CHAPTER 5

PART 1

APPENDIX 1

Declaration and Undertakings
All Officials and Marshals who Volunteer at an Event must identify themselves by signing on in order to obtain Personal Accident Insurance cover. They must also sign the following undertaking:

'I agree to act in an official capacity at this Event and in consideration of this the Organising Club(s) have effected for my benefit a Personal Accident Insurance Policy for death or benefits as prescribed more specifically by the ASN.

I have been given an opportunity to read the ASN National Competition Rules and any the Official Documents for this Event and agree to be bound by them.

I declare that I am physically fit to carry out my duties and that I do not have any disabilities or mental health conditions that may affect my ability to carry out my duties. I declare that I have not consumed any substance with may affect my ability to carry out my duties. I will inform the Organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my duties.

I acknowledge that I understand the nature and type of Competition and that I may be exposed to the potential risk and dangers inherent in motor sport and I will undertake my duties with their associated risks with due and proper regard for my safety and that of others.

Further I understand that all persons having any connection with the promotion and / or organisation and / or conduct of the Event are insured against loss or injury caused through negligence.

I hereby agree to abide by all ASN Codes, Guidelines and Policies and where applicable those of FIA.'
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 2

Officials Licencing Criteria and Requirements

General
1. The duties and responsibilities of all Officials are detailed in Chapter 5.
2. It is expected that as representatives of the ASN Officials in particular will be suitably dressed for their role and be readily identifiable as ASN Officials.
3. The ASN Official Licence is the most appropriate means of identification and should be carried and if possible be visible at all times when acting in the capacity of an Official. Every person body or group of people holding an appointment of ASN whether as an Official or Council or Committee member be deemed to have and recognise that they have:
   a. Made themselves acquainted with these Regulations.
   b. Accepted without reserve the consequences resulting from these Regulations.
   c. Agreed they will not become concerned in any action in law against the ASN their Officials or any other persons or Board subject to these Regulations without the prior written consent of the ASN or as a result of their own personal injury or death.
4. An Official Licence granted by the ASN does not constitute a certificate of the competency of the holder.
5. Any Official whose role meets the definition of Regulated Activity is required to have a Suitability check completed. The suitability check certificate number and date of issue is a requirement for the issuing of the licence.

Ages
6. Applications for those under 18 years of age must be counter-signed by a Parent or Guardian. Proof of guardianship may be required.
7. As a general principle all senior Officials should be at least 18 years of age.
8. Certain Officials may be invited by the ASN to become an Officiel d’Honneur and will then be entitled to various privileges. Their advice may be called upon to make optimum use of their wealth of experience.

Period and Validity
9. Unless otherwise rendered invalid the period of validity of all Licences for the purposes of acquaintance and submission to these rules runs from the 1st January to the end of the calendar year shown on the Licence.
10. To be valid the Licence of an Official must be signed by the Official and must bear a passport type image being a current likeness of the holder.
11. The ASN Official Licence is issued bearing the holder’s name, Licence number, Licence grade(s) and image.
12. Stewards will be issued with an ASN Stewards Identification in addition to their ASN Officials Licence. The Identification shall bear the holder’s name Licence number and image.

Holder’s Indemnity and Undertakings
13. Once granted an ASN Official Licence / Registration the holder undertakes as follows:
   a. They will abide by the ASN Regulations and any amendments or additions which may be in force at any time that the Licence is used for the purpose of officiating at a motor sport Event.
   b. They acknowledge that anyone having any connection with the promotion and / or organisation and / or conduct of an Event is insured against loss or injury caused through their negligence.
   c. Whilst officiating at an Event they must be medically fit to do so and to carry out their required duties.
   d. They must not be under the influence of or consume alcohol or banned substances during the running of an Event.
   e. They may not compete in an Event for which they are nominated as an Official. This includes anybody nominated as an Official in the Official Documents or programme of an Event even though the individual named does not in fact carry out any Official duties.
14. All Officials, Marshals, Volunteers and members of the Media must be identifiable as required by the Official Documents.
15. They perform their duties at their own risk and must not put themselves at unnecessary risk beyond that required for the performance of their duties.
16. Officials, Marshals or Volunteers under the age of 18 must only be given duties that require them to be within an agreed location unless they are under the supervision of a responsible adult, Official, Marshal or other Volunteer.
17. Organisers must be in possession of the addresses, contact details and emergency contact details of all Officials, Marshals and Volunteers.
18. Any person under the age of 18 signing-on at an Event and where the Parent is not present must be accompanied by a Guardian.

Officials' Expenses
19. Officials must disclose fees earned from motor sports activities to HM Revenue and Customs and account for tax where necessary.

Licence and Registration Retention and Downgrading
20. Applicants may retain their Licences or Registrations if they meet the criteria set out in the NCR.
21. If an applicant for whatever reason does not qualify to retain their current Licence or Registration grade they will be automatically downgraded according to these NCR.
22. Upon renewal an applicant may voluntarily take out a Licence or Registration of a lesser grade than they are entitled to.

Licence and Registration Upgrading Procedure
23. Any applicant wishing to upgrade their Licence or Registration on renewal and who has met the upgrading criteria of the NCR must forward the completed relevant Renewal Form together with the appropriate qualification criteria and any required payment to the ASN.
24. Applicants wishing to upgrade a current Licence or Registration must forward to the ASN a written request together with the appropriate fee (if any) and the appropriate qualification criteria as detailed within the NCR.
The Officials Pathways

25. These exist to ensure the following roles have a consistent and standard framework for the development, maintenance, upgrade / downgrade of a new and existing Official. These frameworks are in place for the following – ASN Stewards, Clerks, Scrutineers, Timekeepers, Rescue Crew, Recovery Crew (Rally), Radio Controllers and Coordinators (Rally). The specific Pathways and their associated requirements are included in the relevant appendix. Other Licenced roles have their own application and maintenance programmes.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 3

Registered Marshals and other Event Officials
Marshals Registration Criteria and Requirements

General
1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.
2. It is expected that as representatives of the ASN and Event, Marshals and Event Officials will be suitably dressed for their role and be readily identifiable as Marshals or Event Officials.
3. The ASN official Registration is the most appropriate means of identification and should be carried and if possible be visible at all times when acting in the capacity of a Marshal or Event Official. Every person, body or group of people appointed by the Club / Event or ASN whether as an Official or Council or Committee member is deemed to have and recognise that they have:
   a. Made themselves acquainted with these Regulations.
   b. Accepted without reserve the consequences resulting from these Regulations.
   c. Agreed they will not become concerned in any action in law against the ASN their Officials or any other persons or Board subject to these Regulations without the prior written consent of the ASN or as a result of their own personal injury or death.
4. An Official Licence or Registration granted by the ASN does not constitute a certificate of the competency of the holder.

Ages
5. Applications for Registration made by those under 18 years of age must be counter-signed by a Parent or Guardian. Proof of guardianship may be required.
6. As a general principle all senior Officials should be at least 18 years of age.
7. Certain Officials may be invited by the ASN to become an Officiel d'Honneur and will then be entitled to various privileges. Their advice may be called upon to make optimum use of their wealth of experience.
8. The Cadet Pathway is available on the ASN Website and provides further information.

Period and Validity
9. Unless otherwise rendered invalid the period of validity of all Licences and Registrations for the purposes of acquaintance and submission to these Regulations runs from the 1st January to the end of the calendar year shown on the Licence / Registration.
10. To be valid the Licence / Registration of an Official must be signed by the Official and must bear a passport type image being a current likeness of the holder.
11. The ASN Official Licence / Registration is issued bearing the holder’s name, registration number, grade(s), role(s) and image.

Holder’s Indemnity and Undertakings
12. Once granted an ASN Official Licence / Registration the holder undertakes as follows:
   a. They will abide by the ASN Regulations and any amendments or additions which may be in force at any time that the Licence / Registration is used for the purpose of officiating at a motor sport Event.
   b. They acknowledge that anyone having any connection with the promotion and/or organisation and/or conduct of an Event is insured against loss or injury caused through their negligence.
   c. Whilst officiating at an Event they must be medically fit to do so and to carry out their required duties.
   d. They must not be under the influence of or consume alcohol or banned substances during the running of an Event and in the interests of Safety consent to being tested or assessed accordingly.
   e. They may not compete in an Event for which they are nominated as an Official whether of the Event or of any Championship forming part of the Event. This includes anybody nominated as an Official in the Official Documents or programme of an Event or of any Championship forming part of an Event even though the individual named does not in fact carry out any Official duties.

13. All Officials, Marshals, Volunteers and members of the Media must be identifiable as required by the Official Documents and these Regulations.

14. Officials, Marshals and Volunteers perform their duties at their own risk and must not put themselves at unnecessary risk beyond that required for the performance of their duties.

15. Officials, Marshals or Volunteers under the age of 18 must only be given duties that require them to be within an agreed area unless they are under the supervision of a responsible adult, Official, Marshal or other Volunteer.

16. Organisers must be in possession of the addresses, contact details and emergency contact details of all Officials, Marshals and Volunteers.

17. Any person under the age of 18 signing-on at an Event and where the Parent is not present must be accompanied by a Guardian.

Licence and Registration Retention and Downgrading and Removal

18. Applicants may retain their Licences or Registrations if they meet the criteria set out in the NCR.

19. If an applicant for whatever reason does not qualify to retain their current Licence or Registration grade they may be downgraded.

20. Upon renewal an applicant may voluntarily take out a Licence or Registration of a lesser grade than they are entitled to.

21. All Licences and Registrations are the property of the ASN and shall be surrendered to the ASN on demand.

22. Any Licence or Registration may be suspended or withdrawn temporarily or permanently by the ASN but the reasons shall be stated.

Licence and Registration Upgrading Procedure

23. Any applicant wishing to upgrade their Licence or Registration and who has met the upgrading requirements of the NCR must forward the completed relevant Renewal Form together with the appropriate documentation.

The Marshals Pathways

24. These pathways exist to ensure that there is a consistent and standard framework for the development,
maintenance and upgrade / downgrade of new and existing Marshals. The specific Pathways and their associated requirements are available from the ASN.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 4

Stewards

Training is provided for at Art.27 - 31 of this Appendix

General

1. High level summaries of the duties and responsibilities of all Officials, Marshals and other Event Officials are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply.
3. Subject only to the exceptions in Chapter 18 (Kart Race) and in respect of International Events or as exceptionally authorised by the ASN the Stewards of the Event act as the second judicial body at any Event and are responsible for hearing and adjudicating upon any permissible Appeal (Chapter 2) against a decision by the Clerk of the Course or other Official. The Stewards have the power to impose penalties in accordance with Chapter 2 App.2.
4. Where the Event is governed by the International Sporting Code Stewards are the Event Judicial body subject to any penalty functions explicitly vested in the Clerk of the Course or a Race Director.
5. Event Stewards will be issued with an ASN Stewards Identification in addition to their ASN Officials Licence / Registration. The badge shall bear the holder’s name Licence number and image.

Responsibilities

6. Stewards are responsible for forwarding to the ASN Competitor undertakings to pay any Fines or Protest Fees whether obtained direct from the Competitor or via the Event Secretary.
7. Stewards should be thoroughly experienced in motor sport and of those appointed by an Organising Club at least one must be a person whose motor sporting activity is not confined to that Club alone and who is not an Official of that Club.
8. A Steward appointed by the ASN to an Event must have no executive duties in connection with the organisation of that Event and is responsible only to the ASN.
9. The ASN Steward’s duties commence upon appointment by the ASN.
10. In an Event comprising several Competitions there may be different Stewards for each Competition.
11. Each Stewards’ panel must comprise of three (and no more) Stewards one of whom may be ASN-appointed. If three are not available suitable people must be co-opted.
12. Where the ASN appoints a Steward of the Event that Steward will act as chair of the relevant panel of Stewards.
13. In the absence of an ASN-appointed Steward the Event Steward appointed by the Organiser will assume those duties.
14. Exceptionally at Clubman Road / Navigation Rallies and Clubman or Interclub, Trials, Cross Country or Autotest Events there may be a minimum of one Event Steward but always an odd number.
15. Copies of all Official Documents must be provided by the Organising Club for the use of Stewards as far as possible in advance of the Event.

16. The Stewards must satisfy themselves that the conditions of the Permit (and Track Licence if appropriate) are complied with and subject to Art.22 below have the power to withdraw a Permit in the Event of non-compliance.

17. Organisers should make available a suitable facility for the Stewards’ discussions and should arrange for a meeting with the Stewards prior to the start of an Event so that any issues may be discussed.

18. Stewards must initiate investigations into any incident or breach of Regulations they observe or is reported to them.

19. The Stewards have authority to act from the moment that documentation or Scrutineering commences until the deadline for any Appeals has expired or any Right of Review procedure has been completed by them.

20. Stewards may adjourn the hearing of any Appeals if required.

21. In cases where a Judicial Hearing must take place after an Event the Stewards may delegate their authority to the panel of Stewards at a subsequent Event or alternatively to a panel of Stewards assembled for this purpose and which shall be selected by the authority(ies) responsible for the selection of the original panel. Such delegation must be made in writing.

22. Stewards have authority to enforce compliance with the Regulations and to adjudicate on any Appeal arising during the Event. In particular they can:
   a. Modify the Supplementary Regulations in exceptional circumstances.
   b. Subject to Art. 23 of this Appendix in the case of Force Majeure or for safety reasons instruct the Clerk of the Course to postpone abandon or stop an Event or part of an Event (except as provided for in Chapter 12). Any such instruction must be formally recorded. Provided that an Event is run in more than one heat or part these powers may if thought fit be exercised in respect of one heat or part.
   c. Deal with any matter referred by the Clerk of the Course under the Clerk’s Powers and if the offence is considered sufficiently serious impose further penalties in accordance with Chapter 2.
   d. Alter the composition of or consolidate heats.
   e. Authorise a re-run in the case of dead-heats.
   f. Accept a correction made by a Judge of Fact.
   g. Inflict a Reprimand, Fine, Time or Position penalty, Disqualification or Suspension but not Exclusion pursuant to Chapter 2. Any such penalty and the points accruing if any must be recorded on the Steward’s Report Judicial Summary (Art.27.c of this Appendix).
   h. Decide that a penalty or other decision appealed against can be waived varied or a fresh penalty imposed.
   i. Amend the results of a Competition pursuant to Chapter 2.
   j. Order the removal from the Course and its precincts or inflict a penalty upon any Competitor or Driver who refuses to obey the order of a responsible Official.
   k. Approve any request from the Clerk of the Course to modify the position of the starting or finishing line or the course to ensure the reasonable safety of Drivers or spectators or to alter the programme if circumstances so require.
1. Order in writing on behalf of the **ASN** the impounding or sealing of a **Vehicle** or equipment for as long as may be necessary for technical examination following an accident or upon suspicion of non-compliance with the **Technical Regulations**.

m. Sign the **Upgrade Cards** of short circuit **Kart Competitors** for **Events** where the **Clerk of the Course** retains responsibility for **Judicial** duties as may be required for upgrading a **Competition Licence**. The following conditions will need to be met before a signature may be given on **Kart Upgrade Cards**:
   i. A **Competitor** must perform satisfactorily throughout the **Event** at competitive speeds and must not receive any adverse reports regarding driving. **Competitors** may not necessarily have completed the Final on the day.
   ii. Not more than one signature per **Event**
   iii. **Kart Endurance Events** do not qualify for upgrading signatures
   iv. **Tyro Kart Events** do not qualify for upgrading signatures.

n. In cases of **Force Majeure** authorise a suitable **Official** who does not hold the correct licence to take over the duties of an absent **Official**.

o. Sign the **Clerk of the Course Upgrade Card** as may be required to certify requalification or for upgrading their **Officials Licence**. The conditions to be met are detailed in **Part 1 Appendix 2 to this Chapter**.

23. The **Stewards of the Event** have another major function to prevent unnecessary danger and the **ASN Steward** has overriding authority in matters of safety save where the **ASN** has appointed a **Safety Delegate** in which case the **Safety Delegate** shall have overriding authority in matters of safety.

24. The **Stewards of the Event** should always try and act as a body unless there are overriding considerations of urgency.

25. Any **Steward** who is forced to take individual action should inform the other **Stewards** and the **Clerk of the Course** as soon as possible.

26. No **Steward** should commit any act or give any order in the organisation of an **Event** except as required to execute the **Steward's** role or in the **Event** of a potentially or actual fatal incident when the **Senior Steward** must assume control and notify the **ASN** immediately.

**Stewards Report**

27. As soon as possible after an **Event** the **ASN Steward** with assistance from the **Event Secretary / Clerk of the Course** must send a **Stewards of the Event Report** to the **ASN** giving particulars of:
   a. **Incidents** involving injury or damage to property including medical statistics
   b. **Protests/Appeals** lodged and action taken.
   c. Penalties imposed and any recommendations in such cases and a synopsis of the evidence giving rise to the **Judicial Decisions**.
   d. General comments on the organisation of the **Event** and the exercise of their duties.
   e. Any other relevant observations as to the conduct of the **Event**.
   f. Any **Notices of Intention to Appeal** and undertakings to pay **Appeal Fees** received in accordance with **Chapter 2**.
   g. Such other reports and information as the **ASN** may in its absolute discretion require.
ASN Stewards Training

28. Training will include a modular training programme under the supervision of experienced ASN Stewards covering issues across a range of motor sport disciplines.

29. Upon satisfactory completion of the training programme and assessment in role appointment as an ASN Steward is made on a probationary basis for the ensuing year.

30. During the training period an experienced ASN Steward will be available to mentor the probationer at Events and provide appropriate feedback.

31. Subject to receipt of satisfactory reports by the ASN the probationer is then appointed to Events as an ASN Steward.

32. ASN Stewards are required to attend at least two out of three consecutive ASN Stewards training sessions for which they are eligible to maintain their status.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 5

Clerk of the Course

1. This Appendix is divided as follows:
   a. Responsibilities of a Clerk of the Course
   b. Powers
   c. Licensing and Upgrade requirements
      a. Race
      b. Sprint or Hill Climb
      c. Rallycross
      d. Stage Rally
      e. Cross-Country
      f. Kart

2. The ASN may require certain Clerks of the Course to be licensed.

Responsibilities of a Clerk of the Course

3. Except as provided by specific Discipline Regulations the Clerk’s duties commence at the opening date for receiving entries and in all cases conclude once the results have been finalised, any Protest time has expired, and all Protests and Appeals have been dealt with and any post-Event inspections of Vehicles or components have been completed and reported on or any Right of Review procedure has been completed by the Clerk.

4. The Clerk of the Course must be present throughout Practice and the Competition to carry out the specified duties.

5. The specific responsibilities of the Clerk of the Course are:
   a. Ensure that all Official Documents are complied with and that all necessary equipment is available.
   b. Keep order in conjunction with any Officials / Marshals appointed having special responsibility for public security.
   c. Ensure that all Officials / Marshals are provided with the information necessary to carry out their duties.
   d. Ensure the appropriate Officials / Marshals are at their posts and report accordingly to the Stewards of the Event before any Event commences.
   e. Ensure that the conditions of any Permit and Track Licence have been fulfilled before the start of Practice or Competition and report accordingly to the Stewards of the Event.
   f. Except in the case of Rallies and Classic Reliability Trials the Clerk (or Deputy) must inspect the course and its installations. Any proposals to vary the staffing or equipment levels must receive specific written approval from the Stewards of the Event before the Event can commence.
   g. To make arrangements with the Event Secretary to be satisfied and to satisfy the Stewards that all Drivers, Co-Drivers and Entrants are in possession of the appropriate Competition Licences / Medical
Certificates and Club Membership cards. Except as provided for in Part 2 App.1 Art.7 any Competitor who cannot produce the necessary documents to prove eligibility at an Event may not be allowed to start except with the agreement of the Stewards and on payment of the prescribed fee (Chapter 1 App.2). In such cases the Clerk of the Course must ensure that the Competitor indemnities required in Chapter 3 have been signed.

h. Arrange for Vehicles to be routed to the Scrutineering area or Parc Fermé (as appropriate).

i. Ensure that every Incident involving a competing Vehicle is reported to the Stewards of the Event and the Chief Scrutineer and that the Chief Medical Officer is informed if any Competitor is injured. The Competitor’s Medical Certificate / Licence must be returned to the ASN if the Event Chief Medical Officer considers it appropriate.

j. Ensure that any Vehicle which is to give a performance demonstration has been examined and approved by the Chief Scrutineer and that the Driver has ‘signed-on’.

k. Ensure that every Vehicle carries the proper identification marking in accordance with the Official Documents.

l. Ensure that the correct Driver is in each Vehicle and marshal the Vehicles as necessary.

m. Send the Vehicles to the Start Line in the right order and personally start all races or delegate this responsibility to a competent Official.

n. Advise the Stewards of the Event any proposal to modify the programme.

o. Collect all relevant reports together with any other official information affecting the Results.

p. Prepare or arrange for the Event Secretary to provide the information necessary to enable the Stewards of the Event to complete their report to the ASN.

q. Relieve from duty any Official or Marshal who the Medical Officer considers as possibly unfit by reason of health, consumption of alcohol or drugs.

r. Ensure that any Driver of a Parade or Safety Car during a Race (n.b. not including the Driver of any Vehicle controlling a formation lap) is a suitably experienced Circuit Driver who should have or had previously held an appropriate Competition Licence (Chapter 12 App.5) and in Stage Rally that one member of each Safety Car crew holds an appropriate ASN Licence.

s. Deal with any Protests from Competitors (Chapter 2).

t. Sign Competition Licence Upgrade Cards (except in respect of Short Circuit Kart Races where the Clerk of the Course retains responsibility for Judicial duties and when the ASN Steward must sign the upgrade). As a guide the following conditions will need to be met before a signature is given:

i. A Driver must perform satisfactorily at competitive speeds and must not receive any adverse reports regarding their driving

ii. In races up to 10 laps the driver must be classified as a finisher. In some cases particularly where a Race includes several classes of widely differing performances a driver need not complete the full distance of the Race

iii. In races over 10 laps the Driver must complete at least 10 laps

iv. There must be at least 10 starters

v. A high-speed Trial will qualify as a Race for the purposes of signing of Upgrade Cards

vi. Not more than two signatures (one per Race) per Driver may be given at any one car Race or Race
Venue Kart Event. Where authorised by the ASN a signature may be credited following a day marshalling.

vii. If a Clerk of the Course refuses to sign an Upgrade Card a Driver concerned may Appeal to the Stewards as provided for in Chapter 2.

viii. For Endurance Races where a driver has satisfactorily completed at least one hour of driving time they may receive two signatures.

u. Notify the landowner and the Local Environmental Health Officer of any injury requiring overnight hospitalisation incurred during the Event.

v. Stop a Race in accordance with Chapter 12.

w. Authorise the use of warning Signals when these are controlled from Event Control (Chapter 10).

x. Additional duties and responsibilities can be detailed in the Official Documents of an Event.

Powers

6. Subject only to exceptions authorised by the ASN the Clerk of the Course acts as the sport's first judicial body where the Event is governed by the NCR.

7. Where an Event is governed by the Code then the Clerk may have specific penalty powers as provided by the Official Documents and / or the Code.

8. Other than those breaches reserved exclusively for the National Court (Chapter 2 App.1) the Clerk, (or their Deputy except in very serious cases), has the power to impose penalties in accordance with Chapter 2 (excluding Suspension and Exclusion) and the following:

a. Disqualify from the Results of Practice or Competition or prohibit from competing any Competitor or Vehicle that has been reported unsafe or ineligible.

b. Penalise any Driver reported for not complying with Signals.

c. Penalise any Competitor reported for being in contravention of the NCR or the Official Documents.

d. Disqualifications can be enforced either by displaying a Black Signal during a Race or after interview at the end of the Competition or Practice.

e. Penalise a Competitor found guilty of breaching driving standards regulations. This does not preclude the Competitor also being reported to the Stewards of the Event for further penalties under Chapter 2.

f. Penalise any Competitor found guilty of abusive language or behaviour or physical assault or threat of physical assault. This does not preclude the Competitor also being reported to the Stewards of the Event for further penalties under Chapter 2.

g. Impose a time, place or lap penalty in accordance with Chapter 2. This regulation does not preclude such a Competitor being reported to the Stewards for further penalties.

h. Impose a Fine as detailed in Chapter 1 Appendix 2 on any Competitor who fails to attend or who reports late at a scheduled Drivers' briefing or on any Driver who has not raced at the Circuit before and who fails to report for a pre-Practice safety briefing.

9. All penalties imposed must be reported by the Clerk of the Course to the Stewards of the Event together with copies of the written Decisions provided and any supplementary information required by the ASN.

10. Undertakings for the payment of Fees obtained by a Clerk must be handed to the Stewards for onward transmission to the ASN.
Licencing and Upgrade

11. Applications for a new Clerk of the Course Licence must be accompanied by a nomination from a Club which organises Events within the appropriate discipline.

12. The ASN reserves the right to appoint candidates to any grade.

13. All licensed Clerks of the Course are required to attend at least two out of three consecutive training sessions as required by the ASN in order to maintain their grade(s).

14. In addition to the requirement of Art.13 above and for Race and Kart only to maintain an existing grade the applicant must have acted as Clerk of the Course or Deputy Clerk of the Course at three Events of that grade within 24 months. The period is as defined in the qualification period below.

Qualification Period

15. The twelve months qualification period will run from the 1 January to 31 December annually.

Regrading

16. Clerk of the Course Licences may be reviewed and regraded at the discretion of the ASN.

17. The review will take into consideration the applicant’s experience and record of active participation.

Upgrading

18. Applications for upgrading must be supported in writing by a Club which organises Events within the appropriate discipline.

19. Refer to the individual disciplines within this Appendix for the relevant upgrading criteria.

20. Once all supporting documentation has been received the ASN may arrange for applicants to be assessed in the performance of their duties. The applicant must provide a list of proposed Events when applying to the ASN for upgrade.

21. The ASN may require applicants to take part in either a written or oral examination before the upgrading of any Licence.

Clerk of the Course Licence Grades

22. Assistant: May only work as an Assistant Clerk of the Course.

23. Deputy: May act as Deputy / Assistant Clerk of the Course up to and including National status Events.

24. National: May act as Clerk of the Course up to and including National status or as Deputy / Assistant to a higher-grade Clerk of the Course at International Events.

25. International: Only an International Clerk of the Course may take charge of an International Event.

Officiating Capacity

26. For exceptions to the definitions as detailed below refer to the individual criteria within this section. (See App.16 Chart 3)

Definition of Deputy and Assistant Clerk of Course

27. Deputy Clerks of the Course may act on behalf of the Clerks of the Course in their temporary or permanent absence or unavailability.

28. Assistant Clerks of the Course assist the Clerks in the performance of their duties but may not act on their
29. All Assistant Clerks of the Course except for Cross Country or Stage Rallies or Sprints or Hill Climbs must be Licenced.

Race Clerk of the Course

30. In the case of all Race Events the Clerk of the Course must hold a Clerk of the Course Licence issued by the ASN and valid for the grade of Event.

31. There is no restriction on the maximum number of Clerks of the Course at any Race Event however one must be nominated as Senior Clerk of the Course responsible for the overall control of the Event.

32. Where a Championship / Series permanent Clerk of the Course is appointed then they must be the holder of a current Clerk of the Course National Licence as a minimum and they shall not be included in the above numbers.

33. The maximum number of Deputy / Assistant Clerks of the Course for any Race Event shall be two (except at International Events).

34. The following conditions will need to be met before the Clerk of the Course Licence can be endorsed and signed by the ASN Steward in respect of upgrading or retention.
   a. The Clerk of the Course must present their Officials Licence at the start of the day.
   b. The Licence must not have been pre-completed by the Clerk.

35. The Clerk of the Course must be on duty throughout the day if they are present only as a permanent Clerk of a Championship they will not be granted a signature. The Senior Clerk must provide a review to the Steward of the individual’s performance throughout the day which should include:
   1. What duties were performed and the quality of their performance.
   2. That the Clerk has presented satisfactory communication skills which did not exacerbate situations.
   3. That he/she has satisfactorily dealt with Judicial matters which may include Judicial hearings.
   4. The status of all the Race(s) clerked should be recorded i.e. not necessarily highest status of Event.

36. If the Clerk of the Course is the Senior Clerk for the Event then they must have remained on duty throughout the day and satisfactorily managed the running of the Event including liaising with Competitors and fellow Officials.

Officiating Capacity

37. This is as detailed above with the following exceptions:

38. International CoC: Only an International Clerk of the Course may take charge of a British Championship Race. An application for an International Clerk of the Course to take charge of an FIA Championship Race must be submitted by the Race organising Club and will be considered by the ASN on an individual and annual basis.

39. To be eligible to be named a permanent Clerk of the Course for a Race Championship registered with the ASN the Clerk must be the holder of a current Clerk of the Course National licence as a minimum.

Upgrading

40. Assistant to Deputy Race: An applicant wishing to upgrade to Deputy must satisfactorily complete the Clerk of the Course modular training programme.
41. **Deputy to National**: Applicants must have received signatures from an ASN Steward for acting satisfactorily as Deputy Clerk of the Course at 9 Club or National and must include at least three National Events over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two Venues. In addition they must have attended at least one ASN Clerk of the Course seminar during the upgrading period.

42. **National to International**: Applicants must have received signatures from an ASN Steward for acting satisfactorily as Deputy Clerk of the Course for the International element of six International Race Events over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of three Venues.

43. Applications for upgrading to International must be justified to ASN by a Race organising Club. Applicants must have National Clerk of the Course status with extensive experience and may be required to attend an Appointments Panel. Any International Licence once authorised will only be issued for the calendar year and on an appointment basis.

**Sprint or Hill Climb Clerk of the Course**

44. For Sprints or Hill Climbs the Clerk of the Course must hold a Licence issued by ASN and valid for the grade of Event.

45. At all National and higher status Events there should be at least one but not more than two licensed Deputy/Assistant Clerks of the Course in addition to the Clerk of the Course.

46. At all other Events it is recommended that there should be at least one but not more than two Deputy / Assistant Clerks of the Course in addition to the Clerk of the Course.

**Officiating Capacity**

47. **International**: Only an International Clerk of the Course can take charge of an FIA Championship Event. Their name must be submitted by the Race Organising Club and will be considered by ASN on an individual basis.

**Upgrading**

48. **Assistant to Deputy**: Applicants must follow the Clerk of the Course modular training programme.

49. **Deputy to National**:
   a. Applicants must have received signatures from an ASN Steward at a minimum of six Hill Climbs or Sprints at which they have officiated satisfactorily as Deputy Clerk of the Course.
   b. All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two Venues.
   c. Applicants must have attended at least one ASN Clerk of the Course seminar during the upgrading period.

50. **National to International**:
   a. Applications for upgrading to International must be justified to the ASN by an Organising Club.
   b. Applicants may be required to attend an Appointments Panel.
   c. Applications will only be accepted from National Clerks of the Course with extensive experience.
   d. Any International Licence once authorised will only be issued for the calendar year and on an
Rallycross Clerk of the Course

51. In the case of all Rallycross Events the Clerk of the Course must hold a Clerk of the Course Licence issued by ASN and valid for the grade of Event.

Officiating Capacity

52. As detailed above with the exception to the following:
   a. International: Only an International A grade Rallycross Clerk of the Course may take charge of the Rallycross Grand Prix. Applications for an International Rallycross Clerk of the Course to take charge at an FIA Rallycross Championship Event must be submitted by the Organising Club and will be considered by ASN on an individual basis. Any International Licence once authorised will only be issued for the calendar year in which it is authorised and on an appointment basis.

Upgrading

53. Assistant to Deputy:
   a. An applicant wishing to upgrade to Deputy must follow the Clerk of the Course modular training programme.

54. Deputy to National:
   a. Applicants must have received signatures from an ASN Steward at a minimum of three Rallycross Events at which they have officiated satisfactorily as Deputy Clerk of the Course and at least one of which must be a National Rallycross Event.
   b. All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two Venues.
   c. Applicants must have attended at least one ASN Clerk of the Course seminar during the upgrading period.

55. National to International:
   d. Applicants must have received signatures from an ASN Steward at a minimum of two National Rallycross Events at which they have officiated satisfactorily as Clerk of the Course and have acted as Deputy Clerk of the Course at two International Rallycross Events over a period of 36 months.
   e. An application for upgrading to International must be justified to the ASN by an Organising Club.
   f. Applicants may be required to attend an Appointments Panel.
   g. Any International Licence once authorised will only be issued for the calendar year in which it is authorised and on an appointment basis.

Stage Rally Clerk of the Course

56. All Special Stage Rally Clerks of the Course are expected to attend at least two out of three consecutive ASN Clerk of the Course seminars for which they are eligible.

57. The ASN may require applicants to take part in a written or oral examination before the upgrading of any Licence.

58. All names on the ASN Clerk of the Course list will be reviewed annually and may be re-graded.

2025 National Competition Rules Chapter 5 Appendix 5 Clerk of the Course
59. Only Clubs who organise Special Stage Rallies may submit a nomination for an Assistants Licence. An applicant’s previous motor sporting experience will be considered.

Officiating Capacity

60. As detailed above with the following exceptions:

61. National: May act as Clerk of the Course at Special Stage Rallies up to and including National status.

62. SVSR National: May only act as Clerk of the Course at Single Venue Stage Rallies up to and including National status.

63. International: May act as Clerk of the Course at all categories of Special Stage Rally.

Upgrading

64. Assistant to Deputy: An applicant must follow the Clerk of the Course modular training programme.

65. Deputy to National:

a. Applicants must produce signatures on their Licences from a Clerk of the Course showing that they have officiated as a Deputy Clerk of the Course at a minimum of one Multi-Venue Stage Rally Event within the preceding 12 months.

b. A holder of the restricted SVSR only National Stage Rally Clerk of the Course Licence may apply for the unrestricted Licence having satisfied the requirements of Art.64.a and d.

c. An applicant may request a restricted Single Venue Only National Stage Rally Clerk of the Course Licence having produced a signature showing that they have officiated as a Deputy Clerk of the Course at a minimum of one Single Venue Stage Rally within the preceding 12 months.

d. Applicants must also be nominated by their Club Committee and have attended at least one ASN Clerk of the Course training session during the upgrading period in addition to having followed Appendix 1 of the Clerk of the Course modular training program.

66. National to International:

a. An application for upgrading to International will only be considered from holders of the unrestricted National Stage Rally Clerk of the Course Licence and must be justified to ASN by an Organising Club.

b. Applications will only be accepted from National Clerks with extensive experience who may be required to appear before an Appointments Panel.

c. Any International Licence once authorised will only be issued for the calendar year in which is authorised and on an appointment basis.

Cross Country Clerk of the Course

67. The Clerk of the Course for a Competitive Safari Hill Rally or Baja of National status or above must hold a valid Clerk of the Course Licence issued by the ASN valid for that grade of Event.

Officiating Capacity

68. As detailed above with the following exceptions:

69. National: May act as Clerk of the Course at Competitive Safaris or Hill Rallies up to and including National.

70. International: May act as Clerk of the Course at all categories of Competitive Safari Hill Rally or Baja.
First time applications – Assistant

71. Only Clubs that organise Competitive Safaris and / or Hill Rallies may submit a nomination for an Assistant Licence. An applicant’s previous motor sporting experience will be considered.

72. Assistant to Deputy: An applicant must follow the Clerk of the Course modular training programme.

Upgrading

73. Deputy to National:
   a. Applicants must produce signatures on their Licences from a Clerk of the Course showing that they have officiated satisfactorily as an Deputy Clerk of the Course at a minimum of one Competitive Safari or Hill Rally Event within the preceding 12 months.
   b. Applicants must also be nominated by their Club Committee and must have attended at least one ASN Clerk of the Course seminar during upgrading period.

74. Upgrading to International:
   a. An application for upgrading to International must be justified to ASN by an Organising Club.
   b. Applications will only be accepted from National Clerks of the Course with extensive experience who may be required to appear before an Appointments Panel.
   c. Any International Licence once authorised will only be issued for the calendar year in which it is authorised and on an appointment basis.

Kart Clerk of the Course

75. In the case of all Kart Events the Clerk of the Course must hold a Clerk of the Course Licence issued by the ASN and valid for the grade of Event.

76. The maximum number of Clerks of the Course at any Kart Event shall be two. One Clerk of the Course must be nominated as Senior Clerk of the Course responsible for the overall control of the Event.

77. Where a Championship/Series permanent Clerk of the Course is appointed then they are not included in the above numbers.

78. The maximum number of Deputy/Assistant Clerks of the Course for any Kart Event shall be two (except at International Events).

Officiating Capacity

79. As detailed above with the exception to the following:

80. Endurance: May act as a Clerk of the Course at Kart Endurance Events only

81. International: An application for an International Clerk of the Course to take charge of a CIK-FIA Championship Race must be submitted by the Organising Club and will be considered by the ASN on an individual basis and will only be issued for the year in which it is authorised.

Upgrading

82. Assistant to Deputy: An applicant must follow the Clerk of the Course modular training programme.

83. Deputy to National:
   a. Applicants must have received signatures from an ASN Steward for acting satisfactorily as a Deputy Clerk of the Course at six Kart Events.
b. All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two Venues.

c. Applicants must have attended at least one ASN Clerk of the Course seminar during the upgrading period. The signatures must be obtained in not less than twelve and not more than thirty-six months.

84. National to International:
   a. Applicants must have been National Kart Clerks of the Course for a minimum of three years and have received signatures from an ASN Steward for acting satisfactorily as a Clerk of the Course at six National Kart Events and as Deputy Clerk of the Course at two International Kart Events.
   b. All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of three Venues.
   c. Applicants must have attended at least one ASN Clerk of the Course seminar during the upgrading period.
   d. An application for upgrading to International must be justified to ASN by an Organising Club and applicants may be required to attend an Appointments Panel.
   e. Any International Licence once authorised will only be issued for the calendar year in which it is authorised and on an appointment basis.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 6

Technical Commissioners, Technical Officials including Scrutineers, Eligibility and Environmental Scrutineers

Note: Training provisions are provided at Arts.46 - 64

General

1. The duties and responsibilities of all Officials are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.

Technical Commission

3. Codes of Practice are provided for both Technical Commissioners and Eligibility Scrutineers. Technical Commissioners and licensed Eligibility Scrutineers are considered members of the Technical Commission.
4. Members of the Technical Commission are empowered to check the eligibility of Vehicles for compliance with any Technical Regulations and to undertake any measurements or examinations required using approved equipment having a Certificate of Conformity and relevant process to traceable standard(s).
5. Provisions relating to Eligibility Scrutineers are at Arts.30 – 32 of this Appendix.

Technical Officials

6. Technical Officials are appointed by the Organisers and shall hold the relevant ASN Licence (except for Interclub or Clubman non-speed competitions where this requirement only applies if specifically imposed on the ASN Organising Permit). Annual Training is required herein.
7. All Special Stage Rallies must have an ASN licensed Scrutineer.
8. The Chief Scrutineer is responsible for the appointment and conditions of appointment of staff.
9. The Organising Club must provide all necessary information and is responsible for meeting all approved costs of the Officials and for providing adequate facilities for them to carry out their duties.
10. The Chief Scrutineer can engage and deploy other suitably experienced Assistants / Deputies but lay assistants cannot give final approval for the participation of any Vehicle.
11. Scrutineers are responsible for checking the mechanical state of Vehicles both in regard to compliance with all Regulations and in the interests of safety.
12. There must be a Chief Scrutineer present at all Events and not less than one Scrutineer for every 45 Vehicles entered for the Event.
13. All Scrutineers must report to the Chief Scrutineer at the start of an Event.
14. The Chief Scrutineer can be nominated by the ASN who may also appoint other Officials for specific duties in connection with Vehicle eligibility. In other instances the Organiser is responsible for appointing these Officials.
15. The time allowed for scrutiny shall be such that no more than 10 Vehicles per hour are required to be examined per Scrutineer.

2025 National Competition Rules Chapter 5 PART 1 Appendix 6 Technical Commissioners and Scrutineers including Eligibility Scrutineers
16. **Scrutineers** will signify acceptance of a **Vehicle** that has been examined by issuing a label showing details of the **Event**.

17. For **ASN Scrutineers** the label must bear the **ASN** logo.

18. The label must be attached to the **Vehicle** for the duration of the **Event**.

19. When a **Scrutineer** rejects a **Vehicle** the relevant details must be put in writing with a copy timed and signed by the **Competitor** retained by the **Scrutineer**.

20. **Technical Commissioners** and **Scrutineers** are permitted to instruct a **Competitor** to remedy any defect and to re-present the **Vehicle** for re-examination before proceeding in accordance with Art.19 above.

21. At all **Events** the **Chief Scrutineer** must supply a written report to the **Clerk of the Course** covering all **Vehicles** examined giving reasons for any rejections.

22. **ASN appointed Scrutineers** and **Technical Commissioners** must report any findings to the **Chief Scrutineer** and **Clerk of the Course** with a copy direct to the **ASN**.

23. **Scrutineers** shall:
   a. Make inspections at any time at the request of the **Organisers**, the **ASN**, the **Clerk of the Course**, **Chief Scrutineer** or **Technical Commissioner**.
   b. Use only such measuring instruments as may be specified by the **ASN**.
   c. Communicate official information only to the **Clerk of the Course**, the **Stewards of the Event** or the **ASN**.
   d. Prepare and sign the reports of their inspections and pass them to the **Clerk of the Course** and the **ASN** as appropriate.
   e. Attend two out of three annual **ASN Training Events** to maintain their appointment.

24. The **Chief Scrutineer** (and any **Deputy**) shall remain on duty throughout an **Event**.

25. Every **Scrutineer** responsible for approving a **Vehicle** shall remain on duty until that **Vehicle** has completed the **Competition** (including any post-**Competition Scrutineering** periods) or until released by the **Chief Scrutineer**.

26. The **Official Documents** for **Events** or **International Events** being run to Appendix J of the FIA's **International Sporting Code** will require the **Entrant** to have available a copy of the **Homologation Papers** appropriate to the type of **Vehicle** participating.

**Scrutineers Groups**

27. **Chief Scrutineers** can instruct **Trainee Scrutineers** to assist as part of their on-the-job training. **Scrutineers** are authorised to approve or reject **Vehicles** and can assist more senior grades at any **Event**.

28. **National Scrutineers** can take charge of **Scrutineering** at **Events** up to **National** status.

29. **International Scrutineers** can take charge of **Scrutineering** at any type of **Event** up to **International** status including FIA Championship **Events**.

**Eligibility Scrutineers**

30. Eligibility **Scrutineers** must be licensed **Scrutineers** and must always work in conjunction with the **Chief Scrutineer** or **Technical Commissioner** regarding **Judgements of Fact**.

31. If required to undertake measurements that require stripping of a **Vehicle** they must be licensed to do so. Measurements which can be performed without stripping may be undertaken by a licensed **Scrutineer**.
32. **Eligibility Scrutineers** appointed to International Rallies can carry out, or request to be carried out any stripping and dismantling that may be needed.

### Environmental Scrutineers

33. **Environmental Scrutineers’** main function is to check noise levels of all Vehicles (including **Safety Cars** where applicable and **Course Cars**) at **Scrutineering** and during the **Event** and report excessive levels to the **Clerk of the Course**.

34. To assist Owners and Organisers the ASN has set up an Auditing Inspectorate of Environmental Inspectors who are licensed to attend **Events** and carry out measurements in conformity with **Chapter 7**.

35. Environmental Scrutineers may bar Safety Cars where applicable and Course Cars from an Event.

36. Organisers shall liaise with the landowners as appropriate.

37. No Protest or Appeal can be made against the decision of an Environmental Scrutineer.

38. The name of the **Environmental Scrutineer** should either be given in the **Final Instructions** or posted on an **Official Notice Board** at signing-on before the start of **Scrutineering**.

39. Environmental Scrutineers must provide a full written report to the Clerk of the Course as soon as possible before publication of provisional results.

40. Details of any penalty applied by the Environmental Scrutineer must be included in the published results.

41. The **Official Documents** for the **Event** must carry a reminder that a sound test will be carried out.

42. The minimum requirements for **Sound Meter Standards** are as follows:
   a. Type 1 or 2 Instrument (to be calibrated regularly)
   b. International Standard IEC 651
   c. British Standard BS 5969
   d. Range 70–120 dB(A)
   e. Weighting ‘A’
   f. Time Constants Fast/Slow
   g. Maximum ‘Hold’ recommended
   h. Calibrators to comply with BSEN or IEC 60942 Class 2.

### Rally Specific Provisions

43. All Environmental Scrutineers have the authority to refuse a start or withhold **Time Cards** or route information where Competitors are considered to have made excessive noise but this must be reported to the Clerk of the Course.

44. Before the start of a Rally a Sound Test must be conducted in accordance with **Chapter 7** using either the 0.5m or 2.0m test as decided by the Environmental Scrutineer.

45. **Road Rallies** should use the 2.0m test wherever possible.

### Technical Officials

#### Qualification

46. The organisation chart at the end of this Appendix indicates the age experience and qualifications required.

47. The minimum time may be reduced dependent upon number of **Events** attended and the 2025 National Competition Rules Chapter 5 PART 1 Appendix 6 Technical Commissioners and Scrutineers including Eligibility Scrutineers
qualifications suitability and aptitude of the individual.

Training

48. ASN has established formal training schemes for those wishing to become Licensed Technical Officials (including Environmental Scrutineers).

49. Prospective trainees (who must be over 16) and Licensed Technical Officials wishing to become Eligibility Scrutineers should contact the Technical Department at ASN who will identify the most suitable contact to provide one-to-one training and instruction and make the arrangements for the following twelve months' training period.

50. It is a requirement that all Scrutineers attend two out of three annual Seminars to maintain their appointment.

51. All appointments are reviewed annually by the ASN.

52. The ASN may reduce the minimum requirements dependent upon the number of Events attended, qualifications, suitability, aptitude and geographical location.

53. If a Scrutineer does not undertake the duties associated with their grade or fails to maintain the required standard they may not necessarily be reappointed to the same grade the following year.

54. For Kart Scrutineers requiring signatures for Chief Scrutineer status signatures must be provided by the ASN Steward of the Event.

Upgrading and Maintenance

55. Candidates for Scrutineer grade will be appointed from Trainee Scrutineers. Candidates will be required to submit to the ASN with their application all completed training modules and a CV and letters of recommendation from Licensed Scrutineers including a Chief Scrutineer.

56. The outline requirements for further upgrading are shown in the Organisation Chart at the end of this Appendix; full details are available from the ASN.

57. At every stage of the upgrading process an important requirement will be the recommendations of at least two Scrutineers (one of whom must be a Chief Scrutineer) who will have been collecting data on attendances, performance, potential, commitment, preferences and suitability for the various categories.

Trainee Scrutineer to Scrutineer

58. Applications must be 18 or over and their application must include the following:
   a. Attendance at an annual ASN Technical Training Event.
   b. A letter of recommendation to upgrade from their mentor / trainer.
   c. Successful completion of training modules one and two.

Scrutineer to National Scrutineer

59. Applications for upgrading must be made in writing directly to the ASN Technical Department.

60. Applicants must have acted as Scrutineer at a minimum of twenty Events and held a full Scrutineer licence for a minimum of 24 months.
61. The relevant training module booklet must be completed.

62. Applicants must be assessed in person at two **Events** by two different **Assessor Scrutineers** appointed by the **ASN Technical Department**.

**International Scrutineer/Environmental Inspector/Technical Commissioner/Assessor Scrutineer**

63. These grades are by appointment of the **ASN Appointments Panel** only. Applications for these grades should be submitted in the first instance to the **Technical Department** at the **ASN**.

64. The total costs for the provision of **Technical Officials** at an **Event** are a matter for negotiation and prior agreement between the **Organising Club** and the **Chief Scrutineer** or **Official** in charge of the technical team. For guidance only the **Technical Advisory Panel** has recommended maximum daily expense and travel rates available from the **ASN Technical Department**.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 7

Timekeepers and Handicappers

General

1. The duties and responsibilities of all Officials are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.
3. Timekeepers and Handicappers are appointed and licensed annually by the ASN and are subject to an annual review of their ability, experience and record of active participation and their appointment can be revoked at any time.
4. They must have no connection with any trader or manufacturer who might benefit in any way from the result of any Competition at which they officiate.
5. Timekeepers can only officiate in accordance with their appointed grade and using the appropriate certified equipment and procedures relevant to a particular Event.
6. The Chief Timekeeper is responsible for the appointment and conditions of appointment of timekeeping staff and may employ other suitably experienced assistants.
7. The Organising Club must provide all necessary information and is responsible for meeting all approved costs of the Officials and for providing adequate facilities for them to carry out their duties.
8. The minimum permitted grade of Timekeeper in charge at any Event is given in Part 1 Appendix 18 Chart 5.

Handicapper

9. A Handicapper is a person licensed by the ASN responsible for the assessment of Handicaps to be applied to a Competition.
10. After entries have closed the Handicapper shall prepare the Handicaps in accordance with the Official Documents which must state if any Handicap is to be varied following a performance made in a previous Competition at the same Event.
11. In the case of a Handicap race where the Handicap is applied at the start the starter must be a Timekeeper.

Timekeepers

12. Timekeepers must be capable of meeting the requirements of their grade.
13. The ASN reserves the right to revoke an appointment at any time (Part 1 Appendix 18 Chart 5).
14. Initial application for appointment must be made on the Officials’ Licence Application Form available from the ASN accompanied where appropriate by a recommendation from the Club or Timekeeper for whom the applicant has carried out duties.

Newly appointed Timekeepers must commence at a Trainee grade however a higher-grade appointment may be given to suitably qualified applicants at the discretion of the ASN.
15. For persons with no previous experience or recommendation their application must be forwarded to the ASN who will arrange a training programme with a suitable mentor.

16. Each Trainee will be provided with a Timekeeper Training Log Book.

**Upgrading**

17. Subject to prior arrangement with the Chief Timekeeper of an Event new Timekeepers are encouraged to attend observe and assist at all types of Event with a view to eventual upgrading.

18. Specific upgrading requirements are available from the ASN.

19. Application for the grade of Rally Timekeeper must be made via the Regional Association of the Club requesting the appointment.

**Licence Grades Race**

20. International Race: may take charge at all Race Events.

21. National Race: may take charge of all Race Events up to and including National status.

22. Timekeeper Race: under the direction of the Chief Timekeeper may carry out the duties required to time the Competitors at Race Events.

**Kart**

23. International Kart: may take charge at all Kart Race Events

24. National Kart: may take charge at all Kart Race Events up to and including National status.

25. Timekeeper Kart: may take charge at all Kart Race Events up to and including Interclub status.

**Speed**

26. International Speed: may take charge at all Speed Events and World Record attempts.

27. National Speed: may take charge at all Speed Events up to and including National and National Record attempts.

28. Timekeeper Speed: may take charge at Clubman Speed Events.

**Rally**

29. International Rally: may take charge at all Rallies up to and including International.

30. National Rally: may take charge at all Rallies up to and including National status

31. Rally Timekeeper: may take charge at all Rallies up to and including Interclub status (Manual timing only).

**Assistant/Trainee**

32. Assistants shall be competent in at least one recognised Timekeeping function. Trainees are in training to become Timekeepers.

**Timekeeping Officials’ Expenses**

33. The total cost of the provision of Timekeeping services is a matter for agreement between the Organising Club and the Chief Timekeeper or Official in charge of the Timekeeping team.

**Duties of Timekeepers**

34. The principal duties of Timekeepers are to:
a. Report personally to the Chief Timekeeper at the start of an Event
b. Use appropriate certified equipment for the type and status of Event and for the authenticity of the Results produced.
c. Register appropriate times for the Competition and any other times required by the Clerk of the Course sign the timing reports and pass them to the Chief Timekeeper.
d. Send their original time records to the Clerk of the Course, the Stewards of the Event or the ASN if requested.
e. Communicate any times or results only to the Clerk of the Course, the Stewards of the Event or in accordance with their instructions.
f. Prepare and sign a report relating to timing and send it with all necessary supporting documents to the Clerk of the Course (or to the ASN in the case of a record attempt).
g. Act as Judge of Fact in respect of timing matters at Race and Speed Events.
35. If there is no appointed Chief Timekeeper at Kart Race Events the Chief Lap Scorer will be a Judge of Fact in respect of laps completed and finishing order.
   At Speed Events unless appointed as the Course Controller Timekeepers must NOT accept responsibility for ensuring the Course is clear so as to permit the next Competitor to start.
36. The Timekeeper shall notify the Course Controller when the Timekeeper is ready for the next Competitor.

Timing Requirements
37. Except as provided by specific NCR times recorded using manually operated equipment should be rounded to the nearest 0.1 of a second.
38. The accuracy of automatically operated equipment will be as classified.
39. Where times are not to be published speeds should be given to the nearest mile per hour and no minimum standard of equipment applies.
40. When calculating average speeds the result should be consistent with the accuracy of time and distance measured and must be rounded down at all times.

Standing Start Speed Events:
41. For Hill Climbs and Sprints timing shall be in accordance with the provisions of Chapters 14 and 15.
42. For Hill Climbs Sprints and Record attempts the Chief Timekeeper will arrange for an appointed Timekeeper to be positioned at the start line to ensure that each vehicle is correctly aligned before being permitted to start.
43. Where timing is actuated by a light beam only Vehicles fitted with a timing strut will have their times recorded (Chapter 14)
44. For Speed Events (except Drag Races) the light beams must be set parallel to and between 28cm and 43cm above the road surface. The light beam at the finish must be set at the same height as the start beam. Competitors must be positioned at the start so that the part of the Vehicle that will break the beam is 10cm behind it.
45. For Speed Events (except Drag Races) the Course Clear/Closed signal must be separated from any other Signal.
46. Should the Competitor react to the timing system too quickly and drive away from the starting line before the green “go” signal then a foul start has occurred and when no time will be recorded and the Competitor may be Disqualified (red light start).
47. The Course Closed Signal must be red and if it is a light must be fitted with at least two bulbs. The Course Clear
Signal must be green.

48. For Drag Racing two separate performances are monitored for each run, the elapsed time and the speed. On an elapsed time run the Vehicle first leaves the starting line connecting the beam which activates the electronic timer. As the Vehicle continues through the course the timer records the elapsed seconds and fractions of seconds until the Vehicle breaks the finish line beam and stops the timer. Top speed is determined by the Vehicle breaking one additional light beam at the Finish Line.

Alignment Lights

49. Where alignment lights are used they must be in a separate housing and can be of any colour except red or green. When Course conditions require a repeater of the Course Clear Signal can also be incorporated in this housing.

Autocross and Rallycross Events

50. The start timing should be synchronised with the starting Signal and not activated by a light beam.

Rallying Events

51. Where times are recorded to the minute a timepiece with an accuracy validated against GMT/BST Time is permitted (Chapter 13).

Timing Equipment

52. All timing equipment used at any ASN Permit Event must have a licence plate attached and proof of current certification must always be available (except for Interclub or Clubman non-Speed Event competitions when this requirement only applies if specifically detailed in the discipline Specific Regulations). Part 1 Appendix 18 Chart 2 identifies which Events require certified timing equipment.

53. For Stage Rallies the Chief Timekeeper must provide the ASN Steward (or send to the ASN within seven days) a standard report form listing the certificate numbers, serial numbers and names of the suppliers of the clocks being used.

54. Any Laser equipment must have ASN approval before use.

55. Adequate warnings must be displayed that a laser beam is being used and precautions taken to prevent any person looking directly into the beam.

Timing Equipment – Classification and Certification

56. It is mandatory for all timing equipment used to establish and publish times at ASN Permit Events to be of a type which has a current ASN Certificate of Approval for Use and to be tested and certified in accordance with Part 1 Appendix 18 Chart 6.

57. Detailed specifications for all classes of approved equipment are available from the ASN Technical Department or any member of the ASN Equipment Test Panel with whom new purchasers or builders of equipment are advised to make contact. Specifications detailing the use of laser equipment are available from the ASN Technical Office.

58. To obtain an ASN Certificate of Approval for Use and Certificate of Accuracy equipment must be submitted for test to any member of the ASN Test Panel in a complete form and as normally used including any remote
operating devices.

59. **ASN Certificates of Accuracy** will only be issued to custodians of equipment irrespective of ownership.

60. The **ASN Test Panel** for class E/A E E/B E/C F and R equipment is maintained by the **ASN Technical Office** and details of the current panel are available on request.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 8

Driving Standards Observers

Race (Chapter 12)

1. The Organisers or the ASN can appoint ASN-Licensed Driving Standards Observers to monitor driving standards at all grades of Race Events.

2. Any ASN-Licensed Race Clerk of the Course is automatically considered an ASN-Licensed Driving Standards Observer.

3. The names of the Driving Standards Observers should either be given in the Final Instructions or posted on the Official Notice Board not less than 30 minutes before the start of the first Practice session.

4. All Driving Standards Observers should provide a full written report on any adverse driving standards to the Clerk of the Course as soon as possible with copies made available to adjoining Observers’ posts as appropriate.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 9

Radio Coordinators and Radio Controllers
1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.

Radio Coordinators
3. The ASN appoints Radio Coordinators for assistance in the administration of the ASN Safety and Medical Frequency.
4. Radio Coordinators must hold lists of approved Radio Controllers within their respective groups.
5. Details of the radio procedure to be used for this frequency are available from the ASN.
6. Motor Clubs should consult where appropriate with these Coordinators over operational procedures and administrative matters.

Radio Controller

Probationary Qualification
7. Applicants must be 18 years of age and over, ASN registered Rally Marshals at a minimum of Grade 3 Rally (Sector/Senior Stage) Marshal level and have attended:
   a. For Single Venue grade: at least five Single Venue Rallies as a radio operator. or
   b. For Multi-Venue grade: at least 10 Rallies (of which a minimum of five must have been Multi-Venue Events) as a radio operator.

Training Period and Requirements
8. Applicants must:
   a. Liaise with the ASN Radio Co-ordinator regarding initial training requirements.
   b. Hold a Probationary Controller Licence.
   c. Collect signatures from active ASN-Licensed Radio Controllers and Event Clerks of the Course, as validation of undertaking the following duties (one set of signatures is required per Event):
      i. Sitting and observing in Event control during three Events.
      ii. Assisting in controlling three Events.
      iii. Being involved in the pre-Event organisation of three Events.
   d. Attend at least one out of three consecutive ASN Training Events to which they are invited.
   e. Complete all the required tasks referred to in the relevant Probationary ASN Controllers Log Book. This Modular Training Programme must be completed in not less than 12 months and not more than 36 months from date of appointment as Probationary.
Upgrading

9. For applicants upgrading to a Multi-Venue Radio Controllers Licence, Arts.8.c.i., ii. and iii. above must be completed at Multi-Venue Rallies.

Radio Controller Qualification

10. Applications may be received from Probationary Radio Controllers who have satisfied the requirements of Art.8 above.

11. Applications must be accompanied by a letter of endorsement from an ASN Radio Co-ordinator.

Maintenance Criteria

12. To maintain their grade Controllers must apply annually to re-Licence and provide evidence as below:
   a. Attend at least one out of three consecutive ASN Specialist Training Events to which they are invited and;
   b. Gain a minimum of three signatures from Clerks of the Course annually to verify continued activity as a Controller. Alternatively the ASN may in its discretion accept an ASN Radio Co-ordinator's signature to support re-licensing.

13. Failure to produce evidence of the maintenance criteria may result in a review of the grade issued.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 10

Rescue and Rally Recovery Officials

1. The duties and responsibilities of all Officials are detailed in Chapter 5.

2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.

Rescue and Recovery

3. Licence requirements:

<table>
<thead>
<tr>
<th>Discipline</th>
<th>Acceptance for Training</th>
<th>Trainee Period &amp; Requirements</th>
<th>Licence Acceptance</th>
<th>Maintenance of Licence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rescue</td>
<td>Race/Trackside/Stage Rally experience</td>
<td>Hold a Trainee Licence, complete modular training programme detailed on the training record card, with signatures</td>
<td>Attend Approved ASN Rescue Licence Assessment. Demonstrate to assessors full familiarity and competence in the operation of all equipment also identification and preparation of medical equipment</td>
<td>Attend and pass 3 yearly Assessments. Satisfy ASN registered assessor that training attendances as per Chapter 10 have been completed between assessments</td>
</tr>
<tr>
<td></td>
<td>Attend one approved Marshal training day including fire training and radio procedure training</td>
<td>Collect 10 signatures from an Instructor or Crew Chief for attendance at: 8 Race, Rally or Speed Events with at least 3 from each of two of these disciplines 2 Training Days all 10 within 2 years</td>
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<tr>
<td></td>
<td>Possession of a valid First Aid Certificate is recommended</td>
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<td></td>
<td>Gain endorsement of Crew Chief on existing Rescue Unit</td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>Minimum age 18</td>
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<td></td>
</tr>
<tr>
<td>Rally/Cross Country Recovery</td>
<td>Gain endorsement of Crew Chief on existing Recovery Unit</td>
<td>Hold a Trainee Licence Collect 6 signatures from Crew Chief or Rally Official and attend two approved recovery training days, all within 2 years</td>
<td>Attend Approved ASN Recovery Licence Assessment. Demonstrate to assessors full familiarity and competence in the operation of all equipment</td>
<td>Attend and pass 3 yearly Assessments. Satisfy ASN registered assessor that training attendances as per Chapter 10 have been completed between assessments</td>
</tr>
<tr>
<td></td>
<td>Attend one approved Rally Training day including radio procedure and fire training within two years of application</td>
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<td></td>
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<td></td>
<td>Minimum age 17</td>
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</tbody>
</table>
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 11

Emergency and Medical Officials

1. The duties and responsibilities of all Officials are detailed in Chapter 5.
2. The relevant general provisions of App.2 to this Chapter apply together with the specific obligations in this Appendix.

Medical Arrangements

3. All Doctors attending motor sport Events as Medical Officers must be in possession of a valid licence to practice members of a recognised medical defence organisation and covered by insurance for work outside of a hospital.
4. Foundation Year 1 and Foundation Year 2 doctors may not act as medical officers at an Event. Trainees beyond Foundation Year 2 must ensure that the Approved Practice Setting restriction has been removed from their licence by the GMC.
5. Doctors must be aware that they are expected to provide themselves with the equipment they see necessary for the proper performance of their duties.
6. It is recommended that Doctors should wear readily identifiable (preferably red) protective overalls or tabards. The backs should display the word Doctor.
7. Full details of equipment required and duties of Medical personnel are given in Chapter 10.
8. The Anti-Doping Control Official in conjunction with the Clerk of the Course and the Stewards may carry out spot checks on Competitors or Officials to ascertain whether they are using drugs or alcohol (Chapter 3).

Emergency and Medical Officials

9. For specific requirements for units and equipment please refer to Chapter 11.

Doctors

10. To be ASN licensed, applicants must be currently registered with the General Medical Council (GMC) and in possession of adequate valid malpractice insurance.
11. Anyone who ceases to be GMC-registered will be removed from the register.
12. All Doctors attending motor sport Events as medical officers must be in possession of a valid Licence to practice and be members of a recognised medical defence organisation and covered by insurance. These insurance requirements will normally be provided under the ASN Master Insurance Policies.
13. Doctors must ‘sign-on’ and where appropriate produce their ASN Doctor Registration card at any Event at which they are officiating. They are under the control of the Clerk of the Course at all times.

Eligible Paramedics
14. Eligible **Paramedics** may be used as detailed in the **Specific Regulations**.

15. A **Paramedic** (registered with the Health and Care Professions Council – HCPC) attending a motor sport meeting under a commercial contract between the **Event Organisers** and the **Paramedics** employers will be considered as being a **ASN** registered **Paramedic** for the duration of that specific **Event**.

16. To be **ASN** licensed, applicants must be currently in possession of a valid licence to practice and of adequate valid medical malpractice insurance.

17. Anyone who ceases to be in possession of a valid licence to practice will be removed from the register.

18. Professional Indemnity insurance is required by **Eligible Paramedics** and **Registered Nurses** in accordance with Art.22 below. These insurance requirements will normally be provided under the **ASN Master Insurance Policies**.

19. Paramedics must ‘sign-on’ and where appropriate (**Chapter 11**) produce their **ASN Paramedic Registration** card at any **Event** at which they are officiating

20. **Paramedics** are under the control of the **Clerk of the Course** at all times.

21. An **ASN** accident form must be completed for each incident treated.

**Professional Indemnity Insurance**

22. Professional indemnity insurance is required by the above. Within the range of **ASN**-arranged insurances medical malpractice insurance is now provided for volunteer Paramedics (registered with the Health and Care Professions Council) attending **ASN** authorised **Events**. This cover does not extend to any other category of medical personnel. It does not cover those **Paramedics** or medical assistants attending **ASN** authorised **Events** as a result of a commercial contract between their employers and the **Event Organisers** promoters or **Venue** owners or operators where the minimum level of required indemnification is £2,000,000 (Samaritan cover is not adequate). Please forward to **ASN** a copy of your insurance certificate in this instance on application.

23. **Registered Nurses** – A qualified nurse registered with the Nursing and Midwifery Council.

24. **Medical Assistants** – A person holding a Care Certificate or relevant NCFE CACHE Qualifications and at a Permitted Event working under the direct supervision of a qualified healthcare specialist such as Doctor or Paramedic or Registered Nurse.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 12

Safety Delegates

1. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.

2. The role of the ASN Safety Delegate is to assess the effectiveness of safety measures aimed at keeping the public, Volunteers and competing crews safe. The Safety Delegate is an experienced person provided as a check and balance on safety; they will provide support and advice to help in ensuring the safe planning and management of an Event.

3. The Safety Delegate role has four specific parts:
   1. Input into an Event at planning stage – Organisers should contact their Safety Delegate in the early stages of the Event planning process to agree input;
   2. Visiting each Stage usually on the day prior to the Event (with the Spectator Safety Officer, Event Safety Officer or other Senior Official) to confirm set-up plans and overview safety planning proposals;
   3. Travelling around the Special Stages during the Event - in a safety car to a schedule agreed with the Organiser (and may travel with the Spectator Safety Officer);
   4. Taking part in post-event debrief – including a written report to the ASN that will be made available to the Organiser of the Event. The Safety Delegate should provide the Organiser with a draft copy of this for comment prior to it being sent to the ASN.

4. The Safety Delegate also has specific regulatory powers. The Safety Delegate will exercise these powers if absolutely required on the Event. They will require a radio which has the capability to talk to both Rally Control and through Radio Control to the Stages. A poor report from the Safety Delegate would be expected to result in changes to the Event or potentially to a permit not being approved for that Event the following year.

5. Subject to Art.6 below, in the case of Force Majeure or for safety reasons the Safety Delegate may instruct the Clerk of the Course to postpone, abandon or stop an Event or part of an Event. Any such instruction must be formally recorded and must be copied to the ASN. Provided that an Event is run in more than one heat or part, these powers may, if thought fit, be exercised in respect of one heat or part.

6. The Stewards of an Event should so far as in their ability to do so prevent unnecessary danger and the ASN Steward has overriding authority in matters of safety save where the ASN has appointed a Safety Delegate, in which case the Safety Delegate shall have overriding authority in matters of safety.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 13

Safety Car Crew (Rally)
1. The duties and responsibilities of all Officials are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.

Role & Responsibilities
3. The primary function of the Safety Cars on an Event is to check the course for route and safety information and to provide this information to Rally Control.
4. All Safety Cars whether Spectator Safety, Intermediate Safety, 000, 00 or Sweeper Cars will be referred to as Safety Cars.
5. Further detailed responsibilities are contained within the Stage Rally Safety Requirements AND Annex I of that document.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 14

Liaison Officers

1. The duties and responsibilities of all Officials are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.
3. This Appendix covers:
   • Forestry Liaison Officers
   • Route Liaison Officers
   • Ministry of Defence Liaison Officers

Forestry Liaison Officers

4. The ASN has appointed Forestry Liaison Officers (FLOs) to each Forest District to provide a liaison between Organising Clubs, ASN and Natural Resources Wales, Forestry and Land Scotland and Forestry England or their nominated representatives ('the Forestry bodies').
5. The FLOs and the areas for which they are responsible are listed in Chapter 1 App.6.
6. The detailed Regulations regarding the arrangements for the authorisation of Events seeking use of the Enterprise’s land are available from the ASN.
7. Clubs who are seeking use MUST NOT make direct contact with the Forestry bodies but MUST channel their enquiries through the appropriate FLO who will give guidance as to likely availability and problems on the use of specific forests.

Route Liaison Officers

8. Integral with the ASN’s authorisation of motor Rallies under the relevant statutory legislation are responsibilities to consider the extent to which the holding of an Event might prejudicially affect the safety amenity and confidence of members of the public as well as mandatory liaison with a variety of Local Authorities.
9. The ASN is accountable to Government departments responsible for the enforcement of the Regulations and to the public who may be affected by the Event and who have the right to object directly to the ASN or to relevant Local Authorities.
10. For the above reasons the ASN appoints a Route Liaison Officer (RLO) to each of the relevant Local Authorities.
11. RLOs undertake duties on behalf of the ASN Competition Authorisation Office (CAO) and are Officials of the ASN for this purpose.
12. RLOs must act impartially with all Organisers.
13. The RLOs and the areas for which they are responsible are listed in Chapter 1 App.6.

MoD Liaison Officers
14. The ASN has appointed MoD Liaison Officers ('MLOs') to each Regional Association area to provide a liaison between Organising Clubs and the ASN and the MoD and its various departments.

15. The MLOs and the areas for which they responsible are listed on the ASN website.

16. The MLO will engage with the MoD and its agents as a single point of contact for Events in order to improve communication and to provide guidance and information to assist Clubs using MoD land.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 15

Club Safeguarding Officer
The Safeguarding Officer is the first point of contact for all safeguarding enquiries within your Club. This role helps to ensure that the welfare of all children, young people, and adults at risk is promoted in the Club’s activities. They should develop a positive culture that encourages both children and adults to share any concerns they have and be confident that they will be listened to. It is mandatory to have a Safeguarding Officer within your Club.

Responsibilities and Duties
It is the role of the safeguarding officer to promote the welfare of all Club members. This can include:

- Ensuring you are familiar with the ASN Safeguarding Policies, procedures, and guidance.
- Actively maintain and promote Club Safeguarding Policies.
- Ensuring that you (or a nominated other) are in attendance and / or contactable at all Events.
- Be the first point of contact for Club members if they have an issue or concern regarding someone’s welfare.
- Being aware of resources that can help support Club members.
- Undergo safeguarding training when requested by the ASN.

One of the main responsibilities of a Safeguarding Officer is managing incidents concerning the welfare of children and adults at risk. This can involve:

- Reporting safeguarding concerns to the ASN Safeguarding Team within 24 hours of becoming aware or notified.
- Maintaining accurate records of safeguarding incidents.
- Promoting and ensuring that confidentiality is maintained.
- Sharing information on a need-to-know basis.
- Liaising with statutory authorities as required / requested.

As a participating member of motorsport, they should uphold the values of the Race With Respect Code.

Skills and Qualities
A Safeguarding Officer should:

- Demonstrate good communication skills.
- Demonstrate a knowledge of equality and diversity issues.
- Actively display and encourage the behaviours expected in the Race with Respect Code of Conduct.
- Maintain a professional boundary with children, young people, and adults at risk.
- Be approachable and friendly.
- Have knowledge of safeguarding resources and legislation.
- Be willing to learn about safeguarding.
- Have ability to handle emotionally distressing matters and / or seek support if required.
- Have administration and systems (records) management skills.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 16

ASN Trainers
1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.

Trainers
3. Trainers are responsible for the delivery of approved training material at training events. This training may be for Volunteers and / or Officials.
4. They will liaise with the ASN on training matters and may design and deliver additional training materials based on the ASN Officials documentation.
5. They are responsible for collecting and collating feedback from participants and providing the collated Results to the ASN.
6. They will provide signatures and where appropriate comments on a Marshals Personal Record Card.
7. They may undertake the role of Training Coordinator if no other person is appointed to this role.
8. Responsible for organising training events for a Club or Regional Association.
9. They will take on budgetary and administrative responsibilities including but not limited to managing registrations, attendance records and issuing / collating feedback forms / comments
10. They will maintain training records for the purpose of upgrades and provide such information to the ASN when required.
CHAPTER 5 OFFICIALS

PART 1

APPENDIX 17

Officiel d'Honneur

1. ASN appointed Officials who have completed their active service to motor sport may be invited by the ASN to become an 'Officiel d'Honneur'.

2. Such an appointment by the ASN may entitle the person concerned to certain privileges and the ASN may call on their experience to provide advice.
### Chart 1

<table>
<thead>
<tr>
<th>Event Status</th>
<th>Race</th>
<th>Kart</th>
<th>Speed incl. Records</th>
<th>Stage Rally</th>
</tr>
</thead>
<tbody>
<tr>
<td>International</td>
<td><strong>International Race</strong></td>
<td><strong>International Kart</strong></td>
<td><strong>International Speed</strong></td>
<td><strong>International Rally</strong></td>
</tr>
<tr>
<td>National</td>
<td>National Race</td>
<td>Timekeeper</td>
<td>National Speed</td>
<td>National Rally</td>
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<td>Interclub</td>
<td>National Race</td>
<td>Timekeeper</td>
<td>National Speed</td>
<td>*National Rally</td>
</tr>
<tr>
<td>Clubman</td>
<td>National Race</td>
<td>Timekeeper</td>
<td>Timekeeper Speed</td>
<td>*National Rally</td>
</tr>
</tbody>
</table>

* Includes Timekeepers proposed by Regional Associations and approved by the ASN but only when manual timing is used. When automatic timing is used minimum grade is National Rally with Certificate of Competence from timing equipment manufacturer.

** Where an International Event has no National content, an International Timekeeper Licensed by an ASN may be appointed.

---

### Chart 2

**Requirement for Events to Have Certified Timing Equipment**

<table>
<thead>
<tr>
<th>MOTORSPORT DISCIPLINE</th>
<th>CLUBMAN</th>
<th>INTERCLUB</th>
<th>NATIONAL</th>
<th>INTERNATIONAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOTEST/SOLE</td>
<td>NO</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALL TRIALS</td>
<td>NO</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAVIGATION RALLY</td>
<td>NO (unless sections timed to less than one minute)</td>
<td>NO (unless sections timed to less than one minute)</td>
<td>NO (unless sections timed to less than one minute)</td>
<td></td>
</tr>
<tr>
<td>ROAD RALLY (incl. TARGA, HISTORIC &amp; ENDURANCE)</td>
<td>NO (unless sections timed to less than one minute)</td>
<td>NO (unless sections timed to less than one minute)</td>
<td>NO (unless sections timed to less than one minute)</td>
<td></td>
</tr>
<tr>
<td>SAFARI, TIME TRIAL, TEAM RECOVERIES, CHALLENGE EVENTS</td>
<td>NO (unless timed to less than one minute)</td>
<td>NO (unless timed to less than one minute)</td>
<td>NO (unless timed to less than one minute)</td>
<td>NO (unless timed to less than one minute)</td>
</tr>
<tr>
<td>HILL RALLIES</td>
<td>NO (unless timed to less than one minute)</td>
<td>NO (unless timed to less than one minute)</td>
<td>NO (unless timed to less than one minute)</td>
<td>NO (unless timed to less than one minute)</td>
</tr>
<tr>
<td>CLUBCROSS</td>
<td>NO</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUTOCROSS</td>
<td>NO</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HILL CLIMBS/SPRINTS</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>DRAG RACE</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>STAGE RALLY</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>KART RACE</td>
<td>YES (unless lap scoring only)</td>
<td>YES (unless lap scoring only)</td>
<td>YES (unless lap scoring only)</td>
<td>YES (unless lap scoring only)</td>
</tr>
<tr>
<td>CIRCUIT RACE</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
</tbody>
</table>
### Chart 3

**Chart of Minimum Acceptable Clerk of the Course Licence Required**

<table>
<thead>
<tr>
<th>Motorsport Discipline</th>
<th>Event Status</th>
<th>Event Status</th>
<th>Event Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safari Hill Rally</td>
<td>Clubman: N/A</td>
<td>Interclub: N/A</td>
<td>National: Cross Country National or International</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>International: Cross Country National or International</td>
</tr>
<tr>
<td>Hill Climb Sprints Drag</td>
<td>N/A</td>
<td>Speed: National or International</td>
<td>Speed: National or International</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ralllycross: National or International</td>
<td>Ralllycross: National or International</td>
</tr>
<tr>
<td>Ralllycross</td>
<td>N/A</td>
<td>Ralllycross: National or International</td>
<td>Ralllycross: National or International</td>
</tr>
<tr>
<td>Stage Rally (Multi-Venue)</td>
<td>N/A</td>
<td>Stage Rally: National or International</td>
<td>Stage Rally: National or International</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>International: Stage Rally International</td>
</tr>
<tr>
<td>Stage Rally (Single-Venue)</td>
<td>N/A</td>
<td>Stage Rally: National (SVSR Only) (3)</td>
<td>Stage Rally: National (SVSR Only) (3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>International: Stage Rally International</td>
</tr>
<tr>
<td>Race</td>
<td>N/A</td>
<td>Race: National or International</td>
<td>Race: National or International</td>
</tr>
<tr>
<td>KART</td>
<td>KART: National or International</td>
<td>KART: National or International</td>
<td>KART: National or International</td>
</tr>
<tr>
<td>KART Endurance</td>
<td>KART Endurance (2)</td>
<td>KART Endurance (2)</td>
<td></td>
</tr>
</tbody>
</table>

(1) A higher grade licence is valid for lower permit events of the same discipline.
(2) Only a KART Endurance Clerk may take charge of a KART Endurance Event.
(3) The unrestricted National or the International Stage Rally Clerk of the Course licence is also valid.

### Chart 4

**Chart of Technical Officials**

- International Scrutineer
- Environmental Scrutineer
- National Scrutineer
- Technical Commissioner
- Eligibility Scrutineer
- Scrutineer
- Trainee Scrutineer
- Environmental Inspector
- ASN appointment
- Minimum age 18
Chart 5
MOTORSPORT UK TIMEKEEPER GRADING STRUCTURE

Chart 6
CHART OF TIMING EQUIPMENT CLASSIFICATION

Timing Equipment is classified as follows:

<table>
<thead>
<tr>
<th>Equipment class</th>
<th>Description</th>
<th>Suitable for</th>
<th>Certifying laboratory</th>
</tr>
</thead>
<tbody>
<tr>
<td>G/A</td>
<td>Vehicular actuated apparatus incorporating print-out. Issue times to 0.001 sec</td>
<td>Race/Karting</td>
<td>National observatory or NAMAS certified laboratory</td>
</tr>
<tr>
<td>G/A D/A</td>
<td>Vehicular actuated apparatus incorporating print-out. Issue times to 0.01 sec</td>
<td>Any event</td>
<td>As G/A</td>
</tr>
<tr>
<td>D</td>
<td>Vehicular actuated digital display. Issue times to 0.01 sec</td>
<td>International speed events</td>
<td>As G/A</td>
</tr>
<tr>
<td>E/A</td>
<td>Vehicular actuated apparatus incorporating print-out. Issue times to 0.01 sec</td>
<td>All except FIA events</td>
<td>ASN</td>
</tr>
<tr>
<td>E/A (10)</td>
<td>Vehicular actuated apparatus incorporating print-out. Issue times to 0.01 sec</td>
<td>All below National</td>
<td>ASN</td>
</tr>
<tr>
<td>E/A (10 K)</td>
<td>Transponder actuated apparatus. Issue times to 0.01 sec</td>
<td>Race/Short circuit Karting</td>
<td>ASN</td>
</tr>
<tr>
<td>E</td>
<td>Vehicular actuated digital display. Issue times to 0.01 sec</td>
<td>National speed events</td>
<td>ASN</td>
</tr>
<tr>
<td>E/B</td>
<td>Apparatus with multi-memory split and digital display. Issue times to 0.1 sec</td>
<td>National events</td>
<td>ASN</td>
</tr>
<tr>
<td>E/C</td>
<td>Apparatus with split time function. Issue times to 0.1 sec</td>
<td>Clubman speed events</td>
<td>ASN</td>
</tr>
<tr>
<td>F</td>
<td>Vehicular actuated apparatus. Issue times to 0.1 sec</td>
<td>Clubman speed events</td>
<td>ASN</td>
</tr>
<tr>
<td>R (O/I)</td>
<td>Time of day with split. Issue times to 1 sec</td>
<td>Rally timing</td>
<td>ASN</td>
</tr>
<tr>
<td>R</td>
<td>Time of day with split. Issue times to 0.1 sec</td>
<td>Rally timing</td>
<td>ASN</td>
</tr>
</tbody>
</table>

*Some class E/B timers incorporate facilities to ensure that only those times coincident with the start of vehicle actuation are recorded to 0.01 sec. These may be used in conjunction with a class E/A printing clock to produce short interval times to 0.01 sec accuracy (Latching System). The time interval is not to exceed 5 mins and in the event of any difference or dispute the E/A time is to be issued as the true time.

2025 National Competition Rules Chapter 5 PART 1 Appendix 18 Charts
CHAPTER 5 OFFICIALS

PART 2

APPENDIX 1

Event Secretary

1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App. 2 to this chapter apply together with the specific obligations in this Appendix.
3. The Event Secretary is responsible for all materials and notices required for the organisation of the Event. This documentation may be created by other persons responsible to the Organisers and includes all paperwork pertinent to the Event including acceptance of entries, allocation of Competition numbers, collation of signing-on declarations, Licence examinations where applicable and the submission of items required to be sent to the ASN Steward and / or the ASN after the Event.
4. The Organisers may appoint one or more deputies to assist the Event Secretary.
5. The Event Secretary must be present through Practice / qualifying and the Competition to assist in the correct running of the Event.
6. The Event Secretary must maintain a list of novice Competitors.
7. Competitors who fail to produce the necessary documents to prove their eligibility to take part in an Event must be reported by the Event Secretary to the Steward(s).
8. The Event Secretary and any Deputies shall:
   a. Have access to a current edition of the applicable NCR (with amendments if any).
   b. Post on the Official Notice Board (whether physical or digital) all Permits, bulletins, authorisations, penalties or other decisions, times, grids and Results and all of which are Official Documents.
   c. Ensure all results, bulletins, decisions and communications are signed, timed and dated by the Clerk of the Course and / or Steward(s) at the point of issue.
   d. Be responsible for receiving any Protests or Appeals from Competitors noting time of receipt. Thereafter they shall refer any Protests to the Clerk of the Course and any Appeals to the Steward(s).
   e. Ensure that the relevant Competitor signs and the Event Secretary must pass to the relevant Judicial Official the necessary Undertaking to pay the relevant Fee or any Fine imposed by the Judicial Officials.
   f. Ensure that publicity for the Event is arranged in compliance with Chapter 3 so that the general public are aware of the Event.
   g. Liaise with the Chief Timekeeper and Clerk of the Course to confirm the proposed timetable for the Event.
   h. Ensure the ASN Steward, media services and connected parties are made aware of an Event cancellation.
9. All Official Documents issued for an Event by the Event Secretary must contain information required by Chapter 3.
CHAPTER 5 OFFICIALS

PART 2

APPENDIX 2

Event Stewards
1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.
3. The Club / Event appoints the Event Steward who will either work as part of a panel of 3 with the ASN Steward or on their own.
4. Chapter 5 Part 1 App. 4 also applies
CHAPTER 5 OFFICIALS

APPENDIX 3

Chief Marshals

1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.

2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.

3. A Chief Marshal will be appointed either by a Club or by Event Organisers.

4. A Chief Marshal may be responsible for the Marshals and other Event Officials within their Club or at a specific Event.

5. The Chief Marshal will liaise with the Clerk of the Course, ASN or Event Steward and, where appointed, the ASN Safety Delegate to confirm adequate numbers of Marshals and make changes if required.

Club Chief Marshal

6. For the Club they are responsible for keeping records of Club members who are available for marshalling and arranging for their attendance at Events where marshalling assistance has been requested.

Event Chief Marshal

7. For an Event they are responsible for:
   
a. the allocation of sufficient and competent Marshals to comply with Official Documents and any specific Venue requirements.

b. Maintenance of the relevant and necessary contact information of Marshals signing on at the Event
CHAPTER 5 OFFICIALS

PART 2

APPENDIX 4

Championship Coordinators

1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.
2. The relevant general provisions of Part 1 App.2 to this Chapter apply together with the specific obligations in this Appendix.
3. Chapter 4 applies to Championships.
4. A Championship Coordinator is a person who has any administrative function in connection with a Championship regardless of whether their title is 'Coordinator' or 'Administrator' or some other construct.
5. A Championship Coordinator is responsible for liaison between the Championship Organiser, the Event Organiser, the Competitors, and the Championship Stewards as well as for the distribution of all relevant information pursuant to the published Championship Regulations.
6. The Championship Coordinator may liaise with the Event Secretary or any other relevant Official over any relevant matters.
7. A Championship Coordinator may only issue Championship Bulletins with the approval of the Championship Organiser. A Championship Coordinator when present at a Championship Event must sign on and remain at the Event until the conclusion of all relevant Championship matters.
8. The Championship Coordinator has no Judicial function whatsoever and may not impose any sanction or penalty nor take any form of Judicial or quasi-Judicial action in connection with the Championship or any Registered Competitor.
9. The Championship Coordinator may request the Championship Stewards to conduct an investigation and hold a Hearing (in conformity with Chapter 2) in respect of any alleged breach of the Championship Regulations. If requested to do so by the Championship Stewards the Coordinator may assist with the administrative elements only of such an investigation or Hearing.
10. The Championship Coordinator as an independent person responsible for the fair administration of a Championship for the benefit of all Championship Competitors must not be connected in any way to any Entrant or Competitor in the Championship or Sponsor of the Championship. Thus the Coordinator cannot enter a Competitor or any Vehicle in the Championship nor undertake any preparation of any Vehicle competing in the Championship nor maintenance of such a Vehicle while at an Event.
CHAPTER 5 OFFICIALS

PART 2

APPENDIX 5

Mentors and Assessors
1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.
2. The relevant general provisions of Part 2 App.2 to this Chapter apply together with the specific obligations in this Appendix.

Mentor
3. An Officials' Mentor will provide guidance, advice, feedback, and support to the Mentee using a range of techniques.
4. They should make contact regularly to provide support as the Mentee progresses through their motorsport journey.

Assessor
5. An Officials Assessor will ensure that the competence and / or knowledge demonstrated meets the required standards.
6. They are required to assess candidates / Mentees at events performing duties, and question candidates / Mentees about how they would deal with standard and non-standard situations.
7. Provide feedback and suggest future actions.
8. Complete the relevant ASN Assessment paperwork and provide to the ASN.
CHAPTER 5 OFFICIALS

PART 2

APPENDIX 6

Driving Standards Observers (non-Race)

1. The duties and responsibilities of all Event Officials including Marshals are detailed in Chapter 5.

2. The relevant general provisions of Part 1 App.2 to this Chapter apply together the specific obligations in this Appendix.

3. The Organisers of non-Race Events can appoint Driving Standards Observers who are not Licenced by the ASN to monitor driving standards at all grades of non-Race Events.

4. The names of the Driving Standards Observers must either be given in the Final Instructions or posted on the Official Notice Board not less than 30 minutes before the first Competitor starts the Event.

5. All Driving Standards Observers shall provide a full written report on any adverse driving standards to the Clerk of the Course as soon as possible after the incident is observed.
Licencing
Chapter 6 Licensing

App.1 Competitor and Entrant Responsibilities
App.2 Medical
App.3 Grades of Event
App.4 Competition Licence Applications, Retention and Upgrading General
App.5 Competition Licence Application, Upgrading, Downgrading and Retention of Licences – Race
App.6 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Kart
App.7 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Rallying
App.8 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – RS Licences
CHAPTER 6 LICENCING

This Chapter comprises the following Appendices in addition to the general text below:

App.1 Competitor and Entrant Responsibilities
App.2 Medical
App.3 Grades of Event
App.4 Competition Licence Applications, Retention and Upgrading General
App.5 Competition Licence Application, Upgrading, Downgrading and Retention of Licences – Race
App.6 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Kart
App.7 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Rallying
App.8 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – RS Licences

Introduction
- The ASN is empowered by the Federation Internationale De L’Automobile (FIA) to register and Licence British citizens wishing to compete nationally under the ASN National Competition Rules and/or internationally under the FIA International Sporting Code. Under certain circumstances citizens of other countries may also apply for registration. Registration will be effected by the issue of a Competition Licence of a type applicable to the motor sports discipline and the status National or International in which the applicant wishes to compete.
- Subject to certain conditions a status of Licence may be upgraded at any time during the year. All Registrations expire at 31 December annually.
- Any person from 6 years of age wishing to register must complete a Competition Licence application form.
- All applicants are required to complete a medical self-declaration.
- Applicants for a Car, Truck or Race Venue Kart Racing, and all International grades of Licence will be required to pass a medical examination and/or vision test.
- The following regulations contain all terms and conditions of Registration and Licence issue.

All Licence Holders must comply with the Regulations in this Chapter and with the Specific Regulations for the individual type of Event.

Liabilities
1. All persons connected with the Event, whether by taking part in it or acting in an official capacity, are bound by the ASN National Competition Rules (and where applicable the Code) and the Official Documents and where applicable must comply with the Law relating to motor vehicles.
2. Any breach of Regulations relating to the Event shall whether or not a Penalty is specified be subject to any or all of the penalties specified in these Regulations (see Chapter 2).
3. An Entrant shall bear the prime responsibility for compliance with the Regulations by all persons connected with an Entry. If an Entrant is not present at an Event in person their nominated Driver or if there is more than one Driver the first nominated Driver shall be deemed to be their agent and shall bear all the duties and responsibilities of the Entrant.
4. Any breach of NCR by a Driver acting as an agent shall not absolve the Entrant from responsibility and both Driver and Entrant shall be liable to penalty.

5. Any Driver who is not acting as an Entrant’s agent or any other person carried in or assisting with a competing Vehicle during an Event shall not be absolved from their own responsibility under the relevant Regulations because of the responsibilities assumed by the Entrant or their agent.

6. Any person in possession of an Official Event pass or other means of identification issued by the Organiser shall be deemed to be assisting the Entrant to which the means of identification concerned has been issued.

7. These Regulations and any of the Appendices thereto may be amended or added to by means of announcements published in an official ASN Bulletin.

8. No interpretation or clarification of any Regulation will be valid unless in writing or in an Official Document.

Competitor Registration

9. Registration is only effected by the issuing of a Competition Licence by the ASN. Such issue is conditional upon the applicant’s credentials satisfying the ASN on a continuous basis. At all times the ASN reserves the right to refuse to issue a Competition Licence. The reason(s) for any such refusal shall be stated.

10. Any Competition Licence issued will remain the property of the ASN which reserves the right to withdraw or suspend at any time. The reason(s) for any such withdrawal or suspension shall be stated. A Licence so suspended shall be surrendered to the ASN forthwith on demand.

11. A Competition Licence granted by ASN does not constitute a certificate of the competency of the holder.

12. Competition Licence – Period and Validity
   a. Unless otherwise rendered invalid, all Licences for the purposes of acquaintance and submission to these rules run from the 1st January to the end of the calendar year shown on the Licence.
   b. To be valid a Competition Licence must be signed in ink and except for an Entrant’s Licence issued in the name of a firm or organisation, must bear a passport type photograph of the holder being a current likeness.

Competition Licence – Types

13. The types of Licence available are Race, Kart, RS and RS – Stage Rally and Entrant.

Competition Licence – Grades

14. The grade of Licences available are (highest first) International, National, Interclub and Clubman.

Assumed Name

15. If Registration and a Licence is requested under an assumed name or a pseudonym special application must be made at the time of applying for Registration. The ASN may at its sole discretion issue a Licence in such a name. Any assumed name must not be likely to deceive or offend. A person granted a Licence in an assumed name shall not take part in any Competition except under the name shown on such Licence.

Nationality and Residence

16. The ASN is entitled to register and issue licences to:
   a. A British citizen, including a citizen of any part of the territory of the ASN.
   b. A citizen of any other country represented on the FIA providing they can provide proof to their parent ASN that they are permanently resident within the UK and that their ASN has given its prior permission and has recovered any licence originally issued. ASN authorisation is required for each licensing year.

2025 National Competition Rules Chapter 6 Licencing
Acts Prejudicial to Motor Sport

17. A **Competition Licence Holder** who does anything to bring motor sport into disrepute or commits an act prejudicial to the interest of motor sport generally may face disciplinary action by the **ASN**. A Licence when suspended by the **ASN** or the **National Court** must be surrendered to the **ASN** forthwith on demand.

Minimum Ages

18. In all cases where the applicant is under 18 years of age the application must be counter-signed by the Parent or Guardian. Proof of guardianship may be required.

19. A minor **Competitor** shall not take time off school to participate in motorsport without the prior written approval of their school.

20. **Annex A** to this general text sets out Licence eligibility.

21. **Annex B** to this general text provides a Licence application flowchart.
CHAPTER 6 LICENCING

APPENDIX 1

Competitors and Entrants Responsibilities

Entrants’ Responsibilities
1. An Entrant must ensure that:
   a. Only the nominated Vehicle is used throughout the Event.
   b. Only the nominated Driver(s) drive that Vehicle.
   c. Only nominated persons are carried in that Vehicle.
   d. Satisfy themselves before the Event as to the eligibility and safety of the Vehicle and the safety equipment and competence of its Driver.
   e. The Competition Vehicle Entered is maintained in an eligible and safe condition throughout the Event.
2. The act of presenting a Vehicle and safety equipment for official scrutiny shall be deemed a declaration of its fitness and eligibility for the Event and an acceptance of the consequences of such a declaration not being valid.
3. Vehicles must comply with ASN Technical Regulations and any appropriate Approved Formulae Regulations and where applicable the Official Documents.
4. The Entrant is responsible for all acts or omissions on the part of their Driver(s), mechanics, passengers, and all other persons connected in any capacity with their Entry, but each of these shall also be responsible for any breach of the Regulations.
5. The Driver of any Vehicle disqualified as a result of the actions (or inactions) of their Entrant, Mechanic, engine or body builder, or any other person assisting in any capacity with their Entry, may also be subject to any penalties associated with that Disqualification.
6. Entrants and Drivers are Forbidden to Abandon one Event and compete in another.
7. Any Entrant having entered, or any Driver having undertaken to drive in any Event, who does not take part in that Event and takes part in another Event on the same day may thereby become liable to be fined.
8. However a Competitor who has been notified that their Entry has been accepted conditionally or that a decision has been deferred may enter for another Event on the same day on condition that if their Entry for the second Event is accepted they shall forthwith notify the first organising Club and withdraw from the first Event.
9. Entrants must respect that the ASN has the right to require alcohol and illicit drugs testing on any Person howsoever connected with any Entry within an ASN Permitted Event and Competitors must at all times cooperate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping or where applicable under the Code.

Competitors’ Responsibilities
10. All Entrants, Drivers, Navigators and other Passengers must ‘sign-on’ at the Event on a form prescribed by ASN and in a manner prescribed by the Organiser and must undertake to comply with the declarations prescribed by the NCR and shall not be allowed to take part in the Event until they have produced the necessary
documents to prove their eligibility for the Event. In addition if the Vehicle is to be used on the Public Highway an appropriate current valid Road Traffic Act Licence (RTA Licence) will be and evidence of current valid Road Traffic Act insurance may be required.

11. When requested Competitors must present their Vehicle in a clean condition with any relevant paperwork for scrutineering at the nominated time prior to taking part in the Event or at any time during the Event.

12. Competitors must attend any meeting or briefing by the Clerk of the Course or by the Stewards of the Event where this is required by the Official Documents.

13. Competitors and their service / pit assistants must at all times obey the instructions of an authorised Official of the Event.

14. Competitors and their service / pit assistants must at all times display means of identification (i.e. passes etc.) as provided by the Organisers.

15. Competitors must remain available at an Event until any protest period relating to their Event or appeal period in any matter in which they are involved has elapsed failing which any judicial action against or relating to that Competitor may be heard in their absence.

16. Any Competitor knowingly injuring a Marshal, an Official or spectator during an Event must:
   a. Ensure that adequate help is available.
   b. Report the incident to a Senior Official as soon as possible.
   c. Report personally to the Clerk of the Course not later than the conclusion of the Event and remain at their disposal until released.
   d. If the incident happened on the Public Highway Competitors are reminded of their obligations under the RTA.

Foreign Events

17. A Competition Licence Holder proposing to compete in an Event outside the European Union is required by FIA Rules to ensure that the Event is inscribed on the FIA International Calendar. International Competition Licences issued by ASN constitute an authorisation 'Visa' and allow eligible holders to compete abroad on such Events.

18. Only Competitors classified as finishers and who have produced the appropriate documents to prove their eligibility for a Competition will be eligible for an award or an individual position in the Results unless the Official Documents specify otherwise.

Results and Awards

19. Any award which is not specifically offered to a person other than the Entrant will be given to the Entrant.

20. Where eligibility for an award depends upon Club Membership this will be determined by means of the Club Membership claimed on the Entry form. Details of the Club must be printed in the Official Documents. No Competitor may compete for more than one such award.

21. No Competitor may be a member of more than one team competing for the same award unless the Official Documents specify otherwise.

22. A ‘novice’ will be a Driver who has not previously won an award in a Competition of similar or higher status and type unless the Official Documents specify other conditions.
23. The results of a **Competition** will be ‘Provisional’ until all **Vehicles** subject to **Post-Event Scrutiny** have been examined and a report submitted to the **Clerk of the Course**, all official enquiries by the **Clerk of the Course** and / or **Race Director** completed and every **Competitor** has had an opportunity to **Protest** and / or **Appeal** in accordance with the Regulations and such **Protest** or **Appeal** has been duly heard.

24. Once results are **Final** they may not be changed subject only to the powers held by **ASN** or in the **Event** of judicial action resulting from an exceptional extension of **Protest** or **Appeal** time limits or the results are affected by the outcome of a subsequent **Right of Review** procedure.

25. If the **Provisional Results** are amended for any reason, fresh **Provisional Results** must be published and these become subject to the rights to **Protest** or **Appeal** in these **NCR**.

26. If Results are available to all **Competitors** on the day copies of these results need not be posted to **Entrants**. Any alteration to the **Provisional Results** must be notified to all **Entrants** and which can be a digital notification.

**Advertisement of Results of Competition**

27. Any **Competitor** or other persons or body advertising the results of a **Competition** shall state the exact conditions of the performance, refer to the nature of the **Competition**, the **Category**, **Class**, etc., of the **Vehicle**, and the position and result obtained and such additional information as the **ASN** may require.

28. The publication of an advertisement relating to the results of a **Competition** drawn up in a way calculated to mislead the public or the breach of Art. 27 above whether by way of omission from or addition to the particulars required to be stated or otherwise shall render the person or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided by these **NCR** and may entail the infliction of a **Penalty** on the person responsible for drawing up the advertisement.

**Successful Prosecution**

29. Any **Competitor** who is successfully prosecuted before a criminal court as a result of their conduct in connection with a motor **Vehicle** whilst taking part in an **Event** may, at the discretion of the **Stewards of the Event**, subsequently be **Disqualified** from the **Results** of that **Event** and be required to forfeit or return any award. Details of any successful prosecution known to the **Organising Club** shall be passed to the **ASN** who will endorse their **ASN Licence** record and may disqualify the person concerned from competing in other **Events**.

**Insurance**

30. Further details of Insurance are given in **Chapter 1 App.3**.

31. In respect of any **Event** or part of an **Event** held anywhere other than on a publicly adopted road under a **Permit** issued by the **ASN**, **Competitors** are insured in respect of third-party public liability by the **ASN Master Policy**.

32. **Competitors** are not insured under this policy in respect of legal liability to other **Competitors**.

33. It is the **Competitor’s** responsibility to ensure that they are properly insured as required by the Law whilst on publicly adopted roads.
34. The Competitor must comply with the terms of the master insurance policies effected by ASN the principle terms of which are summarised in Chapter 1 App.3.

35. A full copy of the master insurance policy may be seen on application to the ASN.

Advertising

36. During the period of validity of an Event Permit there are no restrictions on advertising on Vehicles in the UK except as follows:
   a. The display must not be offensive.
   b. No display should interfere with the easy identification of the Vehicle's Competition Number.
   c. No display on a transparent surface can exceed 13cm in depth.
   d. Advertising is prohibited on road rallies except as provided for in Chapter 13.
   e. Tobacco related advertising is prohibited on all competing Vehicles, their support vehicles and any other form of equipment directly connected with an Entrant or Competitor. As an exception to this any car which can be proved by way of its history, through its chassis number via the FIA or Motorsport UK Historic Vehicle Identity Form (HVIF), to have run in a particular livery will be allowed to continue to display that livery in the same form and colours and original size of logos.

Event Advertising

37. Where required in the Official Documents the Competitor must make available to the Organiser a specified area of 645 sq cm on each side of the car, adjacent to the space allocated for the vehicle’s competition number, and clearly visible, on which the Organiser may specify the Event, its sponsor or the course on which it is being run. Normally, this will be above or below the number background.

38. Where required in the Official Documents the Competitor taking part in an Event of a Championship Series must also make available a specified area of 645 sq cm on each side of the Vehicle on which the Organiser may specify the Championship and its sponsor (if that sponsor is different from the sponsor of the individual Event) so long as the Competitor is required to display only the title of the Championship.

39. Failure to display markings required by the Official Documents may result in loss of Championship points.

Entries

40. Individual entries for an Event must be made in writing on the Organiser's Entry form before the specified closing date of entries.

41. Acceptance of entries shall be at the discretion of the Organisers whether or not the number of entries submitted exceeds the maximum number to be accepted in the Competition.

42. The Organisers may at their discretion:
   a. Select entries as they wish.
   b. Refuse any Entry. No Event or Championship Organiser shall have the right to refuse an Entry on unreasonable grounds and Competitors may Appeal if they feel the grounds are unreasonable (see Ch.2)
   c. Refund any Entry fee or excuse a Competitor payment of any Entry fee.
   d. *Publicise in the Official Documents the method by which entries are to be selected.
e. *Organisers* may require accepted entries to comply with some specific conditions prior to being permitted to start but only provided such a condition is stated in the *Official Documents*.

f. *Abandon, cancel or postpone the Competition or any class therein should insufficient entries be received, provided that a minimum number of entries is specified in the Official Documents.*

g. Amalgamate existing Classes or create additional Classes should the type and size of Entry appear to warrant such action, provided that the intention so to act is notified in writing to all Competitors affected, not later than the closing date for entries.

h. Permit the nomination of Drivers to be delayed up to the time of issuing the official list of Competitors.

43. The *Organisers* shall within seven days of receipt of an Entry or within two days of the closing date for entries, whichever is the earlier notify an Entrant that their Entry is:

   a. Accepted, or
   b. Refused, or
   c. Placed on a list of reserves and the position on that list, or
   d. Held in abeyance for further consideration.

   e. In the case of an Entrant notified that their Entry is classified under d. above, they shall be notified within two days of the closing date of entries as to the final classification of their Entry.

   f. An Entrant shall be free to withdraw an Entry to which Art.43 c, d or g relates provided the Organisers are so informed in writing within three days of the Entrant being notified.

   g. When an Organiser is accepting entries up to one hour before a Competition they must notify all accepted entries not less than three days before the Event if there is any likelihood of the Event being cancelled because of lack of entries.

**Refund of Entry Fees.**

44. An Entrant shall have the right of a refund of the Entry fee only if:

   a. The Event is cancelled or postponed for more than 12 hours unless the Official Documents have provided for a specified part to be retained towards administrative expenses.
   b. An otherwise eligible reserve Entry is not permitted to take part in the Event.
   c. An Entry is withdrawn as permitted by these Regulations.
   d. An Entry is refused.
   e. Provision is made in the Official Documents for full or partial refund to a Competitor notifying the Organisers IN WRITING prior to a specified date, that they wish to withdraw their Entry.
CHAPTER 6 LICENCING

APPENDIX 2

Medical

General

A. When applying for a Competition Licence all applicants are required to declare any physical disability.

B. All Competition Licence applicants should check the current medical guidelines and criteria published on the ASN website www.motorsportuk.org.

C. The ASN reference as the minimum benchmark for Licence requirements is the regulations laid down by the DVLA in relation to Group 2 Driving Licences.

D. All competitors should be immunised against tetanus.

E. Asthmatics should wear an identity tag (i.e. bracelet or necklace) declaring that they are asthmatic and that they should inform the Event Chief Medical Officer of their condition before competing.

F. An annual eyesight test is recommended.

G. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an incident. It is advisable to remove false dentures and to refrain from chewing gum.

H. Competitors are advised to refrain from wearing jewellery which in the event of an incident could prove hazardous.

Medical Declaration – All Applicants

1. Certain medical conditions as detailed in Art.26 below are incompatible with the practice of motor sports at any status of Event.

2. All applicants are required to complete an annual medical self-declaration of medical fitness to compete in ASN Competition.

3. If an applicant has not had a recent medical examination and eyesight test or they do not understand any part of the medical requirements set out hereunder they should have an examination or eye test other than as provided for in Arts.18 -21 below.

4. The decision as to fitness or unfitness to compete resides entirely with the ASN.

5. Applicants for National Race and all International Licences must comply with these Regulations. A National Race Licence is for these purposes any grade of Licence other than an International Licence.

6. All International Competition Licences incorporate a Certificate of Aptitude for the purposes of the Code.

Access to Medical Records

b. Access to Personal Files and Medical Reports (Northern Ireland) Order 1991


8. Before the ASN can apply for a medical report from a doctor who has cared for you we need your consent by signing the Declaration in Section 5 of the application. Before doing so however Applicants should read this notice carefully as it sets out rights under the Acts and the procedures for dealing with reports.

9. You do not have to give your consent but if you do you can say whether you wish to see the report before it is sent to the ASN Medical Consultant. If you do not give consent we will be unable to proceed with your application for a Competition Licence.

10. If you say you wish to see the report we will write to your doctor and advise you that we have done so, and we will tell your doctor you wish to see the report. You will then have 21 days to contact the doctor about arrangements for you to see the report. Delay will affect delivery of any Licence granted by the ASN.

11. If you say you do not wish to see the report we do not have to notify you if we apply for one. However if before such a report is sent to us you write to the doctor saying you wish to see it you will then have 21 days to contact the doctor about arrangements for you to see the report.

12. Whether or not you say you wish to see the report before it is sent to us the doctor must let you see a copy for up to six months after it is supplied if you ask.

13. If you ask the doctor for a copy of the report they can charge you a reasonable fee to cover their costs.

14. If you see a report before it is sent to us the doctor cannot submit it until they have your consent. You can write to the doctor asking them to amend any part of the report which you consider to be incorrect or misleading and have attached to the report a statement of your views on any part where you and the doctor are not in agreement.

15. The doctor is not obliged to let you see any part of a report if in their opinion that would be likely to cause serious harm to your physical or mental health or that of others or would indicate the doctor’s intentions towards you or if disclosure would be likely to reveal information relating to or the identity of someone else who has supplied information about you, unless that person has consented or the information relates to or has been supplied by a health professional involved in caring for you. In such cases the doctor must notify you and you will be limited to seeing any remaining part of the report. If it is the whole report which is affected they must not send it to us unless you give your consent.

Medical Declaration - National Car, Truck, Long Circuit Kart Racing and all International Licence Applicants

16. The following medical examination and reporting provisions apply to all applicants for National Car, Truck and Race Venue Kart Racing Race Competition Licences and to all applicants for International Competition Licences. Medical examination should be reported by the applicant’s GP but may be reported by an alternative medical practitioner suitably qualified to practice medicine in the UK and acceptable to the ASN.

17. In all cases the Licence can only be granted within 3 months of the date of the relevant medical examination after which date the relevant medical report must be revalidated by the original examining medical practitioner.

National Race Licences

18. All applicants for National Race Competition Licences under the age of 60 at the date of application for Licence
must comply with Arts. 1 - 3 above and if applicable Arts. 31 – 36 below.

19. All applicants for an upgrade of Licence must conform to the relevant Licence grade medical requirements.

20. At the following age intervals a medical examination and a vision test per Arts. 27 – 29 below and a 12 Lead Resting ECG will be required:
   a. 60
   b. 65
   c. 70
   d. 72
   e. 74
   f. Annually from 75

All International Licences

21. The following requirements apply to all applicants for all grades of International Competition Licences including Co-Drivers on International Rallies:
   a. Aged 49 and under - RENEWAL & FIRST TIME APPLICATION
      i. 12 lead ECG every 24 months
      ii. Medical examination and eye test per Art. 27 – 29 below every 12 months
   b. Aged 50 to 74 – RENEWAL & FIRST TIME APPLICATION.
      i. Stress Related ECG per Art. 30 below every 24 months.
      ii. Medical examination and eye test per Arts. 27 – 29 below every 12 months
   c. Aged 75+ - RENEWAL & FIRST TIME APPLICATION.
      i. Stress Related ECG per Art. 30 below every 12 months.
      ii. Medical examination and eye test per Arts. 27 – 29 below every 12 months.

22. No Car, Truck, Race Venue Kart Racing or International Licence will be issued until the Medical Examination Report if required has been completed endorsed and signed by the applicant’s GP.

23. In the event of any uncertainty as to whether or not the applicant satisfies the Medical requirements the examination form should be signed by the GP and should then be sent directly to the ASN Medical Section Administrator with any additional information which may be of assistance.

24. Any fee charged for the medical examination is the responsibility of the applicant. This also applies to any additional reports and Specialist examinations requested by the ASN in connection with an application for a Competition Licence.

25. The medical examination should be carried out to a standard similar to that required for Life Insurance but with specific attention to the following:
   a. Diabetics requiring treatment with insulin will not normally be issued with a Licence valid for Racing, Karting, Kart Clubman, Rallycross, Stage Rallying or International Rallying. In certain circumstances the Medical Consultant at the ASN will be prepared to consider applications in writing by Insulin controlled Diabetics. Each applicant would need to present themself to a Diabetics Specialist recommended by the ASN and any costs incurred would be borne by the applicant.
   b. Epilepsy: In all cases Art. 4 above applies. Epilepsy is incompatible with fitness to Race, Kart, Kart Endurance, Kart Tyro, Kart Bambino, Rallycross or Stage Rally. If a person with epilepsy has not had a
seizure or medication to prevent or control fits for a period of ten years they may present that case to the
ASN Medical Consultant for consideration. For other types of Event a person with epilepsy may be
considered for a Competition Licence provided they can show that they have not had a fit for five years
whether on or off medication.

26. The following medical conditions may prevent the granting of a Competition Licence:
   a. Myocardial infarction.
   b. Myocardial ischaemia.
   c. Coronary artery by-pass surgery.
   d. Coronary Angioplasty.
   e. Valvular Disease of the Heart or other abnormal condition whether operated on or not.
   f. Severe hypertension which has given rise to cardiopulmonary problems.
   g. Any mental or behavioural disorders*, past or present whether or not under treatment with drugs or
      therapy.
   h. Epilepsy, seizures or any other neurological conditions (and see Art.25.b. above)
*As defined in ICD.10 (International Classification of Diseases).

27. The following eyesight standards are required to be met by applicants for a National Licence. Applicants for
   a. Minimum corrected visual acuity must be 6/6 with both eyes open.
   b. Minimum binocular field should measure at least 120 degrees along the horizontal meridian with no
      defects within the central 20 degrees.
   c. Spectacles should be fitted with shatterproof lenses. Contact lenses if worn should be certified as
      satisfactory for motor sport by the ophthalmic specialist who supplied them.
   d. A person who suddenly loses sight in one eye will not be allowed to hold a Licence until five years has
      lapsed.
   e. Double vision is not compatible with the issue of a Competition Licence.
   f. Normal colour vision; method of analysis used should be a pass of the Ishihara test (24 plate version) with
      the first 15 plates presented in random order, being identified without error. In the case of any anomaly
      recourse is to the Farnsworth test "Panel D15" or to an analogous system as approved by ASN. In any event
      as well as passing such tests as referred to above there must be no risk of any errors in the perception of
      the colours of flags or any light boxes (LED or otherwise) used in Competitions.

Race, Truck and Race Venue Karting.

28. For Race, Truck and Race Venue Kart first time applicants a vision test to include a test for colour blindness
    is required to Art.27 above.

29. Applicants renewing from the age of 45 years and over are required to complete a vision test every 3 years
    see Arts. 27.a and b. above.

Medical Declaration – International Licence Applicants – 50 and over Stress ECG requirements

30. The stress electrocardiogram shall be carried out to a symptom limitation on a motorised treadmill to a
    standard Bruce Protocol; an equivalent bicycle ergometric protocol is acceptable. Recording is to be made in
12 leads at rest following hyperventilation and for each minute of exercise and each of ten minutes of recovery. Reason for cessation to be stated; report submitted must be by a specialist accredited in cardiology and signed by a consultant cardiologist.

**Medical Declaration – Disabled Drivers**

31. When applying for a Competition Licence all applicants are required to declare any physical disability.

32. Any applicant with a congenital abnormality of any limb, or amputation or with any other disability should first contact **ASN Medical Section Administrator** who will be pleased to advise and help the applicant.

33. In addition to the requirements of **Arts. 16 – 30 above**, disabled applicants should note the following:

34. The following medical conditions may prevent the granting of a **Competition Licence**:
   a. Paraplegia
   b. Hemiplegia
   c. Quadriplegia
   d. Loss of limb.

35. Disabled **Drivers** may be required to present themselves for examination by **ASN Medical Consultant**. If required to attend such examination the applicant will be required to provide, in advance, a note from their GP describing the applicant's disability and, if applicable, an opinion from any specialist who has been consulted.

36. Any **Driver** or **Co-Driver / Navigator** who has any medical condition or disability or who is currently on anti-coagulant therapy should declare this at the time of **Entry** to an **Event**. Such information is solely for the use of the Chief of **Event** medical services in the event of an accident.

37. Disabled **Competitors** in an activity where **Competition Numbers** are required should display the **FIA Non-Ambulant Logo** (as supplied by the **ASN**) on both sides of the **Vehicle** adjacent to the side numbers to alert **Marshals** in the case of an incident. (**Art. 41**).

38. **Competitors** in all disciplines must be able to evacuate the **Vehicle** in a maximum of 10 seconds from the normal seated position with harness / seatbelts fastened and the steering wheel in place.

39. Postal applicants for an **RS Clubmans Licence** who answer yes to either of the following questions:
   - Do you have any serious medical condition which affects your ability to drive and control a **Vehicle**?
   - Are you epileptic or do you suffer from any fits, fainting spells or blackouts or take any medication to control this? may be issued with a **Competition Licence** endorsed **Non-Driver** to allow participation as a **Passenger** or **Navigator**.

40. For **Events** other than Hill Rallies and Competitive Safaris **Passengers** applying for an **RS Clubmans Licence** on the day who answer yes to either of the following:
   - Do you have any serious medical condition which affects your ability to drive and control a car?
   - Are you epileptic or do you suffer from any fits, fainting spells or blackouts or take any medication to control this? are permitted to participate on the day as a **Passenger** or **Navigator** and may be issued with their **Competition Licence** endorsed **Non-Driver** subject to being able to satisfy **Art.38 above**.

41.
CHAPTER 6 LICENCING

APPENDIX 3

Grades of Event and Licence Types and Grades

1. Competitors need a Competition Licence for most forms of motor sport organised under a Permit issued by the ASN. The Application process is depicted by Annex A Chart 1 Select the status and type of Event from Annex A Chart 2 this shows the minimum acceptable Licence.

2. Competitors must normally have registered and have their Licence before competing in any Event but with the specific exception of Race, Race Venue Kart Races* and Stage Rallies**, Organisers are permitted to accept a properly completed RS Clubman, RS Interclub or Kart Application Form along with the appropriate fee in lieu of the Licence.

3. *Competitors who have just completed their ARKS test may also produce their correctly completed application and payment in lieu of the Licence (except for Race Venue Karting).

4. **Navigators at Interclub or lower status Stage Rallies may apply for an RS Interclub Licence. This can however only be done once annually at Events of Interclub or lower status. No priority fee is payable and the fee for non-production of Licence is not applicable.

5. Licences issued by Motorsport Ireland will be deemed valid for all British Events providing the holder complies with all the requirements for the Event. Under a reciprocal agreement all ASN Licences are valid in Eire.

6. National Competition Licences issued by countries outside the UK will be deemed valid for British Events providing the following applies and Competitors obtain approval from their own ASN:
   a. The Event has been inscribed on the ASN National Calendar and that the holder complies with all the requirements for the Event.
   
   OR
   
   b. To ensure compatibility with UK ASN Licence requirements Clubs must require foreign Competitors to comply with the following:
      i. If the Event is of Interclub or Clubman status the Competitor must be a member of or join the Organising Club or one of the invited clubs.
      ii. At an Interclub or National Race Event the Competitor must sign a declaration that they are competent to compete in the appropriate Race and must satisfy the Clerk of the Course prior to Practice that they are aware of the Signals. The Competitor should be subject to special observation during Practice and must achieve a lap time of at least 120% of the Class best unless the Clerk of the Course is satisfied as to extenuating circumstances. At an Interclub Event if the Competitor has not previously finished six Races the Competitor must carry a novice cross on the rear of the Vehicle.
      iii. At any International Race Event the Competitor must hold a valid International Licence.
      iv. Short Circuit Kart Racing. The Competitor must carry 'Novice' number plates unless they can provide the Organisers with proof of having finished in at least six Kart Races. Normal observation during Practice.
      v. Race Venue Kart Races. A declaration must be signed that the Competitor has finished at least six Kart Races (Race Venue or Short Circuit). The Competitor must carry 'Novice' number plates unless proof can be provided to the Organisers of having finished at least four Race Venue Kart Races. Special observation during Practice.
vi. **Interclub Rallies.** The **Driver** must hold a road **Licence** valid within the UK. No other restrictions save for valid Road Traffic Act insurance where **Public Highway** sections are used within the **Event**.

vii. **National Rallies.** As vi above, but the **Competitor** must sign a declaration that they have competed in at least four **Rallies**.

viii. **Co-Driver.** No special requirements.

ix. **All other Events.** For all other **Events** which do not utilise the **Public Highway**, no special restrictions apply.

7. **ASN Licence** holders of **National** or above grade are entitled to compete in **National Events** overseas providing the **Event** has been inscribed on the relevant ASN’s **2024 Sporting Calendar** and the **Competitor(s)** comply with the requirements of the **Event**. The **Competitor** will then be subject to the regulations of the appropriate ASN. National **Licences** will incorporate automatic permission to take part in such **Events** and contains the words “Authorisation to take part in **National** and **International Competitions** abroad in accordance with Articles 2.3.7 and 3.9.4 of the FIA ISC”.

8. **ASN Licence** holders of any **International** grade will be entitled to take part in **Events** of the appropriate type on condition that those **Events** are entered on the **FIA International Calendar**. **ASN International Licences** incorporate automatic permission to take part in such **Events**. In case of difficulty please contact **ASN**.

9. Concessions to holders of an **International Historic Licence** may be available, please refer to the **Code**.

10. **Non UK ASN Race Licence** holders attending an **ASN** recognised **Competition** driving school may take part in up to two **National Events** organised by that school on the strict condition that they have the agreement of both their parent **ASN** and the **ASN**. In such cases their original **Licence** must be lodged with the **ASN** who will then issue a suitable **Licence** for the **Event**, following receipt of a completed application. This **Licence** will be exchanged by the **ASN** for their original **Licence** at the conclusion of the **Event(s)**.

**Entrants**

11. All personal **Competition Licences** entitle the holder to enter the **Car**, **Truck** or **Kart***(*) in which they will personally take part in the **Event**. Any other organisation, company, sponsor or person must obtain an **ENTRANT’S LICENCE** by making separate application by completing an **Application for Competition Licence** Form. Such an entity is required to provide full details of the legal persons controlling the entity.

*(In addition, please note the above is subject to the specific regulations which apply to **Drag Racing** (see Chapter 15) and **Karting** (see Chapter 18))

12. The **Entrant** is the legal entity who is responsible for all acts and/or omissions of the **Driver / Co-Driver** and any Person howsoever connected with the **Entry**. A **Competitor** must ensure that any **Entrant** is aware of this.

13. **Entrants** must respect that the **ASN** has the right to require alcohol and illicit drugs testing on any Person howsoever connected with any **Entry** operating within an **ASN Permitted Event** and shall at all times cooperate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping.

14. The maximum number of words permitted in an **Entrant’s title** is six.

15. Only one **Entrant’s Licence** may be used in connection with an **Entry** (i.e. two three-word **Licences** cannot be used to make one **Entry**).

16. An **International Entrant’s Licence** is valid for all **Events** both inside and outside the UK.

17. A **National Entrant’s Licence** is valid for all **Events** inside the UK excluding **International**, except in the case of **Events** for **Karts** and **Historic Cars** where it has the same validity as an **International Entrant’s Licence**.
Competition who intend to use this Licence internationally must advise the ASN at the time of application.

18. Where a Competitor has not reached their 18th birthday the Entry for an Event must be counter-signed by their Parent or Guardian. Such person will be considered as being the Minors’ Entrant, and as such will be subject to these Regulations.

19. The Parent or Guardian must attend the Event with the Minor, and sign-on as their Entrant.

20. Drag Race and Kart Race requires in addition a PG Entrant’s Licence to be held.

21. Where a PG Entrant’s Licence is required the following will apply:
   a. A Competition Licence Application form must be countersigned by the Competitor’s Parent or Guardian. The Competitor’s Parent or Guardian must hold a PG Entrant’s Licence.
   b. If the Parent or Guardian does not already hold such a Licence, the PG Entrant’s Licence Application must accompany the Competition Licence Application form when it is submitted to ASN.
   c. At an Event a Competitor must be accompanied by the holder of a PG Entrant’s Licence who must sign on as the Entrant of that Competitor.
   d. When the holder of the PG Entrant’s Licence is unable to be present (or has signed on but subsequently needs to transfer responsibility) they may appoint in writing an Entrant’s Representative to act as their agent for all purposes under these Regulations. However, the holder of the PG Entrant’s Licence will remain fully liable and responsible under the Regulations, as principal, and as if they had accompanied the Competitor. The Entrant’s Representative must be in possession of the PG Entrant’s Licence. Note that an exemption in writing may be sought from the ASN in advance of the relevant Event should a PG Entrant’s Licence be required to be produced at more than one Event on the same day.
   e. The Entrant (who signs on at the Event as the Entrant) of the Competitor will be responsible for the conduct of mechanics, helpers, team personnel and all persons associated with that Competitor at the Event.
   f. For National Events within the UK a ”PG” Entrant’s Licence will suffice. For International Events a Competitor must be accompanied by a Licensed Entrant whose Licence must be valid for International Events.
   g. Should a PG Entrant’s Licence be suspended at an Event the holder may not participate further but the Licence shall remain valid to the extent provided below. The holder of that PG Entrant’s Licence may appoint an Entrant’s Representative as in c. above in order that the Competitor may continue to participate at that Event. That appointment shall continue to be effective as an Entrant’s Representative to act on their behalf at subsequent Events in order to facilitate the Competitor’s ongoing participation whilst the suspension of the PG Entrant’s Licence remains in force but the PG Entrant’s Licence holder is entitled to make substituted appointments pursuant to c. above at any time following the Event at which the PG Entrant’s Licence was suspended. The PG Entrant’s Licence holder may not attend subsequent Events in person whilst any suspension remains in force.
   g. Where an Entrant’s Representative has been appointed only the holder of the PG Entrant’s Licence may appoint an alternative Entrant’s Representative.
   h. Where a Parent or Guardian has formally appointed a representative only that representative is entitled to be present in any judicial hearing – the Parent or Guardian having transferred their own entitlement.
   i. Where a Championship mandates that the holder of a PG Entrant’s Licence must appoint an Entrant’s Representative in the form of a Team Entrant’s Licence holder, the Team Entrant’s Licence holder will be subject to the provisions of d. above.
CHAPTER 6 LICENCING

APPENDIX 4

Competition Licence Applications, Retention and Upgrading General

1. With the exception of first-time applicants for a Race, Kart or Stage Rally licence all applicants must complete an Application for Competition Licence Form provided by the ASN and pay all relevant fees. An incomplete application will be rejected.
2. Any changes to the wording on the official form will make it null and void.
3. Guidance on the Application process is provided on the ASN website.

Retention and Downgrading

4. An applicant may retain their licence if they meet the criteria set out below. If an applicant for whatever reason does not qualify to retain their current licence grade they will be automatically downgraded according to these Regulations.
5. Upon renewal an applicant may voluntarily take out a licence of lesser grade than that to which they are entitled.
6. Upon receipt of a written request, an existing licence holder who wishes to exchange their licence for one of lesser grade may do so but only once during the year.
7. The charge for downgrading a current Licence will be the payment of the downgrade fee as per Chapter 1 App.2 and forfeit of the cost difference (if any) between the two licences. Any subsequent upgrade will be charged in accordance with Chapter 1 App.2.
8. In conformity with FIA Appendix L the following definitions apply in respect of International Licence upgrade qualification:
   b. Road Competitions: Refers to Competitions or Cars on closed or open roads (Rally, Cross-Country, Hill Climb and Historic Rally).
   c. For a licence qualification Competition to be considered achieved, the driver must actively enter the Competition and be classified in the Official Final Classification of the Competition (list of results) (Heats are not eligible).

Upgrading Procedure

9. Competitors wishing to collect signatures for upgrading their Competition Licence must use the Upgrade Card. For the Upgrade Card to be valid it must be signed in ink and must bear a passport type photograph of the holder, which must be permanently fixed to the Upgrade Card in the space provided.
10. A Competition Licence may be upgraded on renewal providing the Upgrading criteria detailed in this section, have been met and the relevant evidence of performance and required upgrading fee are provided to the ASN with the relevant complete Application form.
11. The upgrading of a current Competition Licence the Competitor applicant must complete an application form which can be found at www.motorsportuk.org within the competitor resource centre and forward it, together with the current Competition Licence and any other appropriate licences and / or Upgrade Card containing the necessary signatures with the required payment to the ASN Licence Section.
12. The payment is calculated as the difference between the cost of the existing licence and the new licence plus the upgrading fee as detailed in Chapter 1 Appendix 2.

13. A request for an upgrading signature has to be made to the Organisers, and if the results of the Event show that the Competitor's performance was satisfactory, their Upgrade Card will be signed by the Clerk of the Course in the space provided. A maximum of two signatures may be obtained at a car race or Long Circuit Kart meeting, a third signature may be sought for a full-days' marshalling at that same meeting with the approval of Clerk of the Course.

14. In the case of Kart Races only the ASN Steward of the Event is empowered to sign and only one signature per meeting is permitted, (Kart Endurance, Kart Clubman or Bambino Kart signatures are not accepted to upgrade a Kart Race Licence).

15. In exceptional circumstances only documentary evidence, such as printed official Results sheets may be considered as proof of performance for upgrading. Results which predate the Competitor's last upgrade will only be accepted where the total number of results obtained is sufficient to meet the upgrade criteria from the basic competition licence for that discipline to that Licence grade being requested.
CHAPTER 6 LICENCING

APPENDIX 5

Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Race Licences

1. A Competitor making an application for the first time for a Race licence must obtain from ASN a novice race driver ‘Go Racing Driver Pack’, which contains the required application form, and then complete an approved course at a school registered with the Association of Racing Drivers’ School (ARDS). The procedure to be followed is contained in the ‘Pack’.

2. Competitors who have reached their 14th Birthday may apply for a Race Club Licence to allow them to race only in Junior Race Formulae specifically authorised by the ASN. The Licence application must be endorsed and submitted to the ASN by a Junior Race Championship Organising Club. This Licence will state ‘Junior Race Formulae Only’ and will be held by the Championship Organising Club(s).

3. Exemptions Art. 1 above are as follows:
   a. Anyone who has held a Race National B or Interclub Licence at any time during the preceding 3 years. Competitors who have not renewed or held a Race National B or Interclub Licence within the preceding 3 years must comply with the requirement for first time applicants detailed above.
   b. *Anyone who can provide proof of having ever held or entitled to hold a Race Licence of higher status than Restricted, National ‘B’ or Interclub. Competitors who have not renewed their licence for five years or more will be required to pass the ARDS written examination.
   c. *Anyone who has held a Competition Licence during 2022 or 2023 and can produce written proof of having been classified as a finisher in at least eight Rallycross or five Time Attack Hot Lap Challenge Events during that time and who passes a written examination.
   d. *Anyone who is entitled to an International ‘ITE’ Kart Licence and who passes a written examination.
   e. *Anyone who, being a foreign national, can produce proof from their ASN that they have the necessary racing experience.
   f. *Anyone during the year of their 16th birthday who is entitled to a Kart International ‘ITE’ Licence (or is otherwise approved by the ASN) and who passes a written examination. The Race Club Licence will be issued to the Race Organising Club. The use of this Licence will be restricted to specifically authorised Race Championships and will be held by the Club until the Competitor reaches their 16th birthday.
   g. *A Race National Licence may be applied for by:
      i. A holder of an International Competition Licence issued by the Auto Cycle Union and provided that proof is produced of competing in International motor cycle racing during the preceding five years

* As the written examination is based on the NCR and other information contained in the ‘Go Racing Driver Pack’, it is recommended that the pack is purchased in these exemption categories.

** For those applicants who have no competition car driving experience or who do not hold a road driving licence no exemption from the ARDS course is permitted. Proof of Competition Vehicle driving experience will be required to accompany the application for a Vehicle Racing Licence.
Racing Licences - How to Retain a Licence

1. A **Competitor** who is unable to retain their Race licence as mentioned below may be required to pass a course at an Association of Racing Drivers’ School. Exemptions to this requirement are as detailed in Art. 3 of this section. **Competitors** qualified to retain a National ‘A’ or higher licence, who have not renewed their licence for five years or more will be required to pass the ARDS written examination.

2. A **Competitor** who held a Race Club licence within the preceding three years **may** apply for a Race Club licence for the current calendar year.

3. A **Competitor** who can provide proof of having ever held a Race International ITD-C licence, Race National or National ‘A’ licence may apply for a Race Club, Race National or Race International 'ITD-C' licence during the current calendar year.

4. A **Competitor** who can provide proof of ever having held a Race International 'ITC-C', Race International 'ITD-C', Race National or Race Club licence in the current calendar year.

5. A **Competitor** who can provide proof of ever having held a Race International 'ITA' or 'ITB' licence may apply for a Race International 'ITC-C', Race International 'ITD-C', Race National or Race Club licence in the current calendar year. Special arrangements exist for retaining an International 'ITA' or 'ITB' licence and are contained in Appendix L of the Code.

Racing Licences – How to Upgrade a Licence

6. Please note that Rallycross signatures are NOT acceptable for upgrading any Race licence.

7. **Race Club** to **Race National** A **Competitor** who is qualified to hold a current Race Club licence may upgrade it to Race National licence either at renewal or during the year as follows:
   a. Obtain **Clerk of the Course’s** signatures on the Upgrade Card certifying that the qualifying events have been successfully completed. These are 6 Interclub Races (including Junior Race signatures) and must not contain more than 1 signature from Races organised by or on behalf of Racing Schools which form part of a school course or curriculum.
   b. One of the **Clerk of the Course** signatures required for having successfully completed a Race may be replaced by a **Clerk of the Course** signature recorded on the Upgrade Card for completing a day on a Marshal's post during at a Race Event.

8. One of the **Clerk of the Course** signatures for having successfully completed a Race may be replaced with a signature recorded on the Upgrade Card for having successfully completed an ARDS Advanced Course.

9. Exceptionally, and for drivers having first satisfactorily completed an ARDS Advanced Course, these races may be part of a National status Championship, designated specifically by the ASN for this purpose, and in which the candidate may participate with a Race Club licence for one season only.

10. **Race National** to **Race International 'ITD-C'**. A **Competitor** who is qualified to hold a current National Race licence may upgrade it to Race International 'ITD-C' licence either at renewal or during the year, without any further qualification.

11. **Upgrade to Race International 'ITC-C'**:

2025 National Competition Rules Chapter 6 Appendix 5 Competition Licence Application, Upgrading, Downgrading and Retention of Licence – Race Licences
12. A Competitor who is qualified to hold a current Race Club licence may upgrade it to Race International 'ITC-C' licence either at renewal or during the year having satisfactorily competed in at least 10 events (irrespective of discipline) at least 5 of which must be circuit Competitions within two years prior to application.

13. A Competitor who is qualified to hold a current International 'ITD-C' licence may upgrade it to Race International 'ITC-C' licence either at renewal or during the year having satisfactorily competed in at least 5 circuit Competitions within two years prior to application.

14. A Competitor who is qualified to hold a current Kart International 'ITE' licence may upgrade it to Race International 'ITC-C' licence after having passed a written examination and competed satisfactorily in at least 10 circuit Competitions within two years prior to application.

15. A Competitor who is qualified to hold a current Race International 'ITC-C' licence may upgrade it to Race International 'ITB' licence in accordance with Appendix L of the Code.

16. First time applicants for an International licence must have undertaken the FIA e-learning safety training.

**Truck Racing Licences**

**Truck Racing – How to Retain a Licence**

18. Retention of a Truck Racing licence is exactly the same as for a Race licence.

**Truck Racing – How to Upgrade a Licence**

19. These are special licences and the National Truck Racing licence can only be issued in one of the two following ways:

20. A Competitor who is qualified to hold a Race National or Race International licence must satisfactorily complete an agreed instruction course in driving Heavy Goods Vehicles, OR

21. A Competitor who already is the holder of a category C RTA licence must complete an ARDS racing course and take out a Truck Race National licence.

**Truck National to Truck International 'ITC-C'**

22. A Competitor who satisfies the requirements of Arts. 20 or 21 above, may apply for the Truck International 'ITC-C' licence after having satisfactorily competed in at least 5 circuit Competitions within the two years prior to application.

23. First time applicants for an International Truck licence must have undertaken the FIA e-learning safety training.
CHAPTER 6 LICENCING

APPENDIX 6

Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Kart Licences

National Schools Karting Association

1. The ASN waives the requirement to hold a Competition Licence for Competitors who hold a National licence issued by the National Schools Karting (NatSKA) in accordance with their rules which have been agreed with the ASN.

Kart Licences

1. A Competitor making an application for the first time for a Kart (not Kart Clubman) licence must obtain from the ASN a novice Kart Driver ‘Starting Karting Pack’, which contains the required application form and then complete an approved course at a school registered with the Association of Racing Kart School (ARKS). The procedure to be followed is contained in the ‘Pack’.

2. Exemptions are as follows:
   a. Anyone who has held a Kart Interclub Licence at any time during the preceding three years Competitors who have not renewed or held an Interclub or National ‘B’ Licence within the preceding 3 years must comply with the requirement for first time applicants detailed above.
   b. ‘Anyone who can provide proof of having ever held or entitled to hold a Kart or Race Licence of higher status than Restricted, National ‘B’ or Interclub. Competitors who have not renewed their licence for 5 years or more will be required to pass the ARKS written examination.
   c. Anyone who can provide proof of having ever held a Kart Clubman or KX licence and can produce written proof of having been classified as a finisher in at least 6 Kart Endurance, Kart Tyro / Clubman or KX races held under the jurisdiction of ASN during the preceding 3 years. (The ‘Starting Karting Pack’ is required in this instance and the driver will be required to pass the ARKS written examination.)
   d. Anyone who can provide proof of having ever held an RS Clubman Licence and can produce written proof of having been classified as a finisher in at least 6 Super KX races held under the jurisdiction of the ASN during 2022, 2023 or 2024. They will not be required to undertake the ARKS test and will not be considered a novice under Chapter 18 App.7 Art.47.
   e. Anyone who can provide proof of holding a National Schools Karting Association (NatSKA) National Licence during the preceding 3 years
   f. ‘Anyone who can provide proof of having satisfactorily completed eight qualifying kart races (as approved by ASN), a minimum of four of which must be outdoor races. (The ‘Starting Karting Pack’ is required in this instance and the Driver will be required to pass the ARKS written examination.)
   g. Anyone who being a foreign national can produce proof from their ASN that they have the necessary Karting experience.

3. A Kart National Licence may be applied for by a holder of a National Competition Licence issued by the Auto Cycle Union providing that proof is produced of competing in National motorcycle racing during the preceding three years. This is also subject to passing the ARKS written examination.
Kart Licences

Kart – How to Retain a Licence

1. Note: A Competitor who is unable to retain their Kart licence as detailed below may be required to pass a course at an Association of Registered Kart Schools (ARKS). Exemptions to this requirement are detailed in 8.3 of this Section. Competitors qualified to retain a National or higher licence, who have not renewed their licence for 5 years or more will be required to pass the ARKS written examination.

2. A Competitor who held a Kart Interclub licence during the preceding three years may renew it for the current calendar year.

3. A Competitor who has ever held a Kart National or National ‘A’ licence may renew it for the same or lower grade during the current calendar year.

4. A Competitor who has ever held a Kart International licence may renew it for the same or lower grade of licence during the current calendar year.

Kart – How to Upgrade a Licence

5. Please note that Kart Endurance, Kart Clubman (with the exception of upgrade Kart Interclub to Kart National) or Bambino Kart signatures are NOT acceptable for upgrading any Kart Licence.

Kart Interclub

Kart Inter-club (Valid Bambino Only) to Kart Interclub

6. A Competitor who holds an Interclub (Bambino Race) licence may exchange it for a Kart Interclub licence if qualified to enter Cadet Classes. They will be a novice until having satisfactorily completed five races.

Kart Inter-club to Kart National

7. A Competitor who is qualified to hold a Kart Interclub licence may upgrade it to a Kart National licence either at renewal or during the year as follows: Obtain the ASN Steward's signature on the Upgrade Card at ten Clubman (prior to 31.12.2019) or Interclub Kart Races. One of these signatures may have been obtained at NatSKA or Kart Clubman meetings held under an ASN Permit. Completion of the ARKS Course will constitute one of the ten signatures. Signatures must have been obtained at a minimum of three different venues. For Competitors in Race Venue Events only two different venues are required so long as the application is supported by a Race Venue Karting Organising Club. For upgrades containing both Short Circuit and Race Venue Karting signatures the minimum of three different venues is required. A Competitor may only obtain one signature per Event.

Kart National to Kart International 'ITG', 'ITF' or 'ITE'

8. A Competitor who is qualified to hold a National Kart licence may upgrade it to an International 'ITG', 'ITF' or 'ITE' licence either at renewal or during the year having completed at least five Competitions as follows:

9. An International 'ITG' licence can be issued to Drivers between 11 (reaching their 11th birthday before 1st January of the year of participation) and 14 (reaching their 14th birthday during the calendar year) when the...
License is issued (the drivers weight (including Driver’s equipment) must be a minimum of 35kg at all times during Competition).

10. An **International 'ITF'** licence can be issued to **Drivers** between 13 (reaching their 13th birthday before 1st January of the year of participation) and 15 (reaching their 15th birthday during the calendar year) when the Licence is issued (the drivers weight (including Driver’s equipment) must be a minimum of 40kg at all times during Competition).

11. An **International 'ITE'** licence can be issued to drivers aged 14 (reaching their 14th birthday before 1 January).

Application must be made in accordance with the **2024 FIA Karting Regulations**.

12. First time applicants for an **International** licence must have undertaken the **FIA** e-learning safety training.
CHAPTER 6 LICENCING

APPENDIX 7

Competition Licence Application, Upgrading Downgrading and Retention of Licence – Rallying

Stage Rally Licences

1. A Competitor making an application for the first time for an RS Stage Rally licence must obtain a novice stage rally ‘Go Rallying Pack’, which contains the required application form, from the ASN and then complete an approved course at a school registered with the British Association of Rally Schools (BARS). The procedure to be followed is contained in the ‘Pack’. Exemptions are as follows:

2. Anyone who has ever held a Non-Race National ‘B’ licence or higher, or equivalent, valid for driving on Special Stage Rallies held before 31 December 2001.

3. Anyone who has ever held a Restricted or National Rally licence.

4. Anyone who, being a foreign national, can produce proof from their ASN that they have held a licence valid for driving on Special Stage Rallies or Hill Rallies.

5. The RS National Navigator Licence is not valid as a Driver’s licence at any grade of Event.

Rallying – How to Retain a Licence

NOTE the RS National Navigator’s Licence is not valid a Driver’s Licence at any grade of Event.

6. A Competitor who is unable to retain their RS Stage Rally licence as detailed below may be required to pass a course at a British Association of Rally Schools (BARS). Exemptions to this requirement are as follows:

   a. A Competitor who has ever held a non-Race National ‘B’ Licence or higher or equivalent valid for driving on Special Stage Rallies held before 31 December 2001.

   b. A Competitor who has ever held a Restricted or National Rally Licence.

   c. A Competitor who being a foreign national can produce proof from their parent ASN that they have held a Licence valid for driving on Special Stage Rallies or Hill Rallies.

7. A Competitor who can provide proof of having ever held a National or National ‘A’ Rally licence may renew it for an RS National Stage Rally or International ‘ITD-R’ Rally.

8. A Competitor who can provide proof of having ever held an International Rally licence may renew it for an International ‘ITC-R’ Rally licence.

9. A Competitor who can provide proof of having ever held an International Historic Rally licence may renew it for a Rally International ‘ITD-R’ or an RS National Stage Rally licence.

Rallying – How to Upgrade a Licence

10. Please note that Speed, Rallycross or Cross Country signatures are NOT acceptable for upgrading any RS Interclub Stage Rally or National Stage Rally licence.

RS Interclub - Stage Rally to RS National - Stage Rally

11. A Competitor who is qualified to hold a current RS Interclub - Stage Rally licence may upgrade it to an RS National Stage Rally licence either at renewal or during the year by obtaining Clerk of the Course signatures on
the Upgrade Card certifying that six rallies of which at least three are Special Stage Rally Events have been completed.

12. One of the Clerk of the Course signatures for having successfully completed a Stage Rally may be replaced with a signature for having successfully completed a BARS Advanced Course.

RS National Stage Rally to Rally International ‘ITD-R’

13. A Competitor who is qualified to hold a current RS National Stage Rally licence may upgrade it to a Rally International ‘ITD-R’ licence either at renewal or during the year or being entitled to hold the Kart International ‘ITE’ licence without further qualification and having satisfactorily passed the BARS test.

Upgrade to Rally International ‘ITC-R’

14. A Competitor who is qualified to hold a current RS Interclub Stage Rally licence may upgrade it to an International ‘ITC-R’ licence either at renewal or during the year having satisfactorily competed in at least ten competitions a minimum five of which must be Road Competitions within the two years prior to application.

15. A Competitor who is qualified to hold a current Rally International ‘ITD-R’ may upgrade it to an International ‘ITC-R’ licence either at renewal or during the year having competed in at least five Road Competitions within the two years prior to application.

RS Interclub or equivalent to RS Interclub – Stage Rally and above

16. Follow the procedure for applicants for a Stage Rally licence detailed in Arts.1 – 5 and then proceed as in RS Interclub Stage Rally to RS National Stage Rally, RS National Stage Rally to Rally International ‘ITD-R’ or to Rally International ‘ITC-R’ above.

RS National Navigator to Rally International ‘ITD-R’ or to Rally International ‘ITC-R’

17. Follow the procedure for applicants for a Stage Rally licence detailed in Arts.1 - 5 and then proceed as in Art.16 above above.

Adding an RS National Navigator

18. Competitors may add an RS National Navigator licence to an RS Clubman or Interclub licence at time of renewal or during the year on payment of the fee as detailed in Chapter 1 App.2.

19. The RS Rally National Navigator Licence is not valid as a driver’s licence at any grade of event.

20. First time applicants for an International licence must have undertaken the FIA e-learning safety training for roads.
CHAPTER 6 LICENCING

APPENDIX 8

Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – RS Licences

How to Retain a Licence

1. A Competitor who has ever held a Speed International, Speed National, Speed National ‘A’, Speed National ‘A’ (OPEN) or RS National licence may renew it for the equivalent or a lower grade of licence.

2. A Competitor who can provide proof of ever having held a National or National ‘A’ Rallycross licence may renew it for the same or lower grade of RS National licence.

3. A Competitor who can provide proof of ever having held an International Rallycross licence may renew it for the same or lower grade of RS National licence or International ‘ITC-C’ Off-Road licence.

4. All other applicants can apply for an RS Interclub licence.

RS Licence Upgrade

How to Upgrade a Licence

5. A Competitor who is qualified to hold a current RS Interclub licence may upgrade it to an RS National licence either at renewal or during the year by obtaining Clerk of the Course signatures on the Upgrade Card certifying that (as applicable):
   a. six Interclub Hill Climbs, Sprints or Hot Lap Challenge Events have been completed. Signatures must have been obtained at a minimum of two different venues. (One of the six signatures required may be replaced by a signature from an ASN Recognised Hillclimb and Sprint School confirming successful completion of the school course) OR Obtain the Clerk of the Course’s signatures on the Upgrade Card at six Clubman or Interclub Autocross or Rallycross Events.
   b. six Competitive Safaris or Hill Rallies have been completed.
   c. Or being qualified to hold an RS National Stage Rally Licence may upgrade to a Rally International ITD-R Licence at renewal or during the current year or being entitled to hold a Kart International ITE Licence without further qualification and having satisfactorily passed the BARS test.
   d. Or any combination of the above.

6. To obtain a licence for Drag Racing higher than Interclub, a Competitor must submit with their application to upgrade, a letter of endorsement from a recognised Drag Racing Club. First time applicants for an International licence must have undertaken the FIA e-learning safety training.

7. A Competitor who is entitled to hold an RS National may upgrade it to an Off Road International ‘ITC-C’ having satisfactorily competed in at least 10 events (irrespective of discipline) at least 5 of which must be Circuit Competitions within two years prior to application.

8. Drivers having reached their 14th birthday before 1st January of the year of participation may apply to be issued the Off-Road ‘Junior ITE’ licence subject to having competed satisfactorily in at least five Competitions.

2025 National Competition Rules Chapter 6 Appendix 8 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – RS Licences
RS National to Cross Country International 'ITC-R'

9. A Competitor who is qualified to hold a current RS National licence may upgrade it to an International 'ITC-R' Cross Country licence either at renewal or during the year by obtaining Clerk of the Course signatures on the Upgrade Card certifying two Interclub Competitive Safaris or one National Competitive Safari have been completed.

10. First time applicants for an International licence must have undertaken the FIA e-learning safety training.
### Chart 1: Competitors Minimum Ages

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<th>DISCIPLINE</th>
<th>DRIVER</th>
<th>NAVIGATOR</th>
<th>FRONT PASSENGER</th>
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<td>18 min age on road</td>
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<td>Kart Tyro</td>
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<td>Road Rally*</td>
<td>17+RTA</td>
<td>12</td>
<td>2</td>
<td>2</td>
<td>2-12 in a Child Seat</td>
</tr>
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<td>Navigation Rally*</td>
<td>17+RTA</td>
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<td>2</td>
<td>2</td>
<td>2-12 in a Child Seat</td>
</tr>
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<td>Stage Rally</td>
<td>17+RTA</td>
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<td>14 Junior Rally Championship only</td>
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<td>12</td>
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<td>14 up to 2000cc inc forced induction</td>
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<td><strong>CROSS COUNTRY</strong></td>
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<td>Hill Rally***</td>
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<td>Safari***</td>
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<td>Junior Trials from 8-17</td>
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<td>Sprint and Hillclimb</td>
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<td>14 Junior Sprint only</td>
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<td>Minicross</td>
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<td>14 Junior Hillclimb with Junior Sprint experience</td>
</tr>
<tr>
<td>Autocross</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td>14 Junior Autocross</td>
</tr>
<tr>
<td>Clubcross</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rallycross</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td>14 Junior Rallycross</td>
</tr>
<tr>
<td>Drag Race</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td>Junior Dragsters from 8</td>
</tr>
</tbody>
</table>

Passengers are ONLY permitted in events indicated by: *, ** and ***

* Rear passengers do NOT need a licence if under 18
** Front and rear passengers do NOT need a licence if under 18
*** Driver and front passenger need licences
## Chart 2: Competitors Minimum Acceptable Licences

<table>
<thead>
<tr>
<th>MOTORSPORT DISCIPLINE</th>
<th>EVENT STATUS (as defined in Supplementary Regulations)</th>
<th>CLUBMAN</th>
<th>INTERCLUB</th>
<th>NATIONAL</th>
<th>INTERNATIONAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOTESTS</td>
<td></td>
<td>RS Clubman</td>
<td>Any Interclub</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALL TRIALS</td>
<td></td>
<td>RS Clubman</td>
<td>Any Interclub</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAVIGATION RALLY</td>
<td></td>
<td>RS Clubman</td>
<td>Any Interclub</td>
<td>Any National</td>
<td></td>
</tr>
<tr>
<td>ROAD RALLY (including Targa, Historic and Endurance)</td>
<td></td>
<td>RS Clubman</td>
<td>Any Interclub</td>
<td>Any National</td>
<td></td>
</tr>
<tr>
<td>SAFARIS, TIME TRIALS, TEAM RECOVERIES, CHALLENGE EVENTS</td>
<td></td>
<td>RS Clubman</td>
<td>Any Interclub</td>
<td>Any National</td>
<td>Cross Country ‘ITC-R’ or Stage Rally International ‘ITC-R’</td>
</tr>
<tr>
<td>HILL RALLIES</td>
<td></td>
<td>RS Clubman (6)</td>
<td>Any Interclub</td>
<td>RS National (5)</td>
<td>Cross Country ‘R’ or Stage Rally International ‘ITC-R’</td>
</tr>
<tr>
<td>CLUBCROSS</td>
<td></td>
<td>RS Clubman</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUTOCROSS (including MINICROSS)</td>
<td></td>
<td>RS Clubman</td>
<td>Any Interclub</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HILL CLIMBS, SPRINTS</td>
<td></td>
<td>Any Interclub (6)</td>
<td>RS National or Race National (6)</td>
<td>Speed ‘ITD-R’ or Race International</td>
<td></td>
</tr>
<tr>
<td>DRAG RACES</td>
<td></td>
<td>Any Interclub</td>
<td>RS National – Drag Endorsement</td>
<td>Drag International ‘ITD-R’</td>
<td></td>
</tr>
<tr>
<td>RALLYCROSS</td>
<td></td>
<td>Any Interclub</td>
<td>RS National or Race National</td>
<td>Off-Road International ‘ITC-C’ Race International</td>
<td></td>
</tr>
<tr>
<td>STAGE RALLIES</td>
<td></td>
<td>RS Interclub – Stage Rally (4)</td>
<td>RS National– Stage Rally (5)</td>
<td>Rally International ‘ITC-R’</td>
<td></td>
</tr>
<tr>
<td>STAGE RALLIES (HISTORIC)</td>
<td></td>
<td>RS Interclub – Stage Rally</td>
<td>RS National – Stage Rally</td>
<td>Rally International ‘ITC-R’</td>
<td></td>
</tr>
<tr>
<td>KART ENDURANCE</td>
<td></td>
<td>Kart Clubman (7)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KART TYRO</td>
<td></td>
<td>Kart Clubman (7)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KART BAMBINO</td>
<td></td>
<td>Kart Clubman Bambino (9)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RACE</td>
<td></td>
<td>Race Club</td>
<td>Race National</td>
<td>Race International (10)</td>
<td></td>
</tr>
<tr>
<td>RACE HISTORIC</td>
<td></td>
<td>Race Club</td>
<td>Race National</td>
<td>Race International (10)</td>
<td></td>
</tr>
<tr>
<td>RACE KART (11)</td>
<td></td>
<td>Kart Interclub or Race Club</td>
<td>Kart National or Race National</td>
<td>Kart International</td>
<td></td>
</tr>
<tr>
<td>RACE TRUCK</td>
<td></td>
<td>Race National – Truck Endorsement</td>
<td>Race National – Truck Endorsement</td>
<td>International Truck ‘ITC-R’</td>
<td></td>
</tr>
</tbody>
</table>

**NB**

1. A higher grade licence is always valid for lower permit events of the same discipline (exceptions see 8 below).
2. Race licences are valid for speed events.
3. Race(10), RS and RS Stage Rally licences are valid for Rallycross.
5. RS Rally National Navigator is valid for Stage Navigator.
6. RS National or Race National required for vehicles defined in Chapter 14 App.2 Art.2 the Regulations.
7. Kart Clubman licence is only valid for Kart Endurance/Kart Tyro events.
8. Race National Licences also valid for Race Venue Kart events.
9. A Kart Bambino event may accept any competitor until the 31st December in the year of their 8th birthday.
10. Weight to power ratios have been imposed by FIA according to licence status. Unless otherwise stated reference to International Race requires a minimum licence status of International ‘ITC-C’ Race.
11. For Race Venue Kart events either the endorsed “valid for Race Venue” Kart Licence or Race Licence, as specified above, is acceptable.
## Chart 3: Minimum Acceptable Entrants’ Licences

<table>
<thead>
<tr>
<th>Status of Event</th>
<th>National</th>
<th>International UK</th>
<th>International Overseas (Non-FIA Championship)</th>
<th>FIA Championships</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross Country</td>
<td>National Entrant</td>
<td>International Restricted Entrant</td>
<td>International Open Entrant</td>
<td>International Open valid for FIA</td>
</tr>
<tr>
<td>Speed</td>
<td>National Entrant</td>
<td>International Restricted Entrant</td>
<td>International Open Entrant</td>
<td>International Open valid for FIA</td>
</tr>
<tr>
<td>Rallies</td>
<td>National Entrant</td>
<td>International Restricted Entrant</td>
<td>International Open Entrant</td>
<td>International Open valid for FIA</td>
</tr>
<tr>
<td>Races</td>
<td>National Entrant</td>
<td>International Restricted Entrant</td>
<td>International Open Entrant</td>
<td>International Open valid for FIA</td>
</tr>
<tr>
<td>Kart Races</td>
<td>Kart Entrant</td>
<td>Kart Entrant</td>
<td>Kart International Entrant</td>
<td>International Open valid for FIA</td>
</tr>
</tbody>
</table>

NB: A higher grade licence is always valid for lower permit events of the same discipline.
Circuit Racing Licence Grade Structure

**ARDS Test** → **Race Club (UK Only)** → **Race National** → **Race International ITD-C** → **Race International ITC-C** → **Race International ITB** → **Race International ITA**

- **Senior**
  - Min Age 16
  - F4 Only
  - GB4 Only
  - Junior Only
  - Min Age 15
  - Min Age 15
  - Min Age 14

- **Race National** → **Race International ITD-C** → **Race International ITC-C** → **Race International ITB** → **Race International ITA**

- **Min Age 16**
- **Min Age 17**

**Truck Racing**

**ARD Test** → **Race National Truck** → **Race International Truck ITC-C**

- **Min Age 18**

7 National licence grades
5 Int'l licence grades
Upgrading Criteria – Circuit Racing (Appendix 5)

ARDS Test

Race Club (Junior, F4, GB4)

Race National

Race International ITD-C

Race International ITC-C

Race International ITB + ITA

For Race Club (Junior) the Junior ARDS Test must be completed.

For the Race Club (F4 or GB4 Only) the Junior ARDS is required for 15yo, or the Advanced ARDS for those aged 16+. Those aged 15 are also required to show entitlement to the Int’l ITE Kart Licence. (See Chapter 12)

6 signatures (or results) from Circuit Races completed.

1 signature can be replaced by doing the Advanced ARDS Test.

1 signature can be replaced by completing a days Marshaling at a Circuit Race Meeting

In line with FIA Appendix L

ITD-C can be achieved after National criteria is met as FIA require 5 races to be completed.

You can also upgrade from Kart International ITE after completion of ARDS.

FIA eLearning Module is also required.

In line with FIA Appendix L

From National or ITD-C, 5 events within the last 2 years.

From Club to ITC-C. 10 events must be completed within last 2 years.

FIA eLearning Module is also required.

In line with FIA Appendix L

ITB - 5 International ITC-C grade Races completed in the last 2 years.

ITA - Points based upgrade system based on finishing position in eligible championships. See FIA Appendix L for details.
Karting Licence Grade Structure

Kart Clubman

Min Age 8

Kart Clubman (Bambino Time Trial Only)

Min Age 6

RS Clubman

KX, Super K-X

Min Age 6

ARKS Test

Min Age 6

Kart Interclub (UK Only)

Min Age 7*

Kart Interclub (Bambino)

Min Age 6

Kart National

Kart International ITE

Min Age Year of 15th

Kart International ITF

Min Age Year of 14th

Kart International ITG

Min Age Year of 12th

*Year of 8th birthday with x3 Bambino Racing signatures, otherwise minimum age 8

6 National licence grades incl RS Clubman
3 Int’l licence grades
Upgrading Criteria – Karting (Appendix 6)

- **Kart Clubman** (or Bambino Version)
- **ARKS Test**
- **Kart Interclub (Bambino)**
- **Kart Interclub (UK Only)**
- **Kart National**
- **Kart International**

**If 6 Clubman or KX Races have been completed, only the written part of the ARKS test is required.**

6 Bambino Clubman events (Time Trials) can be used towards an Interclub licence, which can be applied for in the year of 8th birthday and will be restricted to 1 venue. (See Chapter 18)

**Same type of ARKS test for all aged applicants.**

From age 6 to the end of the year of 8th birthday, an Interclub Bambino grade can be applied for.

If aged 8 driver can opt to go straight to Kart Interclub.

**Moving from Kart Interclub (Bambino) to Kart Interclub.**

Either at 8th Birthday or, during the calendar year of 8th Birthday if 3 Bambino Kart Races have been completed (See Chapter 18)

**Kart Interclub to Kart National.**

10 signatures from Kart Races, spread across a minimum of 3 different venues.

1 signature awarded from passing the ARKS test.

(The requirement for removing Novice plates is to have completed 5 races from any venue)

No further signatures/results are needed as qualification is automatic based on achieving Kart National.

Age of applicant will determine if an ITE, ITF or ITG licence is obtained, as per FIA Appendix L.

FIA Driver Safety eLearning Module is also required.
Stage Rally Licence Grade Structure

- **RS National Navigator Only**
  - Does not require BARS test or previous experience

4 National licence grades
2 Int’l licence grades

*Must Hold a valid RTA licence
**Does not require BARS test or previous experience
Upgrading Criteria – Stage Rallying (Appendix 7)

Go Rallying BARS Test → RS Interclub Stage Rally or Junior version → RS National Stage Rally or *Navigator → Int'l Rally ITD-R → Int'l Rally ITC-R

For Junior Stage Rallying (14-17) the Junior version of the BARS test must be completed.

All other applicants complete the standard BARS test.

Advanced BARS test available.

6 Signatures from Rally Events completed. (Minimum 3 must be Stage Rallies)

1 can be replaced by the Advanced BARS Course

*Navigator Only Licence has no upgrade criteria. And can be applied for without a BARS test.

Criteria to comply with FIA Appendix L.

ITD-R. This grade can be achieved after RS National – Stage Rally criteria is met. (FIA Minimum is 5 events to be completed)

You can also upgrade from Kart International ITE after completion of BARS.

FIA eLearning Module is also required.

Criteria to comply with FIA Appendix L.

ITD-R or National to ITC-R. 5 ‘Road’ Events in previous 2 years.

Inter Club Stage Rally to ITC-R 10 x Events in the last 2 years, minimum of 5 need to be ‘Road’ events.

FIA eLearning Module is also required.
RS Licence Grade Structure

RS Clubman
- Min Age 6

RS Interclub (UK Only)
- Min Age 12

RS Interclub (Junior Drag)
- Min Age 8

RS National
- Min Age 14

RS National - Drag
- Min Age 8

Speed International ITD-R

Cross Country International ITC-R

Off Road International ITC-C

Drag International ITD-R

All Min Age 16

5 National licence grades
4 Int'l licence grades
Upgrading Criteria – RS (Appendix 8)

RS Clubman events cannot be used to upgrade – except Comp Safari’s.
6 Comp Safari’s can be used to apply for an RS National.

6 Hill Climbs or Sprints, 1 can be replaced by a signature from Sprint and Hillclimb School.
6 Rallycross, Hot Lap Challenge, Comp Safari’s, Hill Rallies or Mixture of the above.
For RS National Drag, a letter of endorsement from Drag Racing Club is required.

Criteria to comply with FIA Appendix L.
For Speed & Cross Country International 10 events of which 5 must be ‘Road’ based events.
For Drag International a letter of endorsement from Drag Racing Club is required.
For Off Road (Rallycross) 10 events with a minimum of 5 ‘Circuit’ based events.
Competitor Vehicles and Vehicle Safety Equipment
Chapter 7 Competitor Vehicles and Vehicle Safety Equipment

**App.1** Regulations relating to Competition Car Log Books and Vehicle Passports.

**App.2** The general Technical Regulations applying to Vehicles.

**App.3** Regulations for Roll-Over Protection Systems (ROPS).

**App.4** Regulations for Fuel Systems.

**App.5** Regulations for Electrical Systems except EV.

**App.6** Regulations for Fire Extinguishers and Systems.

**App.7** Regulations for Seats Harnesses and Headrests.

**App.8** Regulations for Exhaust Systems and Sound Testing.

**App.9** Regulations for On Board Cameras.

**App.10** Regulations for Competition Numbers.

**App.11** The Regulations for EV.

**App.12** Specific Regulations applying to Scrutineering.

**App.13** Drawings Diagrams and Charts
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

The Appendix numbers in this text refer to the Appendices to this Chapter except where stated. The following Appendices of this Chapter apply:

- App.1 Regulations relating to Competition Car Log Books and Vehicle Passports.
- App.2 The general Technical Regulations applying to Vehicles.
- App.3 Regulations for Roll-Over Protection Systems (ROPS).
- App.4 Regulations for Fuel Systems.
- App.5 Regulations for Electrical Systems except EV.
- App.6 Regulations for Fire Extinguishers and Systems.
- App.7 Regulations for Seats Harnesses and Headrests.
- App.8 Regulations for Exhaust Systems and Sound Testing.
- App.9 Regulations for On Board Cameras.
- App.10 Regulations for Competition Numbers.
- App.11 The Regulations for EV.
- App.12 Specific Regulations applying to Scrutineering.
- App.13 Drawings Diagrams and Charts

General

1. Vehicles competing in Events must conform to the Technical Regulations and any specific discipline class regulations and Championship Regulations as appropriate. If it does not conform it will not be eligible to compete. Failure to conform is a breach of the NCR and may be subject of penalty (Chapter 2) and guideline penalties at Event are provided by App. 13.

2. The deliberate presentation of a Vehicle or any component part of it that is not eligible under the applicable Technical Regulations is considered as a dishonest act offending the overarching principle of sporting fairness embodied in the Code and the NCR and will be referred to the ASN Disciplinary Officer and may result in the matter being referred to the National Court and the Competitor subject of interim suspension of Competition Licence. Non-deliberate matters will proceed in accordance with the relevant provisions of the NCR and guideline penalties are provided by App. 13.

3. The ASN reserves the right to amend these Regulations at any time on grounds of safety or in the interests of fair and orderly Competition (Chapter 1 Art.4). Without prejudice to the generality of that reserved authority the ASN will normally provide for amended Technical Regulations to be published as effective from the next ensuing calendar year. Amendments to present NCR and this Chapter are published on the ASN website. It is the Competitor's responsibility to be aware of all applicable Regulations.

Specific Regulations

4. The general Technical Regulations applying to Vehicles are set out in App.1.

5. Specific Regulations are provided by the relevant Appendices of this Chapter and all Official Documents relating to Technical matters including Championship Technical Regulations and where applicable all discipline-related Technical Regulations and any relevant FIA Homologation.

6. Where Supplementary Regulations (SRs) leave any doubt as to the category in which a particular type of Vehicle falls for the purposes of the Competition the position shall be governed by the definitions set out in
these Regulations.

7. Competition Car Log Books / Vehicle Passports are required for certain sporting disciplines as detailed in the Specific Regulations. Vehicle Passports are available from International, National and other approved Scrutineers. Vehicle inspections can be arranged by appointment with an appropriate grade local Scrutineer.

8. The Specific Regulations relating to Competition Car Log Books and Vehicle Passports are provided in App. 1.

9. By reciprocal arrangement the ASN will recognise Log Books issued by Motor Sport Ireland. Such Log Books are considered valid for Competitions within the UK.

10. As a general principal of all Technical Regulations it is prohibited to carry out any tuning or modification unless expressly permitted by the relevant Regulation(s) or a component is stated to be ‘free’.

11. Specific Regulations applying to Vehicles that are not powered exclusively by an internal combustion engine are to be contained in Official Documents and those Vehicles are additionally subject to the relevant provisions of Apps. 2 – 10 of this Chapter.

12. The Regulations for Electrified Vehicles are provided by App. 11

13. The Regulations for Roll-Over Protection Systems (ROPS) are provided by App. 3.

14. The Regulations for Fuel Systems are provided by App. 4

15. The Regulations for Electrical Systems except Electrified Vehicles are provided by App. 5.

16. The Regulations for Fire Extinguishers and Systems are provided by App. 6.

17. The Regulations for seats harnesses and headrests are provided by App. 7.

18. The Regulations for exhaust systems and sound testing are provided by App. 8.

19. The Regulations for On Board Cameras are provided by App. 9.

20. The Regulations for Competition Numbers are provided by App. 10.

21. All Vehicles must comply with the Safety Regulations as provided by their Specific Technical Regulations and Apps. 2 – 10 of this Chapter.

22. Vehicle occupants wearing normal Personal Safety Equipment (Chapter 9) and seated in their normal position with safety harness fastened and the steering wheel in place must be able to evacuate the Vehicle in a maximum of 10 seconds.

23. All Vehicles must be made available to the Event Scrutineers for examination and approval before taking part in any Competition or Official Practice.

24. Specific Regulations applying to scrutineering are provided by App. 12.

25. The role and powers of Technical Officials are provided by Chapter 5 of these NCR.

26. If a Competitor has any doubt as to the conformity of the Vehicle or any component in it being used or intended to be used in Competition then the Competitor should consult and seek advice from a relevant Scrutineer (for example a Championship Eligibility Scrutineer) or the ASN.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 1

Competition Car Log Books (CCLB) and Vehicle Passports (VP)

Note: These Regulations may be amended or replaced by Regulations relating to a digital Vehicle Scrutineering Record.

1. To obtain a Vehicle Passport, a registration document (where appropriate) for the Vehicle, or Vehicle identity number is required. Recent good quality colour photographs showing the Vehicle static, unoccupied and in tyre contact with the ground must be shown on the CCLB / VP. Photos for VPs must include a front 3/4 view from right side, rear 3/4 view from left side (both with number plate legible where applicable) and an engine bay view.

2. CCLB / VP continuation sheets may be obtained from the ASN.

3. CCLBs / Vehicle Passports refer to complete cars and must not be transferred with a bodyshell.

4. Any CCLB / VP issued will remain the property of the ASN, which reserves the right to withdraw or suspend it at any time, stating the reasons why.

5. CCLBs/VPs must be sent to the ASN for any of the following reasons:
   a. Issue of new VP.
   b. Change of engine type or capacity.
   c. Change of bodyshell.
   d. Change of ownership.
   e. Change of address.
   f. Vehicle disposal or dismantling.
   g. Change of Vehicle colour (with new photos).

6. CCLB continuation sheets may be obtained from the ASN.

7. CCLBs first issued prior to 31 December 2009 have now expired.

8. All other CCLBs will expire on 31st December 2025.

9. Once a CCLB has expired a new Vehicle Passport will need to be applied for.

10. Until the date of expiry a CCLB may continue to be returned to the ASN for amendment as provided above.

11. Vehicle Identification Stickers for the purposes of Event Scrutineering record keeping are required for certain sporting disciplines as detailed in the Specific Regulations.

12. Event Scrutineering records are associated to the Vehicle Identification Sticker and held centrally by the ASN. Vehicle Event Scrutineering records are accessible by selected Scrutineers.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 2

General Technical Regulations

1. The following Technical Regulations are mandatory and apply to Vehicles in all forms of Competition (other than Karting). Vehicles must also comply with the appropriate Specific Technical Regulations. Where there are several regulations concerning any particular subject it shall be taken as a general principle that one does not override another unless specifically stated.

2. As a general principle in all Technical Regulations it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

3. Disabled Drivers (Chapter 6) are permitted to make modifications approved by the ASN solely for the purpose of enabling operation of the Vehicle control systems.

4. Scrutineering (See also Chapter 7 App. 12 Applies)

5. Before taking part in any Competition or Practice for any Competition all Vehicles must be presented to the Event Scrutineers for examination and approval

Specific elements

Chassis / Body (including aerodynamics) Must:

6. Be fitted with bodywork including a Driver (and Passenger) compartment isolated from the engine fluid filled batteries, gearbox, hydraulic reservoirs (with the exception of fire extinguishers) pressurised above atmospheric, pressure pneumatic reservoirs and accumulators, transmission shafts, chains, belts and gears brakes, road wheels, suspension components including their operating linkages and attachments, petrol/fuel tanks, oil tanks, water header tanks, catch tanks and fuel system components (other than where such components comply with Appendix 4 Arts.20 and / or 21 such as to prevent there being a hazard.

7. Except for Vehicles of Periods A-E front engine Vehicles to be fitted with a bonnet covering the engine and all its’ major components.

8. Except for Vehicles of Periods A-E exposed transmission shafts gears and chains must be guarded so as to prevent any hazard.

9. Where a radiator is not isolated from the Driver / Passenger compartment a suitable deflector must be fitted to prevent fluid directly coming into contact with the Vehicle’s occupants.

10. Except for Vehicles of Periods A to E and which in period specification were not equipped with a bonnet or casing of metal or solid flame-resistant material covering and surrounding the main engine structure have a protective bulkhead of non-flammable material between the engine and the Driver / Passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with suitable flame proof material that completely closes any gap at all times.

11. Magnesium is prohibited for bulkheads.

12. Have a complete floor of adequate strength rigidly supported within the Driver / Passenger compartment.

13. Not have the space normally occupied by Passengers encroached upon in such a way that may impede extrication of the Driver from that side but may have the Passenger seats removed.
14. Except for racing cars or cars of A to D be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:
   a. be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above. When viewed from the rear the tyre must not be visible above any point 50mm or more above the axle centre line
   b. extend forward ahead of the axle line
   c. extend downward behind the wheel.

15. **Aerodynamic devices** may only be fitted to Racing and Sports Racing Cars (unless prohibited by an Approved Formula) or where specifically permitted where FIA homologated or where complying with National type approval.

16. Such devices must not extend beyond the maximum width of the Vehicle above the maximum height of any roof or for an open car the maximum height of the ROPS.

17. **For Saloon and Sports Cars** such devices must not extend longitudinally from the bodywork by more than 100mm.

18. **For Sports Racing Cars** such devices must not extend longitudinally from the rear wheel axis by more than 1100mm.


20. If originally fitted with **Driver / Passenger** doors hatchback doors sliding doors opening boots or tailgates these must be secured in the closed position during Events.

21. Have effective means of ventilating closed cars.

22. Tinted glass in any window which can significantly affect through vision (in or out) or distort the colours of signal flags or lights is prohibited.

23. With the exception of **Cross Country Vehicles Racing Trucks** and **Karts** in all Vehicles with the **Driver** seated normally the soles of their feet resting on the pedals in the inoperative position shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.

24. **Art.23 above** is not applicable to Vehicles constructed prior to 1.1.99 or for those Vehicle designs which have participated in an **ASN Permitted Championship** prior to 1.1.99.

Seating App.7 Applies

25. Must have a normal adequate seat for the **Driver** (and any permitted **Passenger**).

26. With the occupant seated the seat must be correctly located and securely anchored within the compartment and must not tilt hinge or fold unless it is a production seat fitted with a serviceable locking mechanism preventing independent operation.

27. The seat must support and retain the **Driver** within the **Vehicle**.

28. The seat cushion (i.e. the part on which the occupant sits) when uncompressed must not be less than 152.5mm below the top edge of the adjacent body side or door.

29. Any other seats fitted must similarly comply and all seats must face forward. **Vehicles** of Periods A to D are exempt from this requirement.

30. If a single seater the maximum time for a **Driver** to get in or out of the **Vehicle** must not exceed 10 seconds.
Engines

31. **Paddock Safety**: In areas to which the public has access no engine shall be run with the gears engaged whilst the **Vehicle** has any driving wheels not in direct contact with the ground unless all moving parts are adequately guarded and with the exception of **Karts** a competent person is seated in the driving seat.

32. If forced induction is used the coefficient will be 1.7:1. unless stated otherwise in **Specific Technical Regulations** or **Official Documents**.

33. Must be equipped with a positive method of throttle closing by means of external spring/springs so that in the Event of failure of any part of the throttle linkage the throttle(s) are sprung closed.

34. **Vehicles** fitted with electronic throttle control as standard original manufacturer’s equipment for that **Vehicle** are exempt from **Art.33 above**.

Suspension

35. Must be fitted with sprung suspension between the wheels and the **Chassis** and which must be controlled to avoid fouling of wheels on **Chassis** or bodywork.

36. **Vehicles** of Periods A and B need not have sprung suspension if originally built without it.

Brakes

37. Must be fitted with brakes that are operative and capable of stopping the **Vehicle** as required.

38. Non-ferrous disc brakes are prohibited unless a **Standard Part** for that **Vehicle** or specifically authorised by the **ASN** for a class or category of **Vehicle**.

Steering

39. Must have a steering wheel with a continuously closed rim (except for Drag Race Vehicles). ’D’ shape wheels are permitted.

40. Specifically not permitted are wheels having a noncontinuous rim shape similar to that shown in the **Diagram 2 (a)**. Along with other continuously closed rim shapes, those similar to **Diagram 2 (b)-(c)** are permitted.

41. **Vehicles of Periods A and B** may have a tiller or alternative to a steering wheel if it formed part of the original **Vehicle**.

42. Steering movement must be controlled to avoid fouling of wheels on **Chassis** or bodywork.

43. Rear wheel or four-wheel steering is prohibited unless fitted on a **Production Vehicle** by the manufacturer or permitted under the **Specific Technical Regulations** or **Official Documents**.

Wheels

44. Must have not less than four road wheels and tyres (excluding the spare).

45. Must not be fitted with any wheel spacer exceeding 25mm in thickness or of less than hub diameter. Multiple or **Laminated Spacers** and extended studs are prohibited.

46. Must have all hub nave plates and wheel embellishers removed.

Tyres **Chapter 8 may apply**

47. Must have tyres complying with **Specific Technical Regulations** and/or **Construction and Use**
Regulations (if Standard Road Tyres) for the duration of the Event.

48. Tyres if treaded must have not less than 1.6mm of tread remaining at the start of a Race except Formula Ford 1600 which must have a minimum of 1mm of tread remaining at the start of a Race.

49. Where freedom of choice of tyres is left to the Competitor the responsibility rests with each Competitor to ensure that the tyres to be used are of adequate rating having regard to the potential speed of their Vehicle and the nature of the Event.

50. The fitment and / or use of pressure control valves to Wheels and / or tyres is prohibited.

51. Unless specifically permitted under the Regulations of the Event the use of chemical tyre softeners is not permitted.

52. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

Cooling

53. Must have any fluid carrying lines or tubes carrying coolants through the Driver / Passenger compartment painted red except for HV Battery cooling lines. If lines are non-metallic then must be internally or externally metal braided hydraulic pressure hose. Where braided hose is used then all cooling lines must use anodized unions.

54. Screwed hose clips (e.g. 'Jubilee Clips') may only be used in conjunction with a suitably swaged pipe.

55. Radiator Caps should be pressure rated to suit the system and positioned or shielded in such a way that hot water or steam cannot scald the Driver of the Vehicle if they become opened or broken in an accident.

Transmission

56. Must have the transmission outside the Driver / Passenger compartment beneath the floor or secured in casings or coverings of solid material.

57. Must be equipped with a reverse gear in normal working order unless otherwise stated in Specific Technical Regulations. Racing Cars of Periods A to E are exempt from this requirement.

Front Engined Cars

58. With front engine Vehicles a propeller shaft restraint should be fitted. Either safety hooks or a rigidly fixed steel panel of not less than 18swg.

Clutch and Bell Housing Protection

59. It is recommended that a shield is placed to guard the clutch / bellhousing and to protect in case of clutch / flywheel derangement. This can be a 1/8in steel plate or sandbag type absorber as used in drag racing.

Oil Systems

60. Must have any oil lines passing through the Driver / Passenger compartment protected and if non-metallic to be of internally or externally metal braided hydraulic pressure hose.

61. Fuel Systems App. 4 Applies

62. Electrical Systems App. 5 Applies (except as to Electrified Vehicles 'EV')

2025 National Competition Rules Chapter 7 Appendix 2 General Technical Regulations
Weight / Ballast

63. If subject to a minimum weight that must be the weight of the Vehicle in the condition in which it crosses the finishing line (excluding Driver and Passenger) or at any time during the Competition and/or Practice (except for certain classes or formulae which include the Driver in the total weight).

64. Any ballast required must be attached to the shell/Chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq mm surface area and 3mm thickness.

65. Provision must be made for the fixation of seals by Scrutineers if deemed necessary.

66. Where ballast is fitted to touring sports, sports racing or GT Vehicles it shall be fitted in the Passenger's location.

67. Single seat racing cars are exempt from the above mounting requirements.

68. Exhausts App. 8 Applies

Safety

69. All Vehicles must comply with Safety Regulations as itemised under their Specific Technical Regulations.

70. The Vehicle occupant(s) seated in their normal position wearing normal equipment with seat belts fastened and the steering wheel in place must be able to evacuate the cockpit in a maximum of 10 seconds.

Miscellaneous

Vehicles:

71. Must be of sound construction and mechanical condition and be well maintained.

72. Must have positive fastenings for all doors and all hinged or detachable parts of the bodywork.

73. Must have no temporary parts incorporated in the construction.

74. Need not be equipped with seat belts, speedometer, spare wheel or bumpers if the Event is held on private property unless specified to the contrary by Official Documents. Any exposed sharp ends of bumpers or other Bodywork must be protected.

75. Must not be a Vehicle of commercial type such as a van / pick-up which was initially intended solely for commercial or goods carrying unless permitted by the Official Documents.

76. Must have a minimum distance of 1830mm between the centre lines of the foremost front and rearmost substantial load-carrying wheels unless complying with an Approved Formula or being a standard production Vehicle.

77. Except for racing cars must be fitted with a windscreen.

78. If plastic windscreen side screens or rear windows are fitted the thickness must not be less than nominal 4mm (minimum 3.8mm). Except for Vehicle models originally in production prior to 1st January 1990 for new build Vehicles from 2022 they must be Polycarbonate with a nominal thickness of 6mm (minimum 5.8mm) for the windscreen.

79. Sports Vehicles supplied as standard with plastic side screens may retain them in their original thickness.

80. Must not have skirts bridging devices or any form of aerodynamic device between the Chassis and the ground / Track.
81. Any specific part of the **Vehicle** influencing its aerodynamic performance must:
   a. comply with rules relating to bodywork and
   b. be rigidly secured to the entirely sprung part of the **Vehicle** and
   c. remain immobile in relation to the **Vehicle**.

82. **Ground Clearance:** No part of the **Bodywork** or of the suspended part of the **Vehicle** can be below a horizontal plane passing 40mm above the ground (unless stated otherwise in **Official Documents**) the **Vehicle** being in normal racing trim with the occupants aboard.

83. A gauge conforming to **ASN Technical** requirements may be used by **Scrutineers** at any time during an **Event** to check **Vehicle** ground clearance. This should normally be on a recognised flat area when the **Event** is at a **Race Circuit**.

84. Must not carry or pass any liquids or gases other than air at atmospheric pressure in or through any tubes comprising part of the **Chassis** structure.

85. It is strongly recommended for all **Competitors** except **Autotest** participating in single **Venue Competitions** to have available at their paddock base and for multi-**Venue Competitions** to carry within their **Vehicle** a self-contained **Spill Kit** capable of effectively absorbing minor spillages of up to 1.25 litres of all **Vehicle** fluids – oils, fuels, coolants, battery acid. For **Autotest** an adequate quantity of **Spill Kits** must be available with the **Organisers** at the **Event** control.

86. Used **Spill Kits** are to be disposed of in accordance with local or **National** guidelines and or **Venue Regulations**. They must not be disposed of in general waste facilities at the **Event**.

87. **Information devices** (including but not limited to):
   a. data loggers
   b. displays
   c. instrumentation
   d. communication systems (where permitted)
   e. trip computers

mounted within the cockpit must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the **Driver’s** or **Passenger’s** body or helmet. Where possible a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method.

88. **On-Board Cameras App. 9 Applies**

89. **Competition Numbers App. 10** and **App.14 Diagram 1 Applies**
Roll Over Protection Systems (ROPS)

Introduction
1. This Appendix is for ASN National and lower status Events.
2. Care should be taken to check FIA International requirements for Groups, Classes and Formulae which may not be covered by this section. The ASN generally aligns itself with FIA ROPS Regulations wherever possible.
3. The following are various specifications and configurations that can be used in manufacturing, preparing and installing Roll-Over Protection Systems (ROPS) into Production Cars, Touring Cars Saloon and Sports Cars (Arts.66 – 80), Sports Racing Cars (Arts.81 – 85), Single Seaters (Arts.86 – 90), and other forms of Competition Vehicles (Arts.91 – 93).
4. The details covered in this section give many permutations, the ASN mandatory requirements are the minimum acceptable.
5. The use of a rollbar to achieve or supplement aerodynamic effects is prohibited.

Definitions
6. Safety Cage: A structural framework designed to prevent serious bodyshell deformation in the case of a collision or a car turning over.
7. Rollbar: Structural frame or hoop and mounting points.
8. Rollcage: Structural framework made up of a main rollbar and a front rollbar (or two lateral rollbars), their connecting members, one diagonal member, backstays and mounting points (see Appendix 13 Diagram 14 and 15).
9. Main Rollbar: Structure consisting of a near-vertical frame or hoop located across the vehicle just behind the front seats.
10. Front Rollbar: Similar to Main Rollbar but its shape follows the windscreens pillars and top screen edge.
11. Lateral Rollbar: Structure consisting of a near-vertical frame or hoop located along the right or left hand side of the vehicle. The rear legs of a lateral rollbar must be just behind the front seats. The front leg must be against the screen pillar and dashboard such that it does not unduly impede entry or exit of Driver or Co-Driver.
12. Longitudinal Member: Longitudinal tube which is not a part of the main, front or lateral rollbar, for example, a backstay.
13. Diagonal Member: Transverse tube between a top corner of the main rollbar or upper end of a backstay and a lower mounting point on the opposite side of the rollbar or backstay.
14. Framework Reinforcement: Reinforcing member fixed to the rollcage to improve its structural efficiency.
15. Reinforcement Plate: Metal plate fixed to bodyshell or chassis structure under a rollbar mounting foot to spread load into the structure.
16. Mounting Foot: Plate welded to a rollbar tube to permit its bolting or welding to the bodyshell or chassis structure, usually onto a reinforcement plate.
17. Removable Members: Structural members of a safety cage which are able to be removed.
18. **Harness Bar**: A transverse tubular member attached across either the main hoop or backstays to accept harness mountings.

**Specifications**

19. **ROPS** must be designed and made so that, when correctly installed, they substantially reduce the risk of injury to the occupants. The essential features of an efficient **ROPS** are that it is designed to suit the particular **Vehicle**, is of sound construction, has adequate mountings and is a close fit to the bodyshell.

20. The **ROPS** must not unduly impede **Driver** and **Co-Driver** access to the vehicle. Members may intrude into the interior space by passing through the dashboard, front side trim, rear side trim, and rear seats which may be folded down.

21. **ROPS** must not extend beyond the front upper or rear suspension mounting points of the **Vehicle** with the exception of backstays which may extend beyond the rear suspension mounting points if necessary to achieve the required 30° angle.

22. Any modification to a **Homologated ROPS** (other than fitment of **Roof Reinforcement**, **Windscreen Pillar Reinforcement**, **Doorbars** and **Harness Bars**) is prohibited.

23. Tubes must not carry any liquids or gases, other than air at atmospheric pressure, or any other item.

**Compulsory Diagonal Member**

24. Different ways of fitting the compulsory diagonal member are shown in **Appendix 13 Diagram 14** and 15. The combination of several members is permitted.

**Optional Reinforcing Member**

25. Each type of reinforcement (see **Appendix 13 Diagram 16** and 21) may be used separately or combined with others.

**Technical Specifications**

26. **Main, Front** and **Lateral Rollbars**. These frames or hoops must be made in one piece without joints. Their construction must be smooth and even without ripples or cracks. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell. The front leg of the front rollbar or a lateral rollbar must be straight or if it is not possible must follow the windscreen pillars and have only one bend unless a windscreen pillar reinforcement is fitted.

27. The mounting foot must not be rearward of the foremost point of the rollbar.

28. Where the main rollbar forms the rear legs of a lateral rollbar (see **Appendix 13 Diagram 15**), the connection to the lateral rollbar must be at roof level. To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cage and its mountings by cutting it away or by distortion.

29. However this modification does not permit the removal of the complete parts of upholstery or trim. Where necessary the fusebox may be relocated to enable a rollcage to be fitted.

**Mounting of ROPS to the Bodyshell**

30. Minimum mountings are:
   a. 1 for each leg of the main or lateral rollbar.
b. 1 for each leg of the front rollbar.
c. 1 for each backstay.

31. Each leg of a main, lateral or front rollbar must be attached, via a mounting foot, by at least three bolts, minimum M8 ISO grade 8.8 and utilising a steel reinforcement plate of a material of at least the same thickness as the wall of the tube to which it is being welded (minimum 3mm) and of at least 120cm² area which is welded to the bodyshell (see Appendix 13 Diagram 22 to 27).

32. The mounting foot or leg may alternatively be welded directly to the bodyshell / reinforcement plate in accordance with Appendix 13 Diagram 22.

Backstays

33. These are compulsory and must be attached near the roofline and near the top outer bends of the main rollbar on both sides of the car. They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the bodyshell. Their materials specification, diameter and thickness must be as defined in Arts.60 - 67. Forward facing stays are permitted if an angle of 30° cannot be achieved with Backstays providing they do not unduly impede Driver and Co-Driver access to the Vehicle.

34. Their mountings must be reinforced by plates. Each backstay should be secured by bolts having a cumulative section area at least two thirds of that recommended for each rollbar leg mounting in Arts.30 – 34 above and with identical reinforcement plates of a least 60cm² area (see Appendix 13 Diagram 22). A single bolt in double shear is permitted providing it is of adequate section and strength (see Appendix 13 Diagram 29) and provided that a bush is welded into the backstay.

35. The mounting foot or backstay may alternatively be welded directly to the bodyshell/reinforcement plate in accordance with Appendix 13 Diagram 22.

Diagonal Members

36. At least one diagonal member must be fitted. Their location must be in accordance with Appendix 13 Diagram 14 or 15 and they must be straight. The combination of several diagonal members is permitted.

37. Where two diagonals in the form of a cross are used at least one of the diagonals must be a single piece tube.

38. The attachment points of the diagonal members must be so located that they cannot cause injuries. They may be made removable but must be in place during Events. The lower end of the diagonal must join the main rollbar or back-stay not further than 100mm from the mounting foot. The upper end must join the main rollbar not further than 100mm from the junction of the backstay joint, or the backstay not more than 100mm from its junction with the main rollbar.

39. They must comply with the minimum specification set out in Arts.58 – 65. A diagonal member fixed to the bodyshell must have reinforcement plates as defined in Arts.34-36 above.

Optional Reinforcement of ROPS

40. The diameter, thickness and material of reinforcements must be as defined in Arts.58 - 65. They must be either welded in position or installed by means of demountable joints. Reinforcement tubes must not be attached to the bodyshell.
Transverse Reinforcing Members:
41. The fitting of two transverse members as shown in Appendix 13 Diagram 18 is permitted. The transverse member fixed to the front rollbar must not encroach upon the space reserved for the Driver or Co-Driver. It must be placed as high as possible but its lower edge must not be higher than the top of the dashboard.

Doorbars (for side protection):
42. Longitudinal members must be fitted at each side of the Vehicle (see Appendix 13 Diagram 18 and 21). They may be removable.
43. The side protection must be as high as possible but not higher than one half of the total height of the door aperture measured from its base.
44. Where two members in the form of a cross are used, at least one of the members must be a single piece tube.
45. Where configuration 12(j) is used a reinforcing gusset must connect the tubes along the horizontal length.

Roof Reinforcement:
46. Reinforcing the upper part of the rollcage by adding members as shown in Appendix 13 Diagram 19 is permitted.

Reinforcement of bends and junctions:
47. The reinforcement of the junction between the main rollbar or the front rollbar and the longitudinal members is permitted as shown in Appendix 13 Diagram 21 as is the reinforcement of the top rear bends of the lateral rollbars.
48. The ends of these reinforcing tubes must not be more than half-way down or along the members to which they are attached.

Windscreen Pillar Reinforcement:
49. A tube the upper end of which must be less than 100mm from the junction between the front (lateral) rollbar and the longitudinal (transversal) member and the lower end less than 100mm from the front mounting foot of the front (lateral) rollbar, as shown in Appendix 13 Diagram 68.
50. The tube may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20°.

51. Protective Padding: Where the Driver's or Co-Driver's bodies or crash helmets could come into contact with the ROPS, non-flammable padding should be provided for protection.
52. It is recommended that rollbar / rollcage tubes within 150mm of a vehicle occupant's helmet are covered with a suitable energy absorbing material. Suitable materials are Homologated by the FIA who publish specific regulations for the fitment of such materials for Vehicles participating in International Event.
53. Removable Members: Should removable members be used in the construction of a ROPS the demountable joints used must comply with an approved type (see Appendix 13 Diagram 30 to 38 and Diagram 46). The screws and bolts must be of adequate diameter and of ISO Standard 8.8 or better. FIA Homologated demountable joints are also permitted.
54. Demountable joints must not be used as part of a main, front or lateral rollbar because they act as hinges in the...
principal structure and allow deformation. Their use is solely for attaching members to the rollbars and for attaching a lateral rollbar to a main rollbar (see Appendix 13 Diagram 11). In this last case, hinged joints in Appendix 13 Diagram 30 to 38 and Diagram 46 must not be used.

Guidance on Welding

55. All welding should be of the highest possible quality with full penetration and preferably using a gas shielded arc.

56. Although good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.

57. When using heat-treated steel the instructions of the manufacturer must be followed (special electrodes, gas protected welding).

58. It is to be emphasised that the use of heat-treated or medium carbon steels may cause problems and that bad fabrication may result in a decrease in strength (caused by brittle heat-affected zones) or inadequate ductility.

Harness Bars

59. Minimum dimensions 38mm x 2.5mm or 40mm x 2.0mm. Cold Drawn Seamless Carbon Steel with minimum tensile strength of 350N/mm². Harness straps may be attached by looping around the tube or by threaded fixings using inserts as drawing No. 44 welded into the tubes(s).

Material Specifications

60. Specifications of the tubes used:
   a. Material
      Cold Drawn Seamless Unalloyed Carbon Steel, containing a maximum of 0.3% of carbon.
      Note: For an unalloyed carbon steel the maximum content of additives is 1.7% for manganese and 0.6% for other elements.
   b. Minimum Yield Strength
      350 N/mm²
   c. Minimum Dimensions (Ø in mm)
      i. Mandatory tubular members
         45 x 2.5 (1.75” x 0.095”) or 50 x 2.0 (2.0” x 0.083”)
         38 x 2.5 (1.5” x 0.095”) or 40 x 2.0 (1.6” x 0.083”).
         (For roll cages/bars approved prior to 1.1.95).
      ii. Optional tubular members
         38 x 2.5 (1.5” x 0.095”) or 40 x 2.0 (1.6” x 0.083”).

61. In selecting the steel, attention must be paid to obtaining good elongation properties and adequate weldability.

62. The tubing must be bent by a cold working process and the centreline bend radius must be at least three times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.

Exceptions

2025 National Competition Rules Chapter 7 Appendix 3 Roll Over Protection Systems (ROPS)
63. The only exceptions to the foregoing requirements for Saloon, Single Seater and Sports Cars are as follows:
   a. ROPS manufacturers may make application to the ASN for a Roll Over Protection System (ROPS) Certificate to be issued.

64. Note: ROPS manufacturers wishing to make application for such a certificate should contact the ASN Technical Department in order to obtain details of the requirements to be met and the fees payable. Subject to these requirements being met a ROPS Certificate will be raised and issued. Duly authorised copies of this certificate containing a drawing, photographs, a copy of the manufacturer’s declaration that the ROPS meets the required regulations should be available to Event Scrutineers.

65. Each ROPS manufactured after 1.1.97 for which the ASN or the FIA has issued a ROPS (Rollcage) Certificate must bear an identification plate which details the manufacturer and the manufacturer’s part number allocated to the cage. Details of this identity plate are to be included on the ROPS (Rollcage) Certificate.

Vehicle Categories Covered
Series Production, Touring and Sports Cars.

66. Production Cars, Touring Cars, Sports cars up to 2,000cc – Basic rollbar / rollcage complying with K1 or K2.

67. Production Cars and Touring Cars over 2,000cc – Rollbar / rollcage complying with App.13 Diagram 12 or 13.

68. Sports Cars over 2,000cc – Rollbar / rollcage complying with Appendix 13 Diagram 12 or 13 or 64.a & 64.b and Diagram 47.

69. The different possibilities of installing the optional reinforcing members to the rollcage are shown in Appendix 13 Diagram 16 to 21.

70. Each type of reinforcement (Appendix 13 Diagrams 16 to 21) may be used separately or combined with one or several others).

71. These reinforcements can be installed in each of the basic rollcages (Appendix 13 Diagram 10 to 13).

Material

72. As defined in Arts.60 - 62.

73. Note: For all the ROPS which are FIA Homologated after 1.1.2000 for Touring Cars the presence of the ROPS in the door aperture must comply with the following criteria (see Appendix 13 Diagram 63 in this section).

74. Dimension A must be a minimum of 300mm.

75. Dimension B must be a maximum of 250mm.

76. Dimension C must be a maximum of 300mm.

77. Dimension D (Measured from the upper corner of the windscreen, without the seal) must be a maximum of 100mm.

78. Dimension E must not be more than half height of the door aperture.

79. ASN Certified and non-Homologated ROPS constructed after 1.1.2001 in accordance with Appendix 13 Diagram 21 must also comply with the above dimensions.

80. Vehicles of Periods A-Z as defined within the current FIA yearbook for which a valid FIA Historic Technical Passport (HTP) has been issued – be fitted with a rollbar / rollcage as specified within the HTP issued for each individual Vehicle and with that Vehicle being in compliance with that specification.
Sports Racing Cars

81. The rollbar must conform to Appendix 13 Diagram 64.a and 47.
82. Forward facing stays are permitted for open Sports Racing Cars.
83. Minimum height 92cm measured along the line of the driver’s spine from the bottom of the car seat.

Material

84. Cold drawn seamless carbon steel 350N/mm².

Minimum Dimensions (mm)

85. 45 x 2.5 (1.75in x 0.095in) or 50 x 2.0mm (2.00in x 0.083in).

Single Seat Racing Cars

86. The rollbar must be symmetrical about the lengthwise centre-line of the car and of minimum height 900mm measured vertically from the base of the cockpit or 920mm measured along the line of the Driver’s spine from the bottom of the car seat. There must be at least one brace rearwards from the top of the rollbar at an angle not exceeding 60° with the horizontal, this brace must be the same diameter as the rollbar, if two braces are fitted to the tube the diameter may be reduced to 26mm x 2.5mm (1in x 0.095in). Where two braces are fitted, they may be rearward or forward facing.

87. The width inside the roll-over bar main tubes must be 380mm minimum measured 600mm above the base of the seat. It must incorporate a crossbrace to restrain the driver’s head and give rearward support. The top hoop radius must not be less than 100mm measured at the centre line of the tube.

Material

88. Cold drawn seamless Carbon steel 350N/mm².

Minimum dimensions (mm)

89. Vehicles up to 470kg:
   38 x 2.5 (1.5in x 0.095in) or 40 x 2.0 (1.6in x 0.083in).

90. Vehicles 470kg and over:
   45 x 2.5 (1.75in x 0.095in) or 50 x 2.0 (2.0in x 0.083in).

Other Considerations

91. An effective rollbar must be fitted with its top edge not less than 50mm above the helmet of the normally seated driver. It must be wider than the driver’s shoulders at that height. It must be constructed of good quality seamless steel tubing of minimum 35mm diameter and wall thickness of 2mm. It should have the top bar straight or slightly curved but no tubes meeting in an inverted ‘V’. It must be effectively braced to structural members.

92. Non-standard Vehicles are advised to fit a rollbar to the following minimum requirements.
   a. Minimum height 72cm from the rear of the uncompressed seat cushion.
   b. It must have minimum flat width of 38cm running into radiused corners and affording driver and if applicable Passenger equal protection.
   c. It must be effectively mounted and braced to structural members forward and aft of the cockpit and not
less than cockpit width.

d. It must be constructed of good quality seamless steel tubing of minimum 32mm diameter and wall thickness of 1.5mm.

93. ALL aluminium alloy Roll Cages are prohibited.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY

APPENDIX 4

Fuel and Fuel Systems

General

1. **Pump Fuel** All Competitors must use **Pump Fuel** (see definition Chapter 8 and Chapter 1 App.1) except subject to prior written authority having been given by the **ASN** where permitted otherwise under **Event Official Documents** and **Championship Regulations**.

2. **Fuel Tanks and Pipes** Every effort should be made to isolate fuel tanks and pipes from the **Driver / Passenger** compartment.

3. The risk of fuel spillage from accident damage can be reduced by use of **Safety Fuel Cells** or by bag type tanks or by coating metal tanks with **GRP**.

4. **Tanks** should be located so that they are given maximum protection by the structure of the **Vehicle**.

5. Where applicable the entire fuel tank area 'Licked' by the open air-stream must incorporate a **crushable structure** as below.

6. **Vents** should be designed to avoid spillage if the **Vehicle** becomes inverted.

7. **Filler Fillers** should be designed and located to reduce risk of damage.

8. **Filler caps** should not be liable to open in the case of an accident. Simple screw caps are effective. The positive locking of the fuel filler cap(s) is recommended.

9. **The filler pipe** to the tank should be of minimum possible length and not protrude beyond the bodywork.

Tank Fillers, Vents and Caps

10. Tank fillers and caps must not protrude beyond the bodywork or be situated within the **Driver / Passenger** compartment. The caps must have an efficient locking action to reduce the risk of opening during an accident and to ensure closing after refuelling.

11. Air vents must be at least 250mm to the rear of the cockpit and must be designed to prevent the escape of fuel should the **Vehicle** be inverted. It is recommended that a non-return valve is incorporated in the vent system.

Crushable Structure

12. The crushable structure should be a sandwich construction based on a fire-resistant core of minimum crushing strength 25lb/sq in. It is permitted to pass water pipes through this core.

13. The minimum thickness of the sandwich construction must be 10mm.

14. The fore and aft fuel tank area, however, must provide for a crushable structure of at least 100mm thickness at its thickest point and over a length of at least 350mm after which it may be generally reduced to 10mm. The position of this widest point to be at the constructor’s discretion.

15. The sandwich construction must include two sheets of 1.5mm thick aluminium sheet having a tensile strength of 14 tons/sq in and minimum elongation of 5%.

2025 National Competition Rules Chapter 7 Appendix 4 Fuel and Fuel Systems
Safety Fuel Cells
16. The FIA approved standard for Safety Fuel Cells is FIA Standard FT3-1999, FT3.5-1999 and FT5-1999. Fuel cells complying with this standard are only manufactured by authorised companies and bear the FIA Homologation Label on each cell.
17. No other cells are approved by the FIA.
18. At International Status Events, Under FIA Regulations the homologation expires once the cell is five years old. The validity of this homologation may be extended for a further two years if the cell is inspected and recertified by the original manufacturer.
19. It is recommended that any safety cell is periodically inspected on a regular basis.

Fuel Systems
20. Must have any fuel lines passing through the Driver / Passenger compartment protected and, if non-metallic, to be internally or externally metal braided hydraulic pressure hose or fuel lines complying with FIA specifications.
21. Fuel lines may only be joined by screwed sealing joints or vehicle manufacturers approved joint.
22. If fitted with fuel fillers in a closed boot, or under closure, have collector / spill trays incorporated to drain outside the Vehicle.

Fuel sampling
23. With the exception of Vehicles competing in Sprint and Hill Climb Standard Cars and Road Cars Categories, Vehicles competing in British and ASN Titled Championships for, and all Vehicles built after 01 January 2013 for, Rallycross, Car Racing, Special Stage Rallying, Sprints and Hill Climbs must be equipped with the facility to enable a fuel sample to be taken.
24. For fuel injected Vehicles the facility must be a dry break fuel sampling coupling, approved by the FIA, Competitors must carry and make available a 300mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached.
25. The fuel system must have sufficient fuel for a fuel test (Chapter 8) present at any time during the Event. Breach of this Regulation will give rise to Disqualification (Chapter 2) from the Results of the Event on the principle of a breach of Technical Regulations.

Non-Pump Fuel Methanol and LPG
26. If using non-Pump Fuel a 70mm diameter 'Day- Glo' orange disc must be affixed immediately adjacent to the Competition Numbers on both sides.
27. Any Vehicle using methanol must include an ASN-approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.
28. If using LPG, the entire system must conform with Construction and Use Regulations and LPG Industry Technical Association Codes of Practice in force at the date of the Event.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 5

Electrical Systems

General

Safety for Competitors and Officials is paramount

1. Wiring should be of high quality and suitable to its function.
2. Wiring and systems must be secured and well protected to reduce the risk of fire from electrical short circuits.

Batteries

3. Auxiliary Batteries should be secured within a nonconductive leak-proof compartment.
4. Except for Racing Cars be equipped with battery, generator, self-starter, side, tail, and brake lights. All this equipment to be in normal working order. Exceptionally when taking part in an event held totally off the Public Highway, need not comply with DfT Statutory Requirements regarding lighting or horn.
5. Have Auxiliary Batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.
6. If located in the Driver / Passenger compartment, where a Passenger / Co-Driver is present the Auxiliary battery must be situated to the rearwards of the base of the Driver’s or Passenger / Co-Driver’s seat and ‘wet’ batteries must be enclosed in a securely located leak-proof container.
7. Have the Auxiliary Battery earth lead, if not readily distinguishable, identified by a yellow marking.
8. If non lead acid Auxiliary Batteries are used as the main Vehicle battery, they battery pack(s) must carry the appropriate “EC” and markings and be either a Standard Part or manufactured by an ASN registered manufacturer.
9. Except for Electrified Vehicles, the total quantity of recuperated energy stored in the Vehicle must not exceed 200 kJ; this energy may be re-used without exceeding 10 kJ by means of 1kW maximum.

Starters

10. If required to have a self-starter, be able to demonstrate during the Competition that it is capable of starting the engine.

Radio suppression

11. Engines must be fitted with effective radio interference suppressors.

High Voltage (60V+)

12. With the exception of ignition systems any Vehicle incorporating an electrical system which may run at a voltage exceeding 60V must display the sign detailed in Drawing 1 of this Appendix next to all Competition Numbers.

Drawing 1
External Circuit Breaker

13. The circuit breaker, when operated, must isolate all electrical circuits with the exception of those that operate fire extinguishers.

14. Any re-set of the circuit breaker must be operated by a distinct different action to the trigger.

15. The triggering system for the circuit breaker on saloons should be situated at the lower part of the windscreen mounting, preferably on the Driver's side or below the rear window.

16. On Open Cars the triggering system should be situated on the lower main hoop of the Roll-over Bar on the driver's side or at the lower part of the windscreen mounting (as above).

17. Alternatively on Vehicles of Periods A to F the mounting point may be mounted approximately vertically below the line of the scuttle on the Driver's side.

18. The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base), with the 'On' and 'Off' positions and method of triggering (Push, Pull, or a Rotation direction indicated by an arrow) clearly marked.

Red Warning Light

19. A rearward facing red warning light of a minimum of 21 watts, with surface area minimum 20cm², maximum 40cm², or of 21 watts with a surface area minimum of 50cm² and with lens and reflector to EU Standards, must be located within 100mm of the centre line of the vehicle and be clearly visible from the rear.

20. Vehicles fitted with full width bodywork may alternatively use two lights equally located about the Vehicle centre line.

21. An alternative light unit of equal or enhanced constant luminosity or LED lights that are either homologated by the FIA or comply with relevant EU Regulations may be used.

22. The warning light must be switched on when visibility conditions are reduced, or as detailed within Championship and / or Event Regulations, or when so instructed by the Clerk of the Course.

23. Electrically operated Fire Extinguishers Refer to App. 6.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 6

Fire Extinguishers and Systems

General

Plumbed-In Fire Extinguisher Systems
1. Where a plumbed-in fire extinguisher system is required the Vehicle must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015.
2. The system must be used in accordance with the manufacturer’s instructions and with FIA Technical Lists n°16 or n°52.
3. In Rallies the minimum quantity of extinguishant for systems of FIA Technical List n°16 must be 3 kg.
4. For Electrified Vehicles see Appendix 11 to this Chapter.
5. All extinguisher containers must be adequately protected and must be situated within the cockpit.
6. The container may also be situated in the luggage compartment on condition that it is at least 300 mm from the outer edges of the bodywork in all horizontal directions. It is prohibited to mount bottles outside the main structure.
7. It must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25g.
8. Anti-torpedo tabs are required.
9. The material of the securing system must operate within the –15°C to +80°C temperature range.
10. All extinguishing equipment must withstand fire.
11. Plastic pipes are prohibited and metal pipes are obligatory (unless specified otherwise). The system must work in all positions.
12. The system should have two points of triggering one for the driver (and Co-driver in Rallies) and one outside the Vehicle for activation by Marshals etc.
13. The Driver (and Co-Driver where applicable) must be able to trigger the extinguishing system manually when seated normally with his safety harnesses fastened and the steering wheel in place.
14. The triggering point from the exterior must be positioned close to the Circuit Breaker (or combined with it) and must be marked by the letter “E” in red inside a white circle of at least 10cm diameter with a red edge.
15. Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the occupants’ heads.

Electrically operated Fire Extinguishers
16. Wiring should be of high quality and suitable to its function.
17. Wiring and systems must be secured and well protected to reduce the risk of fire from electrical short circuits.

Hand-held extinguishers
18. Where a hand-held fire extinguisher is required the Vehicle must be equipped with at least one fire...
extinguisher in compliance with Arts.19 - 26 hereunder or with FIA Standard 8865-2015 (Arts.19 - 22 hereunder do not apply in the latter case).

Permitted extinguishants:

19. AFFF Clean Agent powder or any other extinguishant homologated by the FIA.

Minimum quantity of extinguishant:

AFFF foam (includes: FireSense Zero 2000 F-TEC etc)
2.4 litres

Gas (includes: Novec 1230 FX G-TEC/N-TEC Viro3 Zero 360 Extreme etc)
2.0 kg

Powder
2.0 kg

20. All extinguishers must be pressurised according with the manufacturer’s instructions. Powder extinguishers must be pressurised to 8 bars minimum 13.5 bars maximum.

21. All extinguishers must be equipped with a means of checking the pressure of the contents.

22. The following information must be visible on each extinguisher:
   - Capacity
   - Type of extinguishant
   - Weight or volume of the extinguishant
   - Date the extinguisher must be checked which must be no more than two years after either the date of filling or the date of the last check or corresponding expiry date.

24. All extinguishers must be adequately protected.

25. Their mountings must be able to withstand a deceleration of 25g. Furthermore only quick-release metal fastenings (two minimum) with metal straps are accepted. Anti- torpedo tabs are required. It is prohibited to mount bottles outside the main structure.

26. The extinguishers must be easily accessible for the Driver and the Co-Driver.

During events:

27. All plumbed-in extinguisher systems must be in an ‘ARMED’ condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or Practicing in races or Speed Events (including during post-Event Scrutineering) and at all times that crash helmets are worn on Rallies (i.e. on Stages etc.).

28. Any plumbed-in extinguisher system found to be incapable of being operated will be the subject of a report to the Clerk of the Course / Stewards for possible penalty as an offence against Safety Regulations.

29. Checking for correctly ‘Armed’ extinguisher systems should only be carried out by ASN Scrutineers and / or Judges of Fact nominated for that purpose.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 7

Seats Harnesses and Headrests

General Seating

1. Have a normal adequate seat for the Driver (and Co-Driver where applicable).
2. With the occupant seated, the seat must be correctly located and securely anchored within the compartment and must not tilt, hinge or fold unless it is a production seat fitted with a serviceable locking mechanism preventing independent operation.
3. It must support and retain the Driver within the Vehicle.
4. The seat cushion (i.e. the part on which the occupant sits) when uncompressed, must not be less than 152.5mm below the top edge of the adjacent body side or door.
5. Any other seats fitted must similarly comply and all seats must face forward.
6. Vehicles of Periods A to D are exempt from this requirement.
7. If a single seater the maximum time for a Driver to get in or out of the Vehicle must not exceed 10 seconds.

Seats

8. All seats should be correctly located and securely anchored in such a way as to allow no movement in squab or backrest. When installing a Competition Seat, carry out the following checks before selection or purchase:
   a. Study the requirements of the Vehicle concerned and ask the manufacturer’s advice and recommendations.
   b. Check that the seat is suitable for the type of forces to which it could be subjected. These will include fore and aft and lateral loadings.
   c. Check that the seat carries full instructions for installation in your Vehicle.
   d. Check that suitable mounting installations are available from the manufacturer.
   e. Ask the manufacturer to confirm that the seat frame is suitable for your Motor Sport discipline.
   f. If the original seat attachments or supports are changed, the new parts must either be approved for that application by the seat manufacturer or must comply with the following specifications (see Appendix 13 Diagram 48).
9. Supports must be attached to the shell / Chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8mm and counterplates, according to Appendix 13 Diagram 48.
10. The minimum area of contact between support, shell / Chassis and counterplate is 40 sq cm for each mounting point.
11. In Series Production Cars manufacturers’ standard seat mounting points may be used.
12. If quick release systems are used they must be capable of withstanding vertical and horizontal forces of 18000N, applied non-simultaneously.
13. If rails for adjusting the seat are used, they must be those originally supplied with the homologated Vehicle or with the seat.
14. For new build Vehicles from 1st January 2021, where transverse seat mounting rails are used, they must be
15. The end plates may alternatively be welded to the counterplate.
16. Multiple mounting holes, to a maximum of 4 at each mounting point, are permitted as shown in Appendix 13 Diagram 66b. – c.
17. Appendix 13 Diagram 66.a – c. Material specification:
18. Tube
Cold Drawn Seamless Unalloyed Carbon Steel Minimum Yield strength 350N/mm²
Minimum dimensions 35mm diameter x 2.5mm wall thickness
19. Box Section (Structural)
Unalloyed Carbon Steel
Minimum Yield Strength 350N/mm²
Minimum dimensions 35mm square x 2.5mm wall thickness
20. Any mounting holes drilled in the seat rails must have bushes installed, these must be fully welded. The bushes must be profiled to prevent them being pulled through, alternatively they may be of ‘top hat’ type inserted from below. Minimum bush diameter 13mm for M8 bolts, 15mm for M10 bolts. Multiple bush position are permitted.
21. The minimum overall length of the ‘U’ shape extruded section is 50mm with a 2.5mm wall thickness.
22. Each mounting point must be capable of withstanding a force of 15000N applied in any direction.
23. The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8mm and reinforcements integrated into the seat.
24. The minimum thickness of the supports and counterplates is 3mm for steel and 5mm for light alloy materials. The minimum longitudinal dimension of each support is 6cm.

Headrests
25. On all Vehicles where it is not mandatory it is strongly recommended that a head restraint in the form of a headrest be fitted as Head Restraints below.

Head Restraints
26. Head Restraints when required to be fitted, must be capable of restraining a 17kg mass decelerating at 5g.
27. Dimensions to be 100mm x 100mm and located such that the Driver’s / Passenger’s, head / helmet is restrained and cannot move past it under rearward forces or be trapped between the rollbar and the head restraint. It is recommended that it be within 50mm of the Driver’s / Passenger’s helmet when they are normally seated.

Harnesses (Seat Belts)
28. All seat safety belts must be complete units sourced from a recognised manufacturer and fitted in accordance with the manufacturers’ instructions, ASN recommendations or FIA requirements. (Diagrams 49, 50, 51, 52 and 65).
29. Where the Vehicle manufacturer’s standard safety belts and associated fitments are not utilised, bolts must be steel and of a minimum 7/16in UNF or M12 (grade 8.8) or, for an FIA homologated harness, as specified by the harness manufacturer.
Three point
30. Either one diagonal shoulder strap and one lap strap, or two merged shoulder straps and one lap strap bearing an ECE ‘E’ mark. With three anchorage points on the Chassis/body shell or roll over bar of the Vehicle on either side and to the rear of the Driver’s seat.

Four point
31. Two shoulder straps and one lap strap, with four anchorage points on the Chassis/body shell or roll over bar of the Vehicle, one either side of the Driver and two to the rear of the Driver’s seat.

Five point
32. Two shoulder straps, one lap strap and one strap between the legs with five anchorage points on the Chassis/body shell or roll over bar of the Vehicle, one either side of the Driver, two to the rear of the Driver’s seat and one between the legs.

Six point
33. Two shoulder straps, one lap strap and two straps between the legs, with six anchorage points on the Chassis/body shell or roll over bar of the Vehicle, one either side of the Driver, two to the rear of the Driver’s seat and two between the legs.

34. Where safety harnesses are mandatory it is recommended that 4 or 5 or 6 point harnesses are used and are Homologated by the FIA and carry their label.

35. It is permitted to make a hole in series production seats to allow secure anchoring of seat belts.

36. International Events
All harnesses must be homologated by the FIA and carry their label.

37. For National Events where Specific Regulations require an FIA Homologated harness, harnesses Homologated by the FIA according to FIA standard 8853-2016 may be used for up to five years after the year stated on the label.

38. Harnesses Homologated by the FIA according to FIA standards 8853/98 and 8854/98 may be used until 31st December of the year stated on the label.

39. Harnesses Homologated by the FIA will display the FIA Homologation Label on the left shoulder strap.

40. It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers are to be used.

41. Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position.

42. The anchorage points to the rear should be positioned so that the strap from the shoulder is as near horizontal as possible. It should not be located on the floor directly behind the Driver / Co-Driver.

43. Seat belts once involved in a serious accident must be discarded as they are likely to have stretched.

44. Belts subjected to oil, acid or heat should be replaced.

45. Elastic devices attached to the shoulder strap are forbidden.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY REQUIREMENTS

APPENDIX 8

Exhausts Silencing and Noise Testing

Exhausts

1. The exhaust system must be isolated from the Driver / Passenger compartment (e.g beneath the floor or secured in casings of solid material).
2. No part of the exhaust system on a Racing Car with rear aerodynamic device may extend rearwards beyond the aerofoil.
3. If a Racing Car without aerodynamic device must not have exhaust pipes extending more than 600mm beyond the rear wheel axis.
4. If Rear Engined Single Seater Racing Car must have the exhaust outlet between 40mm and 600mm from the ground.
5. Have all exhaust outlets terminating behind the mid-point of the wheelbase of the vehicle and within 150mm of the outside of the bodywork periphery in plan view.
6. Side exhausts must not protrude more than 40mm.
7. For Vehicles other than Racing Cars that are not fitted with enveloping bodywork any side exhaust must not extend beyond the plane through the outside of the front and rear tyres with the front wheels in the straight-ahead position. Cars of Periods A to E and Drag Race Vehicles are exempt from these requirements.
8. Exhaust catalytic converters must be fitted to all petrol engined production-based saloon touring and Sports Cars including specialist production and kit cars manufactured after 31/12/99. They may be specified for certain other Formulae. Competitors are reminded of their obligation to maintain such equipment on a Vehicle used on the highway where government legislation requires it.

Silencing

9. The reason for Silencing (NOISE CONTROL) is to reduce environmental impact and to keep Motor Sport running. Environmental Protection legislation has increased the pressure on activities generating Noise and Local Authorities have the power to suppress any Noise source deemed to be causing a nuisance. Our system of control is acceptable to most Environmental Bodies and must be considered as part of eligibility to Compete in Events.
10. All competing Vehicles are subject to mandatory silencing unless a specific waiver for that Class or Formula is granted. Where specified as mandatory a silencer must be used irrespective of the exhaust Noise generated without it.
11. Vehicles which comply with the Technical Regulations of FIA Formulae and Championships set out in the current FIA Yearbook and other FIA approved Championships, Series and Cups which are participating in races for such Formulae Championships, Series and Cups at Events which have been entered on the FIA International Calendar are exempt from ASN Noise test requirements but must comply with the Noise test requirements set out in the appropriate Formulae Championship, Series or Cup Regulations.
12. Silencing is not mandatory in competitions catering exclusively for the following categories of Vehicle but is strongly recommended and may be made mandatory in the Official Documents at the request of the Circuit /
Venue owners:

a. All Vehicles of Periods A to D. (This does not include Events any part of which takes place on the Public Highway where national laws will apply.)

b. Formula 1 and other Single Seater Racing Cars of Periods E and F.

c. Drag Race Vehicles.

exhausts must not protrude to the rear of the bodywork more than 15cm.

13. For GB3, British GT and British Touring Car Championships the Noise test shall be conducted as set out within these regulations with the engine running at 3/4 maximum speed the Noise level meter at a height of 0.5 metres above the ground (± 0.1 metre) located at 45° to and 0.5 metres distant from the exhaust with a maximum permitted Noise level of 118dB(a).

14. Temporary Silencers by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out Noise Checks on vehicles utilising temporary parts in exhaust systems. Organisers are empowered to disqualify in such situations.

15. Circuit / Venue owners / Organisers may impose additional restrictions including in the Official Documents.

Noise Test Requirements (Appendix 13 Chart 1)

16. Noise testing should be carried out BEFORE taking part in any Competition.

17. Specific Regulations apply to Rally (Chapter 13) and Kart Racing (Chapter 18).

18. The time and location of Noise testing should be advised to Competitors prior to the Event.

19. Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground.

20. Where more than one exhaust outlet is present the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible the test may be conducted at 2.0m from the centre line of the vehicle at 90° to the centre line of the vehicle with the microphone 1.2m above the ground.

21. Measurements should be made outdoors with no large reflecting objects (e.g walls etc.) within 3.0m (in the 0.5m test) or within 10.0m (in the 2.0m test).

22. Background Noise levels should be at least 10dB(A) below the measured level.

23. Where possible measurements should be taken as close as possible to the vehicle at the defined distances to avoid background Noise.

24. Cars of Periods A to D falling within Sections C and D should run engines at two thirds maximum RPM.

25. The 2.0m test can be made from either side of the Vehicle.

26. The highest reading registered being the one needing to comply with the maximum Noise requirements.

27. It is stressed that all participants in Motor Sport Competitors Officials Marshals etc. should be aware of and protect themselves from Noise.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 9

Onboard Cameras

1. The carrying of on-board cameras / videos for personal use is permitted unless prohibited by Event regulations. The carrying of on-board cameras / videos for commercial use is prohibited unless authorised by the Event Organiser.

2. Where Event or Championship Regulations require the fitting of a camera, the location and method of fitting should be specified.

3. Where forward facing cameras are fitted for judicial purposes they should be mounted to capture an image that provides a ‘driver’s eye’ view that should include, where possible, the steering wheel, ‘dashboard’ and a view of the Course ahead with a field of vision of approximately 100 degrees. In open wheel cars and Karts both front wheels should be in view where possible. The fitting of rear-facing cameras may also be required for judicial purposes.

4. Where cameras are permitted but not mandated by the Organiser, they may be mounted in any location on the Vehicle which is considered safe by the Chief Scrutineer.

5. The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver’s body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings.

6. For Karting the above provisions apply but the weight of the camera excluding any additional casing and mounting and associated fixings must not exceed 100gms.

7. Competitors may be obliged to use mountings and / or cameras specified and / or approved by the Organiser and these too must comply with the above Regulations.

8. Fitting of cameras to helmets is only permitted in accordance with Chapter 9 whereby only the helmet manufacturer’s integral camera can be used and the helmet with camera installed is approved under an accepted standard.

9. Fitting of on-board cameras in Road Rallies is forbidden.

10. Unless specified by the Organisers the choice of system is free but playback must be possible at the Event by regular means such as a lap top computer.

11. Clerks of the Course and Stewards should not refuse to view relevant on-board footage during any judicial process unless they consider there is a good reason why it should not be viewed (in which case such reason must be stated as part of their written decision).

12. Where the camera has not remained under the control of the Organisers the Judicial body must be satisfied as to the authenticity of such footage and must consider the weight they will give to such evidence.
13. Where a camera is mandated, if no images are available upon request (other than due to a proven defect with the equipment) sanctions may be applied in accordance with Chapter 2. The burden of proof to establish the cause of such failure shall lie with the Competitor.

14. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Event for further sanctions or referral to the ASN.

15. In the Event of judicial action being instigated all relevant on-board footage must be retained until the time period for conclusion of all judicial matters has elapsed.

16. All on-board footage relied on to convict a Competitor of a breach of Regulations must be retained and forwarded to the ASN.

17. All on-board footage recovered from a Vehicle involved in a Serious Incident must be retained by the ASN Steward where appointed (otherwise by the Senior Event Official) and forwarded to the ASN with the Incident Report.

18. Where it is necessary for a Clerk of the Course to review footage after an Event such footage should normally be reviewed within a period of 7 days of the Event always subject to the Right of Review.

19. Competitors should be aware of any rights including copyright in relation to footage captured by on board cameras at an Event. Footage may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without the permission of any rights holders.

20. Any breach of camera regulations may be subject to the penalties provided for in Chapter 2 with an option to report any matters to the Championship Stewards where appropriate.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 10

Competition Numbers

1. Competition Numbers must be:
   a. Visible
   b. A colour contrasted to the area in which the Competition Number is affixed
   c. Displayed on each side of the Vehicle (front doors, alongside the cockpit or on rear wing end plates) and on the foremost part of the nose.
   d. Amended and/or repositioned if required by the Officials of the Event

2. Discipline specific requirements are contained in the individual discipline Chapters to the NCR.

3. Certain types of Competition have special requirements which will appear in the Official Documents (Subject to approval by the ASN) (see Chapter 18 App.8 Arts.148 - 160 for Kart Numbers and Chapter 12 App.4 Arts.40 - 45 for Circuit Racing).

4. Note. Consideration should be given at all times to the positive identification of vehicles by the Competition Organisers whose decisions will be final.

5. The numbers must be of the ‘Classic’ type as shown below:
   1–2–3–4–5–6–7–8–9–0.

6. In International Events on both front wings an illustration of the national flag(s) of the Driver(s) as well as the name(s) of the latter shall be displayed.

7. If a Vehicle is being driven to and from the Event on the Public Highway then any Competition Number identifying the Vehicle during a Competition MUST be removed at the finish of the Event.

8. Organisers may use three figured numbers subject only to the specific approval of the Chief Timekeeper.
CHAPTER 7 COMPETITOR VEHICLES AND VEHICLE SAFETY EQUIPMENT

APPENDIX 11

Electrified Vehicles

Technical

1. The term Electrified Vehicle (‘EV’) is used in these regulations to cover all forms of Electrified Vehicles (including those defined in FIA Appendix J – Article 251) : mild Hybrid Electric Vehicle (‘mHEV’), Hybrid Electric Vehicle (‘HEV’)/ Full Hybrid Electric Vehicle (FHEV), Plug-in Hybrid Electric Vehicle (PHEV) and Electric Road Vehicle (‘ERV’)/ Battery Electric Vehicle (‘BEV’).

2. High Voltage (HV) shall be as defined in FIA Appendix J Art 251 3.1.10 (from ISO 6469-1:2009): > 30V AC and ≤ 1000V AC or > 60V DC and ≤ 1500V DC.

3. An EV may contain a High Voltage (HV) or Low Voltage (LV) propulsion system.

4. As a general principle in all Technical Regulations it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

5. Changes to these Technical Regulations made on grounds of safety may be enforced immediately without notice.

6. These General Technical Regulations are for individual Vehicle builds. Championships for specific Vehicles not in accordance with these regulations may apply for approval which will be considered at the discretion of the ASN.

7. Permitted Electrified Vehicle Types (App.13 Chart 3)

8. These regulations apply to any modified National Type Approved or Bespoke / prototype EVs intended for Competition use. Standard and unmodified production EVs are subject to the existing requirements of the ASN and the FIA where applicable.

9. A Standard Vehicle is defined as built by the manufacturer in accordance with its homologation / type approval with no modifications or alteration of the Vehicle structure, powertrain, or electrified propulsion system. E.g., Competition seats using the original mounting points and fasteners are permitted. A ROPS requiring fastening to the Vehicle structure is prohibited.

10. A Modified Vehicle is a Standard Vehicle with non-powertrain modifications only (including fitment of safety equipment including ROPS which alters the Vehicle structure). No modifications to the internal combustion engine (ICE) and / or electrified propulsion system are permitted.

11. A Bespoke Vehicle is one designed and constructed from scratch including prototypes. Only Bespoke BEVs are permitted. Bespoke includes prototype or otherwise unique competition Vehicles.

12. A production Vehicle with the ICE powertrain replaced by an electric one is classified as Bespoke.

13. Hydrogen powered fuel-cell hybrid and electric Vehicles are prohibited.

14. These Technical Regulations cover all EVs, but not all regulations apply to all Vehicles. For example, the HV safety related requirements do not apply to an mHEV, as these operate at a nominal DC voltage of 48V which is lower than the 60V DC limit (Table 1).

15. The discipline-specific Sporting Regulations will determine which category of EVs are allowed to compete in
16. Except for **Standard EVs** in non-Sale Events all **EVs** must be in possession of a valid **Vehicle Passport** to compete. **Modified** and **Bespoke EVs** must undergo and pass a **Vehicle Passport** inspection irrespective of discipline or Category.

17. **Electric Vehicle Passports** will be issued by the ASN.

18. See Arts.20 - 40 **EV Passport and Inspection Process** for more details.

19. Additional requirements or restrictions from discipline and/or category specific regulations shall apply.

**EV Passport and Inspection Process.**

20. Anyone considering building a **Bespoke EV** for **Competition** use must supply a project outline, including details / qualification of those engineering the **Vehicle** for review by **ASN Technical Department** prior to starting construction. On-going dialogue between the entrant and the **ASN** throughout the build process is encouraged to minimize the risk of non-compliance with these regulations when **Vehicle** is inspected.

21. **Standard EVs** may be issued with a **Vehicle Passport** without inspection upon application to the **ASN**.

22. **Modified** and **Bespoke EVs** must undergo and pass a **Vehicle Passport** inspection and be in possession of a valid **Passport** to compete irrespective of discipline or Category.

23. For a modified production **Vehicle**, the inspection will include a comprehensive visual inspection to ensure that installation of the **ROPS** and non-powertrain modifications have not compromised the HV system.

24. No repositioning of HV components (incl cables) is permitted.

25. For a **Bespoke Vehicle** a detailed technical inspection of the entire **Vehicle** including the **EV** system, and its safety systems will be required. An **EVP** will be issued once the **Vehicle** has passed the inspection.

26. See Chart 3 for **EVP** requirements.

27. Where a **Bespoke** or **Modified OEM EV** is intended for a single make / one make series and all **Vehicles** are built / modified by the same organisation then only the first **Vehicle** in a batch will require full inspection. All subsequent **Vehicles** from the batch will be issued with an **EVP** following written confirmation by the build organisation that the follow-on **Vehicles** are identical to the first **Vehicle**.

28. **Electric Vehicle Inspections** must be arranged by appointment with the **ASN** and will be carried out by an **ASN** HV qualified **Technical Official**.

29. The **Entrant** must provide all data / evidence to the **ASN** 3 months prior to the **Vehicle** inspection as summarised below:
   a. **RESS** impact protection details (**Art.81**) if mounted underfloor.
   b. **RESS** Structural calculations or crash test/simulation results (**Art.83**).
   c. **UN 38.3** and **MSDS** for cells (**Art.92**).
   d. Cell chemistry details.
   e. **BMS** including cell temperature monitoring details (**Art.96**).
   f. **Isolation Surveillance System** details (**Art.119**).
   g. **Vehicle** specific **Emergency Services Guide** (**Art.120**).
   h. **Detailed EV** system schematic (**Art.121**).
   i. **Vehicle** specific functional switching diagram (**Art.131**).
   j. Crash HV Isolation FMEA (**Art.145**).
k. Details of throttle fail safe system (Art.153).
l. Off-board charger details (Art.53).
m. On-board charger details (Art.155).

30. In addition to the Vehicle the Entrant must provide the following to enable the inspection to proceed:
   b. Detailed Build log with photos of the HV system components and installation.
   c. Photos of the EV components / features to be added to the EVP.
   d. Evidence of team personnel HV qualifications.
   e. An Emergency Services Guide specific to the Vehicle undergoing inspection.
   f. The team HV qualified person.
   g. HV tools and safety equipment required to support the inspection.
   h. Example of the off-board charger to be used.

31. The Vehicle will be examined at a location mutually agreed between the Entrant and the ASN. If inspection of the EV system requires access to the underside of the Vehicle a suitable Vehicle hoist or lift will be required. The use of jacks and axle / chassis stands is not permitted. The Venue must have a mains power supply suitable for the off-board charger.

32. A second inspector may be present (for training and/or HV safety reasons) at the inspection.

33. The entrant will bear all fees arising from and the costs incurred by the inspection.

34. The entrant is responsible for ensuring that the Vehicle satisfies all the ASN EV requirements and is presented for inspection in a finished and competition-ready condition.

35. All items on the Inspection Checklist must be clearly visible to the inspector without using instruments such as endoscopes or mirrors. Visible access may be provided by removing body panels or via removable access panels. Covers on the traction battery must only be removed by the nominated team HV qualified person if requested by the technical inspector.

36. Demonstration of the correct function of the indication and safety systems and the on/off-board charging systems forms part of the inspection. Correct response to a simulated crash Event must also be demonstrated by the HV safety system.

37. The inspection of Bespoke EVs will examine all items included on the EV Inspection Checklist plus any other items the inspector may wish to examine. The exact procedures and instruments employed for inspection and testing are entirely at the discretion of the Technical Inspector.

38. The Inspection of Modified EVs will focus on ensuring that the installation of the safety items (ROPS, seat, fire extinguisher) has not damaged or disturbed any part of the EV system. It is prohibited to reposition any part of the EV system (including cables).

39. If any part of the Vehicle EV system does not comply with the requirements or is deemed to be a concern, the entrant must correct the problem and re-present the Vehicle for inspection. Minor faults may be rectified immediately, major issues will require a new inspection to be arranged and paid for.

40. The decision of the ASN inspector concerning compliance with the EV regulations is final and cannot be appealed.
Scrubineering

Safety
41. Only ASN EV qualified Scrutineers will perform safety scrutineering on EVs.
42. A valid VP or EVP must be provided at Safety Scrutineering.
43. HV Vehicle Safety scrutineering procedures will include but not be limited to visual inspection of the EV system and demonstration of the correct function of the safety and indication systems.
44. The Team HV qualified person must be present at Safety scrutineering equipped with their own set of HV safety equipment and tools as required.
45. The Vehicle specific Emergency Response Guide must be provided to the circuit/Venue/Organiser’s emergency services team before the Vehicle is allowed to compete.
46. ASN Technical Officials can require the Vehicle to be re-inspected at any time during an Event.

Eligibility
47. Only ASN EV qualified Scrutineers will perform eligibility scrutineering on EVs.
48. ASN Technical Officials reserve the right to request access to any set-up information or data from the Vehicle ECU(s) and other electrical devices at any time during an Event including data that proves compliance with Arts.75 and 77.
49. It is the responsibility of the Competitor to prove that the Vehicle has not exceeded any control parameter limits during an Event (e.g. maximum power, maximum voltage etc.).
50. ASN Technical Officials reserve the right to request that the Vehicle be fitted with a data logger.
51. The Team HV qualified person must be present at Eligibility scrutineering (equipped with their own set of HV safety equipment and tools as required) and be prepared to safely isolate the HV system and remove any HV components for more detailed inspection at the request of the Scrutineer.
52. Sealing requirements for HV system components will be developed and published in due course.

Charging
53. Off-board chargers must be commercially available and meet all UK Electrical safety requirements. Details must be supplied to the ASN 3 months prior to the Vehicle inspection.
54. Standard and Modified Vehicles must use the unmodified on-board charger, charge port and charging cable(s) supplied with the Vehicle.
55. Charging of the RESS must be done with the battery(s) in-situ.
56. Any temporary charging installation must be installed and connected to the mains supply by a trained competent person following the Code of practice for Electric Vehicle Charging Equipment Installation, 3rd edition and meet all the requirements of BS7671: 2018 (the 18th Edition wiring regulations), with particular attention paid to earthing.
57. The charging system must be automatic and must ensure that the battery cannot be overcharged or damaged if left permanently connected to the charger.
58. The use of diesel or petrol generators to provide the energy to charge EVs is strongly discouraged. ASN are working with Circuit / Venue owners to investigate provision of sustainable charging facilities.
59. In addition a Bespoke Electrified Vehicle must comply with Arts.60 - 155.
Motor and Inverters

60. A maximum of two motors, whose output are combined mechanically driving the wheels through a mechanical gearbox and differential are permitted. A maximum of two inverters are permitted. In Drag Racing there is no limit on the number of motors or inverters.

61. Only a single driven axle is permitted i.e. FWD or RWD.

62. Any system that achieves torque vectoring across or between axles is prohibited.

63. Hub / wheel motors are prohibited.

64. Only commercially available production motors and inverters are permitted.

65. Repurposing of OEM motors and inverters is permitted.

66. The inverter may be integrated with or separate from the motor. The motor may be integrated with or separate from the gearbox.

67. Brushed DC motors are permitted and motors with exposed commutators must be fitted with a commutator shield.

68. If the motor or inverter is liquid cooled, >51% water- based coolant must be used. The use of Dielectric fluid is prohibited.

69. If the motor is air cooled, all ventilation holes must be small enough to prevent the passage of a 12mm diameter spherical test object through all holes.

70. When an electrical motor casing is rotating around the stator, a scatter shield must be included to surround the rotating parts of the motor. The shield must be constructed from min 2mm steel or 3mm thickness aluminium alloy. Does not apply to motors fully enclosed in the transmission housing.

71. All motor and inverter connections that use bolted HV terminals must be fitted with moulded insulated terminal covers that are sealed to satisfy a minimum IP65 rating.

72. All HV power electronics on the Vehicle (including inverter, motor, charger and DC/DC converter must be designed to work safely at the maximum voltage on the Power Bus.

Rechargeable Energy Storage System (RESS)

General

73. The RESS must be comprised of a maximum of 2 separate traction battery enclosures per Vehicle.

74. Capacitor and flywheel energy storage systems are prohibited.

75. For Bespoke EVs the maximum total power going out of the RESS at any time is limited to 500kW, except for Drag Racing where the limit is 1MW.

76. For National Type Approved EVs the power out of the RESS may not exceed the homologated power.

77. For Bespoke EVs the maximum voltage on the Power Bus must never exceed 900V, except for Drag Racing where the limit is 1000V.

78. For National Type Approved EVs the maximum voltage must not exceed the homologated maximum voltage.

79. The RESS must include appropriately specified fuses or circuit breakers to prevent over-current in the event of short circuit. The protection devices must be located inside the RESS as close as possible to the main power bus connectors.

80. The RESS must be capable of being isolated from the Power Circuit by at least two independent systems (e.g. contactor or a manually operated Service Switch). There must be at least one manually operated system and
one automatic system (under control of the BMS or Electronic Control Unit). The Service Switch may be a High Voltage (HV) or Low Voltage (LV) device. Any HV device should be orange and designed such that no HV potential is exposed when the device is operated / removed. If HV Service switches are used, they must be fitted into each battery pack. If a LV switch is used, only one is required (preferably mounted on one of the battery packs). The location of the Service Switch(es) should be clearly marked.

**Enclosure**

81. The RESS must be installed within the survival cell, passenger compartment, engine compartment or boot of the Vehicle. Underfloor installation of the RESS is permitted if full impact protection is provided to meet the 60kN FIA impact energy requirements. Full details of the impact protection must be provided to ASN 3 months prior to the Vehicle inspection.

82. The RESS must not be used as a stressed member.

83. Calculations must be provided to ASN 3 months prior to the Vehicle inspection to confirm that mechanical and electrical safety is ensured in a crash. The RESS may be required to pass a crash test defined by ASN.

84. The RESS enclosure must be to a minimum rating of IP65.

85. Modules must be mechanically secured inside a metallic or composite enclosure. Any covers or access panels must be sealed and secured with fasteners requiring tools to remove.

86. The RESS must be designed to prevent short circuit of the conductive parts. In the event of compartment or component deformation, the design must ensure that no fluids enter the cockpit / Passenger compartment.

87. The RESS must prevent the build-up of an ignitable gas / air or dust / air concentration inside the compartment by means of a burst valve or vent tube, positioned away from the Driver. Any vent tube if fitted must discharge direct to atmosphere external to the Passenger compartment or survival cell.

88. All HV connections to the RESS must be made using either proprietary HV connectors with High Voltage Interlock Circuitry (HViL) or the cables must pass through HV rated cable glands of suitable size to match the cable and which preserve the IP rating of the external enclosure.

89. The enclosure containing the modules must also contain the BMS voltage and temperature sensing elements associated with the modules, service switch, fuses / circuit breakers and contactors.

**Modules**

90. Off-the-shelf commercially available or repurposed production modules must be used to make battery packs. It is prohibited to assemble battery modules or packs from individual cells.

91. It is prohibited to modify the battery modules in any way.

92. The Competitor must supply documents from the module producer specifying safety relevant data, including manufacturers’ datasheet: UN38.3 report and Material Safety Data Sheet (MSDS). Including battery characteristic diagram showing the battery limits of voltage (U), power (W), temperature (T) and State of Charge (SoC). These documents must be provided to ASN 3 months prior to the Vehicle inspection. Equivalent data from a 3rd party test house may be submitted in place of manufacturers data. Evidence of test house capability must be included as part of the submission.

**Battery Management System**

93. A Battery Management System (BMS) from an approved supplier is mandatory.
94. For Modified EVs the architecture of and functionality of the BMS must not be changed from standard.
95. The BMS must ensure that all cells do not exceed the manufacturers stated limitations for voltage, current and temperature under any circumstances.
96. The BMS in all cases must monitor every serial cell for voltage and a minimum number of cells (evenly distributed throughout the modules/pack) for temperature in order that the hottest, coldest and average cell temperatures are monitored. Full details of the temperature monitoring must be provided to ASN 3 months prior to the Vehicle inspection.
97. In the event that any cell exceeds the manufacturers stated limitations for voltage and/or temperature, within 2 seconds the BMS must reduce power to less than 5kW in order to leave the course or automatically isolate the battery from the traction circuit if it is not safe to reduce power.

Cooling
98. If the RESS is liquid cooled, >51% water-based coolant must be used.
99. The cooling liquid must not come into direct contact with any active components within the RESS.

Electrical Equipment and General Electrical Safety
100. Specifications for general electrical safety are laid down in Appendix J – Article 253-18.1.
101. Specifications for the Power electronics (inverters, DC/DC converters, on-board charger etc.) are laid down in Appendix J – Article 253-18.5.
102. Any Vehicle with an electrical system operating at a voltage exceeding 60V DC or 30V AC must display the label detailed in App.13 Diagram 6 next to all Competition Numbers. Label minimum size 75mm x 75mm x 75mm.
103. In cases where the voltage of the Power Circuit belongs to voltage class B (2.9), symbols warning of “High Voltage” must be displayed on or near the protective covers of all electrical equipment that may operate at high voltage (App.13 Diagram 6). The symbol background must be yellow, and the bordering and the arrow must be black, in accordance with ISO 7010. Each side of the triangle should measure at least 120mm but may be reduced to fit onto small components.
104. No HV potential should be exposed anywhere on the Vehicle during normal operation.
105. The design of the system must be such to ensure that a single point of failure cannot cause an electric shock hazardous to life.
106. HV Electrical cables and electrical equipment must be protected against any risk of mechanical damage (stones, corrosion, mechanical failure, etc.) as well as any risk of fire and electrical shock.
107. The voltage class B components and wiring must comply with the applicable sections of IEC 60664 on clearances, creepage distances (3.4.2) and solid insulation; or meet the withstand voltage capability according to the withstand voltage test given in ISO/DIS 6469-3.2:2010.
108. A plug must physically only be able to mate with the correct socket of any sockets within reach. All HV Power Circuit connectors must not have live contacts on either the plug or the receptacle unless they are correctly mated.
109. All parts of the electrical equipment must be protected using an appropriate IP class with min IP65 protection on all HV components.
110. The HV traction circuit must be isolated from the **Vehicle Chassis**.

111. All HV cabling must comply with LV 216-2, ISO 6722 and ISO 14572 Construction of HV wiring systems for **Hybrid** and **Electric Vehicles**. All cables must be orange and shielded, either internally or by conduit and must be securely fixed to the **Vehicle** chassis using insulated fixings. Tie wraps are not acceptable. Cable conductor material must be copper. The use of aluminium bus bars and terminals is permitted.

112. All cable terminals must be crimped, or laser welded with a certificate of conformity if not OEM produced. The use of soldered terminals is prohibited.

113. All HV cable runs must be a single contiguous piece of cable between connectors / terminals. Any cable joins or splices must be achieved using bolted terminals securely fixed in a min IP65 rated enclosure with glands / strain relief on the cable entry points. Any covers or access panels must be sealed and secured with fasteners requiring tools to remove.

114. Any HV ancillary equipment (contactors, relays, fuses, current shunts etc.) not located in the battery enclosure(s) must be securely located in a min IP65 rated enclosure with glands / strain relief on the cable entry points. Any covers or access panels must be sealed and secured with fasteners requiring tools to remove.

115. All Class B Power Circuit connectors must not have live contacts on either the plug or the receptacle unless they are correctly mated. An automatic HVIL (High Voltage Interlock) system must be present in every HV connector and detect if a Power Circuit connector is de-mated, for example with shorter alarm contacts within the same connector and inhibit / remove High Voltage from both the plug and the receptacle. If the connector was live when de-mated, the high voltage must be switched off immediately and any residual voltage on the contacts of both the plug and the receptacle discharged to <60V DC within 4 seconds. Re-mating of the connector must not re-energise the circuit.

116. All class B Power Circuit connectors and cabling must provide mechanism for locking, strain relief and sealing to the cable assembly.

117. All major conductive parts of the body must be connected e.g. with wires of appropriate dimension to obtain equipotential bonding.

118. No part of the **Chassis** or bodywork should be used as a current return path.

119. The distribution of high currents in the HV DC network must be made in a star-point configuration and not in a loop, in order to avoid potential shifts resulting from current flows. The star-point of the electrical reference potential is referred to as “Power Circuit Ground”.

120. Every part of the electrical equipment must have a minimum insulation resistance between all live components and earth of 500 Ohms per volt. The measurement of the insulation resistance must be carried out using a DC voltage of at least 100 volts.

121. Unless the function is already provided by the **BMS** a proprietary isolation surveillance system must be used to continuously monitor the status of the isolation barrier between the voltage class B (2.9) system and the **Chassis** while the HV system is energised.

122. If not part of the **BMS** the proprietary isolation surveillance system must be located within the battery enclosure and wired in series with the main battery contactors. If an isolation fault is detected, the system shall open the circuit breaker automatically and trigger the “Danger” state of the RESS Status Indicator. Full details of the isolation surveillance system must be provided to **ASN** 3 months prior to the **Vehicle** inspection.

123. The **Competitor** must provide a detailed “Emergency Services Guide” documenting all aspects of the HV system.
including component locations and details of the standard and emergency HV isolation procedures. This document should be structured in the same way and have similar content to the guides provided by OEM's for production EVs and must be provided to ASN 3 months prior to the Vehicle inspection.

124. See App.13 Diagram 3 for an example of the EV System Schematic showing all components and connections. The Vehicle specific version must be provided to ASN 3 months prior to the Vehicle inspection.

125. On Vehicles without a 12v alternator, a DC / DC converter of suitable power rating must be provided to charge the auxiliary battery and electrical system.

126. The auxiliary battery must never be used to recharge the traction battery.

SAFETY EQUIPMENT.

Driver master switch

127. All Vehicles must be equipped with a general circuit breaker of sufficient capacity and which can be operated easily by a switch from the driver's seat when the Driver is seated in a normal and upright position, with the safety belts fastened and the steering wheel in place and from the outside to cut off all electric transmission devices.

128. This switch MUST act as a General Circuit Breaker that interrupts ALL electrical transmission between the RESS and all other HV circuits by means of a spark-proof circuit breaker providing galvanic switching which MUST NOT be short- circuited by any components such as a pre-charge resistor. Low power batteries provided for low voltage circuits, for example auxiliary circuits, do not have to be isolated by the general circuit breaker provided that they are completely isolated from the main power accumulators.

129. In the event that the circuit breaker is activated, the HV potential, outside the RESS, must drop below 60V DC with 4 seconds.

130. Specifications for the General Circuit Breaker are laid down in Appendix J – Article 253 18.17.

Fire Extinguisher

131. All Vehicles must be equipped with an electrically operated plumbed in extinguishing system in accordance with App.6 Art.1. Only systems with an extinguishing medium proven to not create a conductive atmosphere and in compliance with the below list are authorised:

• Novec 1230 or FX G-TEC FE36.

Extinguisher switches

132. The system must have three points of triggering, one for the Driver and two exterior actuators. These external actuators must be situated at the base of the main rollover structure on both sides of the Vehicle for a single seater or at the lower corners of the windscreen for a closed cockpit Vehicle.

133. A means of triggering from the outside must be combined with the general circuit breaker switches.

134. The actuators must be marked with a letter “E” in red at least 80mm high, with a line thickness of at least 8mm, inside a white circle of at least 100mm diameter with a red edge with a line thickness of at least 4mm. See App.13 Diagram 4 for an example.

135. Pressing the fire extinguisher button must also activate disconnection of the High Voltage Battery.

2025 National Competition Rules Chapter 7 Appendix 11 Electrified Vehicles
136. The electrical circuits for the fire extinguisher and the HV battery isolation must be electrically separated by the use of a two-pole momentary-on button that is waterproof to IP67.

137. When using a homologated fire extinguisher system designed for an ICE it is permitted to exchange the trigger buttons for alternatives that comply with the requirements listed herein.

**Marshal Neutral Switch**

138. To enable a marshal to isolate the RESS from the power bus in less than 2 seconds, external switch(es) which operate the general circuit breaker must be provided, which:

139. For a single seater, a single switch must face upwards and be recessed into the top of the survival cell no more than 150mm from the Vehicle centre line and less than 150mm from the front of the cockpit opening and less than 70mm from the extinguisher switches defined in Art.105.

140. For a saloon two switches must face upwards and be recessed into the windscreen scuttle on either side, no more than 150mm from the side of the Vehicle, 350mm from the door aperture and less than 70mm from the extinguisher switches defined in Art.105.

141. Each switch must be designed such that the power circuit cannot be energized using the external switch. The method of triggering (push, pull or rotation direction) must be clearly marked.

142. Each switch must be marked with a red spark in white edged blue triangle with a base of at least 120mm. The angle of the triangle where the spark is pointing to, must point to the button. It must be associated with a letter ‘N’ in blue inside a white circle at least 50mm in diameter and with a blue edge. The height of both symbols must be at least 100mm. See App.13 Diagram 5 for an example.

143. It is prohibited to cover the external switches in any way whatsoever.

144. In a crash all energy sources of the Power Circuit must be switched off automatically and the full RESS must be isolated. The arrangements must be validated by the Failure Mode and Effects Analysis (FMEA) which must be provided to ASN 3 months prior to the Vehicle inspection. An FIA approved Accident Data Recorder may be used to initiate the shutdown.

145. All switches (Driver Master, Neutral and Extinguisher) must operate at a nominal 12V.

146. See App.13 Diagram 3 for an example of the functional switching diagram. The Vehicle specific version must be provided to ASN 3 months prior to the Vehicle inspection.

147. Safety Indicator requirements are based on the specifications laid down in Appendix J – Article 253 18.22.

148. All indicators must have a viewing angle of at least 120° and a luminous flux of at least 8 lumens.

**HV RESS status light**

149. All Bespoke Vehicles with a HV RESS must be fitted with a HV RESS Status indicator light, which:

   a. Is a Red/Green light that indicates the safety status of the RESS.
   
   b. Must be in working order throughout the Event even if power on the Vehicle has failed.
   
   c. Indications must be visible from any point around the car, manufacturer may install multiple devices to achieve it.
   
   d. Remains powered for at least 15 minutes after the general circuit breaker is activated.

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e. Is marked with a “HIGH VOLTAGE” symbol (see App.13 Diagram 6).

f. Has repeater indicator light on the dashboard the replicates the states of the main light. This does not have to comply with Art.85.

150. See App.13 Chart 4 for the HV RESS Status indicator states.

**Ready-to-Move-light**

151. All Bespoke EVs that have an EV system that is capable of propelling the Vehicle must be fitted with a Ready-to-Move light, which:

   a. Is a white light (at the front) and an orange light (at the rear) that will illuminate to indicate that the Vehicle can move if the throttle pedal is pressed.

   b. Must light up and illuminate to the front and rear of the Vehicle respectively, parallel to the centre line of the Vehicle.

   c. Will flash “on” for 0.05 seconds and “off” for 2 seconds whilst the Vehicle is charging.

   d. Will flash “on” for 0.5 seconds and “off” for 0.5 seconds if, when the system has been requested to energize and the bus voltage has not exceeded 50V.

152. See Table 4 for the Ready-To-Move indicator states.

**Throttle failsafe**

153. All Bespoke Vehicles must be equipped with a throttle fail safe system, which in case the throttle and brake pedal are pressed at the same time, overrides the throttle and cuts the power to the propulsion system. The details of the fail-safe system must be provided to ASN 3 months prior to the Vehicle inspection.

**Bespoke Vehicle Charging**

154. Bespoke Vehicles must use a charging system compliant with a recognised charging standard and be able to use public chargers (SAE J1772, IEC 62196, CHAdeMO or Combined Charging System (CCS)) and must follow standard protocols for connecting/disconnecting the charge connector and initiating/stopping the charging process. Only a single external charge port is permitted.

155. Bespoke Vehicles must use a commercially available on-board charger (if fitted) and if liquid cooled, >51% water-based coolant must be used. Details must be provided to ASN 3 months prior to the Vehicle inspection.
CHAPTER 7 COMPETITOR VEHICLE AND VEHICLE SAFETY EQUIPMENT

APPENDIX 12

Scrutineering
This Appendix must be read in conjunction with Chapters 2 – 5 and 8 and 9 as well as relevant discipline Chapters and all Official Documents.

1. Technical Officials are Officials of the Event.
2. At all times it is the responsibility of the Competitor to establish that the Vehicle presented is in conformity with the Regulations of the Event.
3. Before taking part in any Competition or Practice for any Competition requested Vehicles must be presented to the Event Scrutineers for examination and approval.
4. The fact of obtaining a Scrutineer's approval at pre-Event scrutiny does not indicate that the Scrutineer is accepting any responsibility for the safety or the roadworthiness of the Vehicle nor does it indicate that the Vehicle complies in all respects with the Regulations. Please note that pre-Event Scrutineering or Vehicle Passport inspection by a Scrutineer is only a spot check of a limited number of key safety and eligibility features of a Vehicle's condition. Approval does not guarantee that the Vehicle meets all applicable regulations or standards and which at all times is the responsibility of the Competitor.
5. Subsequent to pre-Event scrutiny any Vehicle involved in an accident or having been modified in any way must be represented to the Scrutineers for further examination.
6. At any time during an Event the Clerk of the Course or the Scrutineers (or where applicable to the Stewards of the Event) may order that a Vehicle be examined or re-examined even if this involves stopping a Vehicle whilst Practising or competing.
7. At the conclusion of a Competition a number of Vehicles as agreed by the Clerk of the Course and the Scrutineers or as ordered by the Stewards or as laid down in the Regulations may be required to be presented for Post-Event scrutiny. Such Vehicles will then be in Parc Ferme regardless of their actual location. No work is to be done on such Vehicles after finishing the Competition except by permission or request of the Scrutineers until after the examination is completed and the Vehicle released. It is the responsibility of the Competitor to provide appropriate tools and personnel within an agreed time to carry out the work required.
8. The post-Event scrutiny will be mainly directed at the Vehicle's eligibility and may involve parts of the Vehicle being sealed for subsequent stripping and examination. Subject to the overriding authority of the ASN (Chapter 1 Art.4) this should normally be within a maximum of 30 days after sealing although it can be extended by mutual agreement between the Organisers and the Competitor to 50 days. Subject as stated above at the end of the season series or championship it should never exceed 30 days.
9. Vehicles or components may be sealed on the instructions of the Clerk of the Course, Stewards of the Event, the Technical Commissioners or following a Protest (Chapter 2). Sealing may be by wire seals special reactive paint or other suitable method. Such seals must not be broken except with the written permission of the person who originally affixed the seal or of the ASN or by the person designated to examine the parts in question. The Technical Commissioner or Scrutineer examining the Vehicle or component will report his findings to the Clerk of the Course for their action.
10. If a sealed **Vehicle** or sealed component is to be examined other than at the **Event** by a third party on behalf of the **Organisers** then the **Stewards of the Event** and the **ASN** must be notified before the date of any such examination and the **ASN** may impose condition on that examination.

11. Approval of a **Vehicle** will only be in relation to those items of the **Vehicle** which have been examined and will only apply to the **Event** which the **Vehicle** has just completed.

12. Where **Vehicle Identification Stickers** are required (App.1 Art.11 – 12) part of the scrutineering procedure is to affix an **ASN** sticker to the **Vehicle** in an appropriate position (near to the chassis identification plate if possible). Stickers may only be affixed by selected **Scrutineers**, or by the **ASN** at **ASN** Headquarters.

13. Once applied, **Vehicle Identification Stickers** must remain permanently affixed to the **Vehicle**. Damaged stickers can only be removed and replaced by selected **Scrutineers**. New and replacement stickers will be charged at the current fee.
### Chart 1 Maximum Noise Limits

The following table gives alternative distance readings. (Noise measured in dB(A).)

<table>
<thead>
<tr>
<th>Section</th>
<th>0.5m</th>
<th>2.0m</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>'A'</td>
<td>105</td>
<td>93</td>
<td>CAR RACE (SALOON AND SPORTS CARS) MAXIMUM AT $\frac{3}{4}$ MAXIMUM RPM</td>
</tr>
<tr>
<td>'B'</td>
<td>108</td>
<td>96</td>
<td>CAR RACE (SINGLE SEATER AND SPORTS RACING CARS) MAXIMUM AT $\frac{3}{4}$ MAXIMUM RPM</td>
</tr>
<tr>
<td>'C'</td>
<td>100</td>
<td>88</td>
<td>STAGE RALLY, AUTOTEST, TRIALS, MAXIMUM AT 4,500 RPM</td>
</tr>
<tr>
<td>'D'</td>
<td>98</td>
<td>86</td>
<td>ROAD RALLY MAXIMUM AT $\frac{2}{5}$ MAXIMUM RPM</td>
</tr>
<tr>
<td>'E'</td>
<td>100</td>
<td>88</td>
<td>CCV MAXIMUM AT $\frac{2}{5}$ MAXIMUM RPM</td>
</tr>
<tr>
<td>'F'</td>
<td>108</td>
<td>96</td>
<td>AUTOCROSS AND RALLYCROSS MAXIMUM AT $\frac{3}{4}$ MAXIMUM RPM</td>
</tr>
<tr>
<td>'G'</td>
<td></td>
<td></td>
<td>HILLCLimb AND SPRINT MAXIMUM AT $\frac{4}{3}$ MAXIMUM RPM – RACING AND SPORTS LIBRE CARS AND CARS COMPLYING WITH S.13</td>
</tr>
<tr>
<td></td>
<td>110</td>
<td>98</td>
<td>ALL OTHER CATEGORIES</td>
</tr>
<tr>
<td></td>
<td>108</td>
<td>96</td>
<td>ALL OTHER CATEGORIES</td>
</tr>
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</table>
## Chart 2 Regulation Summary

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Description</th>
<th>EV Tech Regs Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>mHEV</td>
</tr>
<tr>
<td>Chapter 1 App.1: Nomenclature and Definitions</td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Chapter 7: Competitors Vehicles and Vehicle Safety Equipment</td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Chapter 7 App.11 Electrified Vehicles Technical Regulations</td>
<td>Arts.1 - 6</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Arts.7 - 19</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Arts.20 - 40</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Arts.41 - 52</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Arts.53 - 59</td>
<td>Y</td>
</tr>
<tr>
<td>Bespoke BEVs</td>
<td>Arts.60 - 72</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Arts.73 - 99</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Arts.100 - 126</td>
<td>Y</td>
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<tr>
<td></td>
<td>Arts.127 - 153</td>
<td>Y</td>
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<tr>
<td></td>
<td>Arts.154 - 155</td>
<td>Y</td>
</tr>
</tbody>
</table>

## Chart 3: Permitted Electrified Vehicle Types

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Permitted EV’s</th>
<th>EV Inspection</th>
<th>Vehicle Passport Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mHEV</td>
<td>HEV</td>
<td>PHEV</td>
</tr>
<tr>
<td>Standard Electrified Vehicle App.11 Art.9</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Modified Electrified Vehicle App.11 Art.10</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Bespoke Electrified Vehicle App.11 Art.11</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

Key:
mHEV = Mild hybrid
HEV = Hybrid
PHEV = Plug-in hybrid
BEV = Battery electric vehicle
LV = Low voltage (<30V AC or 60V DC)
HV = High voltage (>30V AC or 60V DC)
VP = Vehicle Passport (existing)
EVP = Electric Vehicle Passport (new)

Notes:
1. Category or discipline specific regulations may impose further restriction on permitted vehicles
2. Submission of OEM vehicle specific Emergency Services Guide and visual inspection only
3. Full submission of all data requirements contained in EV Tech Regs plus visual and technical inspection and functional test
### Chart 4:
**HV RESS Status indicator states**

<table>
<thead>
<tr>
<th>Light Status</th>
<th>RESS Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green</td>
<td>Safe</td>
</tr>
<tr>
<td>Red</td>
<td>Danger (Isolation fault)</td>
</tr>
</tbody>
</table>

### Chart 5:
**Ready-to-move indicator states**

<table>
<thead>
<tr>
<th>Light Status</th>
<th>Vehicle Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off</td>
<td>HV system de-energised</td>
</tr>
<tr>
<td>White always on</td>
<td>HV system energised – vehicle ready to move</td>
</tr>
<tr>
<td>White flashing</td>
<td>Charging</td>
</tr>
</tbody>
</table>
Diagram 3: Functional switching diagram example

Diagram 4: Fire Extinguisher Warning Symbol

Diagram 5: Marshal Neutral Switch Warning Symbol

Diagram 6: High Voltage Warning Symbol
Diagram 9

HELMET STANDARDS

CMR2007

CMS2007

CMR2016

CMS2016

K2020

K2010

SAH2010

SA2015

SA2020

FIA

SAMPLE

SAMPLE

SAMPLE
Safety Cage Drawings

Diagram 10

Diagram 11

Diagram 12

Diagram 13

Diagram 14

Diagram 15

Diagram 16

Diagram 17

Note: Diagonal may be handed to left or right
Diagram 21 Optional Reinforcing Members [6]

Diagram 22

Diagram 23

Diagram 24

Diagram 25
L must be minimum
The clamp width must be at least 25mm

\( \Theta = 14\text{mm (tube: 40mm \times 50mm diam. ext.)} \)
\( 16\text{mm (tube: 50mm diam. ext.)} \)

Diagram 34

Diagram 35

Diagram 36
Diagrams 45 and 46 illustrate the required and optional structural features for main hoops and back stays in the context of the 2025 National Competition Rules. Diagram 45 shows:

- **a)** Diagonals across Main Hoop
- **b)** Diagonals across Back Stays

Additionally, a further II points may be attached to the bodyshell. Competitors should note that an installation to this drawing may contravene FIA Appendix K regulations. Doorbars may alternatively be as shown in Diagram 21.g or h. Roof Reinforcement may alternatively be as shown in Diagram 19.a to 19.d.
Diagram 47

Diagram 48

Typical Safety Belt Installation

Diagram 49
Steel reinforcing plate fixed to the car’s chassis

Diagram 50

Plate fixed to the chassis and strengthened by a reinforced plate on the other side

Diagram 51

Reinforcing plate fixed to the car’s chassis

Diagram 52

The bolt should preferably work in shearing stress and not in traction.
Charts and Diagrams

Diagram 53

Box Beam
3" x 3" x 1/8" min
or 2 3/4" x 2 3/4" x 1/4" min
or 76.2 x 76.2 x 3.2mm

Weld to the chassis with appropriate channel-type load spreader or ...

See Drawing No. Q5I

... use the baseplate and angles method of securing

Diagram 54

Hoop
Weld
End closed off with 1/8" / 3mm end cap

1/4" / 6mm spreader plate

Welding goes all the way around on the top and at the bottom and half way around the top and bottom inside where accessible

Hole cut or chain-drilled in top and bottom surface of box and tube dropped in

Diagram 55

Alternative positions for top beams
Alternative position for rear brace
Main hoop

Diagram 56

Front hoop attaches to bullhead or goes to chassis mountings

Optional centre bar straight or diagonal
Connecting bars may be straight or bent

Base-plates
Rear braces may be in-line or angled
"A" is the substantial structure forward of the driver such as to act as the front rollbar. No part of the driver’s helmet is to pass through a line struck from the top of the rollbar to this structure.
2025 National Competition Rules Chapter 7 Appendix 13

Diagram 67

Dimension B Height over front seats (measured between 0° and 15° towards the rear in relation to the vehicle using the test seat weight)

Dimension C Width for the front seats

Dimension D Height over the rear seats (measured as Dimension B)

Dimension E Width of rear seats.

Dimension F Distance from the centre of the hub of the steering wheel to the brake pedal (if the steering wheel is adjustable it must be placed in the median position).

Dimension G Length from the centre of the hub of the steering wheel to the bulkhead of the rear seat, or if possible to the rear face of the rear seat (maximum tilt 15°) if the steering wheel is adjustable it must be placed in the median position.

B and D are measured between the bottom of the seat compressed by the test seat weight, the axis of which is vertical, and the ceiling (padding compressed). If the seats are separate, the measurement is taken in the middle of each of the seats. In the case of longitudinally adjustable seats, the seats will be placed in the median position. If there is a bench seat in the front, the measurement is taken at 25cm from the centreline of the car.

C and E are the maximum widths measured along the vertical plane passing through the axis of the standard test seat weights placed on the seats, being able to be freely maintained over a height of at least 25cm and a length of at least 40cm. The minimum dimensions (in cm) according to the cylinder capacity (in cm³) are the following, with H = F+G.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>From 0 to 1,300</td>
<td>Free</td>
<td>90</td>
<td>Free</td>
<td>90</td>
<td>180</td>
</tr>
<tr>
<td>From 1,300 to 2,000</td>
<td>88</td>
<td>110</td>
<td>88</td>
<td>110</td>
<td>200</td>
</tr>
<tr>
<td>Over 2,000</td>
<td>95</td>
<td>120</td>
<td>95</td>
<td>120</td>
<td>210</td>
</tr>
</tbody>
</table>

Diagram 68

Diagram 69

Diagram 70
Permitted Fuel and Tyres Testing
Chapter 8 Permitted Fuels and Tyres and Testing

App.1  Permitted Fuels
App.2  Fuel Testing
App.3  Tyre Testing
App.4  Lists of Permitted Tyres
2025 National Competition Rules

CHAPTER 8

PERMITTED FUEL AND TYRES AND TESTING

1. The following Appendices to this Chapter apply:
   a. App.1 Permitted fuels
   b. App.2 Fuel Testing
   c. App.3 Tyre Testing
   d. App.4 Lists of Permitted Tyres.

General

2. This Chapter must be read in conjunction with specific sporting discipline Chapters and where applicable Chapter 2 (Judicial) and Chapter 1 App. 1 (Nomenclature and Definitions).

3. This Chapter applies to all sporting disciplines Events and Championships unless specific waiver or variation in respect of the use of permitted fuels or tyres has been approved in writing by the ASN.

4. In the interests of any of sustainability, Statutory compliance, or sporting fairness the ASN reserves the right to amend the Regulations in respect of fuel and / or tyres at any time. Wherever possible reasonable notice of any change will be given by publication on the ASN website.

5. Only Permitted fuels may be used in Competitions.

6. Only Permitted tyres may be used in Competitions.

7. It is always the Competitor’s responsibility while competing to ensure conformity with the relevant Regulations.

8. Subject to Art. 9 below it is an offence in breach of the NCR to use fuel or to use tyres that are not permitted and which breach may be subject to Judicial procedures under Chapter 2.

9. If it is discovered at pre-Competition scrutineering that a Competitor has the incorrect tyres this will be reported by the Scrutineers to the Clerk of the Course and who has the authority to permit the Competitor to achieve conformity and re-present the Vehicle to the scrutineers for approval but the commencement of the relevant Competition shall not be delayed to facilitate such re-presentation.

10. All fuel and all tyres may be checked for conformity with the NCR in accordance with the prescriptions at App.3 and 4 respectively of this Chapter. It is an offence in breach of the NCR to refuse to cooperate with any official test procedure required by the Organisers and or the ASN. Such a breach may result in Disqualification from relevant Events and suspension of Competition Licence and referral to the National Court.

Specific matters relating to tyres

11. Tyres must comply with Regulations for the duration of an Event including any Regulations regarding tyre pressure.

12. Except FF1600 per Art. 12 below, treaded tyres must have a minimum of 1.6mm tread throughout the circumference of all tyres at the commencement of the relevant Competition.

13. FF1600 tyres must have a minimum of 1.0mm tread throughout the entire circumference of all tyres at the commencement of the relevant Competition.
14. Where tyre choice is free it is the responsibility of the Competitor to ensure that the tyres used are of adequate speed rating and construction for the Competition.

15. The fitment and/or use of pressure control valves is prohibited in Competition.

16. The use of chemical tyres softeners is prohibited unless specifically allowed in Official Documents.

17. Except for the use of inner tubes (where permitted by the tyre manufacturer), the interior of the tyres being the space between the wheel rim and internal tyre carcass must only be filled with air or nitrogen.
CHAPTER 8 PERMITTED FUELS AND TYRES AND TESTING

APPENDIX 1

Permitted Fuels

1. Use Pump Fuel (see definition below at Art.7 and Chapter 1 App.1 Nomenclature and Definitions) except, subject to prior written authority having been given by the ASN, where permitted otherwise under Official Documents.

2. If using LPG, the entire system must conform with Construction and Use Regulations and LPG Industry Technical Association Code of Practice No. 11.

3. If using non-pump fuel have a 3-inch diameter ‘Day- Glo’ orange disc affixed immediately adjacent to the Competition Numbers on both sides.

4. Any Vehicle using methanol must include an ASN approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

5. With the exception of Vehicles competing in Sprint and Hill Climb road going production category, I think that my bar for standards for men is Vehicles competing in British and ASN Titled Championships for, and all new build Vehicles for, Rallycross, Car Racing, Special Stage Rallying, Sprints and Hill Climbs must be equipped with the facility to enable a fuel sample to be taken. For fuel injected Vehicles the facility must be a dry break fuel sampling coupling, approved by the FIA, Competitors must carry and make available a 300mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached.

6. All Vehicles must have sufficient fuel in the Vehicle fuel tank for a fuel test (App.2) present at any time during the Event.

7. The definition of ‘Pump Fuel’ is as follows:

   NOTE: The ASN reserves the right to amend these details to reflect any change occurring in the quality of fuel on general sale to the public in the UK.

   Also refer to Specifications Table below.

   Petrol: Commercially available gasoline
   a. BS EN 228 (unleaded and super-unleaded).

      Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.

      Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following:

      i. Acceptance levels for Octane Numbers will be accepted or rejected according to the Standard ASTM D.3244.

      ii. Only additives to this Motor Gasoline Fuel solely for the purpose of lead replacement are allowed.

   LRG (unleaded), Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer’s instructions and to the treated fuel complying with the Specifications Table at Article 8 of this Chapter.
Lead in excess of EU Directive 98/70 EC requirements is illegal. This also applies to 'Free Fuel'.

The addition of a lubricant on current sale is permitted in fuels for use in 2-stroke engines.

For rotary engines, a 2-stroke oil with a minimum viscosity of 5 cSt at 100°C, may be added at a maximum concentration of 0.30% (mixing ratio of 300:1).

b. Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. Or, for Karting, Petrol in accordance with CIK Technical Regulations Article 2.21.

c. LPG (Liquefied Petroleum Gas) which is of 99% wt. min. hydrocarbon composition and that is entirely gaseous at atmospheric temperature and pressure. Complying with BS EN589.

d. Diesel Automotive Gas Oil (DERV), commercially available, complying with BS EN 590 and EU Directive 98/70 EC (see Table below).

e. Bio Ethanol – Only permitted to be used with the specific approval of the ASN. Specifications available from the ASN Technical Department.

f. Bio Diesel – Only permitted to be used with the specific approval of the ASN. Specifications available from the ASN Technical Department.

8. SPECIFICATIONS TABLE

### PUMP FUEL – MOTOR GASOLINE

<table>
<thead>
<tr>
<th></th>
<th>BS EN 228 (Unleaded)</th>
<th>Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>MON (max)</td>
<td>89.0</td>
<td>EN ISO 5163</td>
</tr>
<tr>
<td>RON (max)</td>
<td>100.0</td>
<td>EN ISO 5164</td>
</tr>
<tr>
<td>Oxygen % (max)</td>
<td>3.7 % w/w</td>
<td>Elemental</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>LRG (Unleaded)</th>
<th>Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>MON (max)</td>
<td>89.0</td>
<td>EN ISO 5163</td>
</tr>
<tr>
<td>RON (max)</td>
<td>100.0</td>
<td>EN ISO 5164</td>
</tr>
<tr>
<td>Lead (max) g/l</td>
<td>0.005</td>
<td>ASTM D3341/IP362/EN 237</td>
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<tr>
<td>Oxygen % (max)</td>
<td>2.7 % w/w</td>
<td>Elemental</td>
</tr>
</tbody>
</table>

Certain of the above values are additional to those specified in the standards referred to.

### PUMP FUEL – DIESEL

<table>
<thead>
<tr>
<th></th>
<th>BS EN 590</th>
<th>Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density 15°C kg/m³ (max)</td>
<td>845</td>
<td>EN ISO 3675/EN ISO 12185</td>
</tr>
<tr>
<td>Cetane Number (max)</td>
<td>60</td>
<td>EN ISO 5165/EN 15195</td>
</tr>
<tr>
<td>Calculated Cetane Index (max)</td>
<td>60</td>
<td>EN ISO 4264</td>
</tr>
<tr>
<td>Sulphur Content mg/kg (max)</td>
<td>10</td>
<td>EN ISO 20846/EN ISO 20884</td>
</tr>
</tbody>
</table>

At the discretion of the ASN the maximum Cetane and calculated Cetane numbers may be increased to 70.0 for National Competitions / Championships.
CHAPTER 8 PERMITTED TYRES AND FUEL AND TESTING

APPENDIX 2

Fuel (and other Vehicle fluids) Testing

1. Organisers and the ASN have the right at any time before, during or after a Permitted Event to check and or require the testing of any fuel used or presented by the Competitor for use in Competition. This includes fuels in a Vehicle at any time during or for the purpose of the Competition including any scrutineering of it connected to the relevant Competition and to any fuel present in the Competitor's pit or paddock area.

2. The Clerk of the Course must always be notified of the intention to carry out fuel checking and or testing.

3. The responsibility for the checking of fuels at Events is an Eligibility matter and shall be delegated to the Chief Scrutineer at the Event who in turn may delegate this responsibility to other Scrutineers appointed to the Event but who shall report to the Chief Scrutineer.

4. Any non-conformity of any fuel shall be reported by a Non-Compliance Report and which must be delivered to the Clerk of the Course or to the Stewards of the Event where the Clerk has no Judicial responsibility at an Event.

5. A Non-Compliance Report may be a Judgement of Fact provided that the Scrutineers concerned satisfy the criteria as Judges of Fact.

6. On receipt of a Non-Compliance Report the relevant Judicial body must deal with the matter by way of a formal Judicial Hearing pursuant to Chapter 2. App.8 Arts. 10 - 13. The result of the Judicial Hearing shall be published as an Official Document of the Event.

7. Fuels may be checked for eligibility under the Official Documents or for testing as set out below ('FTP')

8. The analysis of a laboratory on the UKAS list or by an ASN approved comparison test will be a Judgement of Fact.

9. Any Eligibility Decision whereby it is determined that any fuel is in breach of the NCR shall be penalised in accordance with Chapter 2 App.8 Arts. 24 – 30 (subject always to Chapter 2 App. 8 Art.13 (a ruling in respect of exceptional reason)). The ASN may additionally refer the matter to the National Court for the consideration of additional penalties.

FTP

10. New unused ASN approved sample containers, capable of being sealed by the authorised sampling official must always be used for the storage of fuel samples.

11. Three samples will be taken and must individually be sealed and labelled in separate ASN approved containers as per Art. 10 above. An ASN Sealing Certificate must be completed and distributed as detailed on the Certificate. For Comparison Testing only one sample need be taken, providing the Vehicle remains secured in Parc Ferme to enable subsequent samples to be taken should this first sample confirm non-compliance.

Analysis Testing

12. Each sample must be a minimum of 1 litre.

13. Where there are less than 3 litres available, such that only two minimum 1 litre samples are available the Competitor forfeits their right to select a sample (Art.17 below) and the result of the ASN first test will conclusively determine the compliance or non-compliance of the fuel (Art.16 below).
14. If only a single minimum 1 litre sample is available, that sample alone will be tested in accordance with Art. 18 below and that test will conclusively determine the compliance or non-compliance of the fuel. Notification will be given under Art.35 below.

15. The results of all analysis testing will be compared for compliance with the relevant specification, detailed in this Chapter 8 Appendix 1: Pump Fuel, in accordance to the reproducibility of the test method.

16. Subject to Arts. 13 and 14 above the Entrant is entitled to select one of the samples for their retention (the “Entrant’s Sample”) and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per Art.20 below.

17. The remaining samples must be delivered by the Organisers to the ASN, normally within 7 days of the Event.

18. The ASN will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list. The breaking of the seal must be witnessed by an appointed representative of the ASN.

19. The result of this ASN first test will be notified pursuant to Art.35 below.

20. If the result of this ASN first test indicates non-compliance then the Entrant may, within 14 days of being notified of this non-compliance (Art.35 below), submit the Entrant’s Sample for testing at the laboratory nominated by them (Art.16 above) and at their expense (Art.37 below). The Entrant must be given the opportunity to be present at this test and the test – including the breaking of the seal(s) – must be witnessed by an appointed representative of the ASN.

21. If the Entrant does not submit the Entrant’s Sample for testing within the said 14 days or if the result of their test confirms non-compliance then the fuel will be deemed ineligible and notification will be given under Art.35 below.

22. If the result of the Entrant’s test indicates compliance, then the ASN will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test – including the breaking of the seal(s) – must be witnessed by an appointed representative of the ASN.

23. Where testing takes place under Art.22 above then the result of this third test will conclusively determine the compliance or non-compliance of the fuel and notification will be given under Art.35 below.

Comparison Testing

24. Each sample must be a minimum of 50mL.

25. The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same controlled source, at the beginning of the Event.

26. Comparison testing will only be implemented where fuel for the Event is mandated by the Organisers for all Competitors in the Class(es) to be drawn from a single controlled source. It is the sole method used when use of control fuel is mandatory.

27. One sample, selected at random, will normally be tested on-site in accordance with ASN approved procedures, by the authority nominated in those procedures.

28. If the result of this test indicates compliance then no further action will be taken.
29. If the result of this test confirms non-compliance then the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples (Art.11 above) for testing in their presence and in accordance with the same ASN approved procedures (Art.27 above).

30. If the Entrant chooses not to have a sample tested, or if the result of this second test confirms non-compliance, then the fuel will be deemed ineligible and notification given under Art.35 below.

31. If the result of this second test indicates compliance then the remaining third sample will be tested in accordance with the same ASN approved procedures (Art.27 above); the Entrant must be given the opportunity to be present at this test.

32. Where testing takes place under Art.31 above then the result of this third test alone will conclusively determine the eligibility of the fuel and notification will be given under Art.35 below.

Storage of Samples

33. Samples retained by the ASN or its authorised Officials must be stored in a secure location.

34. If there is any evidence that any seal and / or container has been tampered with, then that sample will be deemed to have failed the relevant test.

Notification of Results

35. The result of either Analysis or Comparison fuel testing will be reported to the Entrant, the ASN or its authorised official and must be communicated to the Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to the relevant Judicial Official proceeding in accordance with Arts. 6 and 9 above.

Cost of Testing

36. Unless fuel testing is specifically authorised by the ASN, the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

37. Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice (Art.20 above) then they will be responsible for all charges relating to that testing.

38. The Testing of Vehicle Fluids other than fuel

39. Three samples, each of equal volume, will be taken at the Event / Competition Venue and must be labelled and sealed. One sample will be tested by an ASN approved official using approved test equipment in accordance with ASN approved procedures.

40. The principles applied to the testing of fuel samples in this Appendix must be followed as appropriate for the testing of such other Vehicle fluids.
CHAPTER 8 PERMITTED TYRES AND FUELS AND TESTING

APPENDIX 3

Tyre Testing and Checking

1. Organisers have the right at any time during or after a Permitted Event to check and or require the testing of any tyre presented by the Competitor for use in Competition. This includes tyres presented on a Vehicle at any Scrutineering of it connected to the relevant Competition and to any tyre designated by the Competitor as a 'spare' including any 'wet use' tyre.

2. The Clerk of the Course must always be notified of the intention to carry out tyre checking and or testing.

3. The responsibility for the checking of tyres at Events is an Eligibility matter and shall be delegated to the Chief Scrutineer at the Event who in turn may delegate this responsibility to other Scrutineers appointed to the Event but who shall report to the Chief Scrutineer.

4. Any non-conformity of any tyre shall be reported by a Non Compliance Report and which must be delivered to the Clerk of the Course or to the Stewards of the Event where the Clerk has no Judicial responsibility at an Event.

5. A Non Compliance Report may be a Judgement of Fact provided that the Scrutineers concerned satisfy the criteria as Judges of Fact.

6. On receipt of a Non Compliance Report the relevant Judicial body must deal with the matter by way of a formal Judicial Hearing pursuant to Chapter 2. App.8 Arts. 10 - 13. The result of the Judicial Hearing shall be published as an Official Document of the Event.

7. Tyres may be checked for Eligibility under the Official Documents or for testing in relation to performance enhancing products ('TTP') as set out below.

8. The analysis of a laboratory on the UKAS list or by an ASN approved comparison test will be a Judgement of Fact.

9. Any Eligibility Decision whereby it is determined that any tyre is in breach of the NCR shall be penalised in accordance with Chapter 2 App.8 Arts. 24 – 30 (subject always to Chapter 2 App. 8 Art.13 (a ruling in respect of exceptional reason)). The ASN may additionally refer the matter to the National Court for the consideration of additional penalties.

TTP

10. TTP may be carried out at any time, before, during, or after a Competition on the instructions of the ASN, Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or the Stewards.

11. New unused ASN approved sample containers, or other containers approved by the ASN, capable of being sealed by the authorised sampling official must always be used for the storage of individual tyre rubber samples.

12. Where there is the possibility that the tyre(s) may have "picked up" rubber from the track surface, the Entrant shall be permitted (or may be required by the Eligibility or Chief Scrutineer) to remove the "pick up" from the tyre(s) with a mechanical device, such as a scraper. Rubber residue from the cleaning process must be collected and retained by the Chief Scrutineer for further testing as appropriate, and in a separate container as per Art.11 above.
13. Removal of rubber samples from the tyre must be done in a controlled and preferably clean environment within the Venue, such as in the scrutineering bay, and always under the supervision of the Chief Scrutineer or Eligibility Scrutineer. Removal onto a clean surface is essential. The tyre rubber sample(s) will then be subjected to testing in the approved manner as detailed below. The Competitor (or in the case of minors, the Competitor and PG) shall have the right to be present.

14. Three samples will be taken and must be sealed and labelled in separate ASN approved containers as per Art.11 above and an ASN Sealing Certificate must be completed and distributed as detailed on the Certificate. Prior to sealing, the samples should be wrapped in clean aluminium foil to prevent contact with any plastics.

15. Each sample must be a minimum of 1mm width, 25mm length and 0.3mm depth.

16. Each sample shall be placed and sealed in an ASN tamper-proof evidence bag.

Analysis Testing

17. The results of all analysis testing will be compared for compliance with the relevant tyre manufacturer's specification for that model retained by the ASN.

18. The Entrant is entitled to select one of the samples for their retention (the "Entrant's Sample") and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per Art. 22 below.

19. The remaining two samples must be delivered by the organisers to the ASN, normally within 7 days of the Event.

20. The ASN will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list, or a laboratory approved by another ASN. The breaking of the seal must be witnessed by a representative of the ASN.

21. The result of this ASN first test will be notified pursuant to Art.36 below.

22. If the result of this ASN first test confirms noncompliance then the Entrant may, within 14 days of being notified of this non-compliance, submit the Entrant's Sample for testing at the laboratory nominated by them (Art.18 above) and at their expense (Art.38 below). The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the ASN.

23. If the Entrant does not submit the Entrant's Sample for testing within the said 14 days, or if the result of their test confirms non-compliance), the tyre(s) will be deemed ineligible and notification will be given under Art.36 below.

24. If the result of the Entrant's test confirms compliance, then the ASN will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the ASN.

25. Where testing takes place under Art.34 above, the result of this third test will conclusively determine the compliance or non-compliance of the tyre(s). Notification will be given in accordance with Art.36.

Comparison Testing

26. The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same manufacturer and model of tyre, from the same controlled source, at the beginning of the Event.
27. Comparison testing will only be implemented where tyres for the Event are mandated by the Organisers for all Competitors in the class(es) to be drawn from a single controlled source.

28. One sample, selected at random, will normally be tested on-site by an ASN approved official and in accordance with ASN approved procedures.

29. If the result of this test confirms compliance then no further action will be taken.

30. If the result of this test confirms non-compliance, the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples for testing in their presence.

31. If the Entrant chooses not to have a sample tested, or if the result of this second confirms non compliance then the tyres will be deemed ineligible and notification given under Art.36 below.

32. If the result of this second test confirms compliance, then the remaining third sample will be tested; the Entrant must be given the opportunity to be present at this test.

33. Where testing takes place under Art.32 above the result of this third test alone will conclusively determine the eligibility of the tyre(s) and notification will be given under Art.36 below.

Storage of Samples

34. Samples retained by the ASN or its authorised Officials must be stored in a secure location.

35. If there is any evidence that any seal and/or container has been tampered with, then that sample will be deemed to be invalid.

Notification of Results

36. The result of either Analysis or Comparison tyre testing will be reported to the ASN or its authorised official and must be communicated to the Entrant, Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to the relevant Judicial Official proceeding in accordance with Arts. 6 and 9 above.

Cost of Testing

37. Unless TTP is specifically authorised by the ASN the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

38. Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice pursuant to Art.22 above then they will be responsible for all charges relating to that testing.
CHAPTER 8 PERMITTED TYRES AND FUELS AND TESTING

APPENDIX 3

Tyre Testing and Checking

1. Organisers have the right at any time during or after a Permitted Event to check and or require the testing of any tyre presented by the Competitor for use in Competition. This includes tyres presented on a Vehicle at any Scrutineering of it connected to the relevant Competition and to any tyre designated by the Competitor as a ‘spare’ including any 'wet use' tyre.

2. The Clerk of the Course must always be notified of the intention to carry out tyre checking and or testing.

3. The responsibility for the checking of tyres at Events is an Eligibility matter and shall be delegated to the Chief Scrutineer at the Event who in turn may delegate this responsibility to other Scrutineers appointed to the Event but who shall report to the Chief Scrutineer.

4. Any non-conformity of any tyre shall be reported by a Non Compliance Report and which must be delivered to the Clerk of the Course or to the Stewards of the Event where the Clerk has no Judicial responsibility at an Event.

5. A Non Compliance Report may be a Judgement of Fact provided that the Scrutineers concerned satisfy the criteria as Judges of Fact.

6. On receipt of a Non Compliance Report the relevant Judicial body must deal with the matter by way of a formal Judicial Hearing pursuant to Chapter 2. App.8 Arts. 10 - 13. The result of the Judicial Hearing shall be published as an Official Document of the Event.

7. Tyres may be checked for Eligibility under the Official Documents or for testing in relation to performance enhancing products (‘TTP’) as set out below.

8. The analysis of a laboratory on the UKAS list or by an ASN approved comparison test will be a Judgement of Fact.

9. Any Eligibility Decision whereby it is determined that any tyre is in breach of the NCR shall be penalised in accordance with Chapter 2 App.8 Arts. 24 – 30 (subject always to Chapter 2 App. 8 Art.13 (a ruling in respect of exceptional reason)). The ASN may additionally refer the matter to the National Court for the consideration of additional penalties.

TTP

10. TTP may be carried out at any time, before, during, or after a Competition on the instructions of the ASN, Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or the Stewards.

11. New unused ASN approved sample containers, or other containers approved by the ASN, capable of being sealed by the authorised sampling official must always be used for the storage of individual tyre rubber samples.

12. Where there is the possibility that the tyre(s) may have "picked up" rubber from the track surface, the Entrant shall be permitted (or may be required by the Eligibility or Chief Scrutineer) to remove the "pick up" from the tyre(s) with a mechanical device, such as a scraper. Rubber residue from the cleaning process must be collected and retained by the Chief Scrutineer for further testing as appropriate, and in a separate container as per Art.11 above.
13. Removal of rubber samples from the tyre must be done in a controlled and preferably clean environment within the Venue, such as in the scrutineering bay, and always under the supervision of the Chief Scrutineer or Eligibility Scrutineer. Removal onto a clean surface is essential. The tyre rubber sample(s) will then be subjected to testing in the approved manner as detailed below. The Competitor (or in the case of minors, the Competitor and PG) shall have the right to be present.

14. Three samples will be taken and must be sealed and labelled in separate ASN approved containers as per Art.11 above and an ASN Sealing Certificate must be completed and distributed as detailed on the Certificate. Prior to sealing, the samples should be wrapped in clean aluminium foil to prevent contact with any plastics.

15. Each sample must be a minimum of 1mm width, 25mm length and 0.3mm depth.

16. Each sample shall be placed and sealed in an ASN tamper-proof evidence bag.

Analysis Testing

17. The results of all analysis testing will be compared for compliance with the relevant tyre manufacturer’s specification for that model retained by the ASN.

18. The Entrant is entitled to select one of the samples for their retention (the “Entrant’s Sample”) and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per Art. 22 below.

19. The remaining two samples must be delivered by the organisers to the ASN, normally within 7 days of the Event.

20. The ASN will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list, or a laboratory approved by another ASN. The breaking of the seal must be witnessed by a representative of the ASN.

21. The result of this ASN first test will be notified pursuant to Art.36 below.

22. If the result of this ASN first test confirms noncompliance then the Entrant may, within 14 days of being notified of this non-compliance, submit the Entrant’s Sample for testing at the laboratory nominated by them (Art.18 above) and at their expense (Art.38 below). The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the ASN.

23. If the Entrant does not submit the Entrant’s Sample for testing within the said 14 days, or if the result of their test confirms non-compliance), the tyre(s) will be deemed ineligible and notification will be given under Art.36 below.

24. If the result of the Entrant’s test confirms compliance, then the ASN will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the ASN.

25. Where testing takes place under Art.34 above, the result of this third test will conclusively determine the compliance or non-compliance of the tyre(s). Notification will be given in accordance with Art.36.

Comparison Testing

26. The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same manufacturer and model of tyre, from the same controlled source, at the beginning of the Event.
27. Comparison testing will only be implemented where tyres for the Event are mandated by the Organisers for all Competitors in the class(es) to be drawn from a single controlled source.

28. One sample, selected at random, will normally be tested on-site by an ASN approved official and in accordance with ASN approved procedures.

29. If the result of this test confirms compliance then no further action will be taken.

30. If the result of this test confirms non-compliance, the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples for testing in their presence.

31. If the Entrant chooses not to have a sample tested, or if the result of this second confirms non compliance then the tyres will be deemed ineligible and notification given under Art.36 below.

32. If the result of this second test confirms compliance, then the remaining third sample will be tested; the Entrant must be given the opportunity to be present at this test.

33. Where testing takes place under Art.32 above the result of this third test alone will conclusively determine the eligibility of the tyre(s) and notification will be given under Art.36 below.

Storage of Samples

34. Samples retained by the ASN or its authorised Officials must be stored in a secure location.

35. If there is any evidence that any seal and/or container has been tampered with, then that sample will be deemed to be invalid.

Notification of Results

36. The result of either Analysis or Comparison tyre testing will be reported to the ASN or its authorised official and must be communicated to the Entrant, Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to the relevant Judicial Official proceeding in accordance with Arts. 6 and 9 above.

Cost of Testing

37. Unless TTP is specifically authorised by the ASN the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

38. Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice pursuant to Art.22 above then they will be responsible for all charges relating to that testing.
APPENDIX 4

Permitted Tyre Lists

1. Certain Championships define the types of tyre permitted to be used and Competitors it is the Competitor’s responsibility to check the requirements in all Event and Official Documents which will specify the Permitted Tyres.

Production Tyres

2. The tyres in List 1A are regarded by the manufacturers as Standard Road Tyres. They may have wear bars moulded into the tread to show 1.6mm remaining pattern depth. These are set at six positions around the circumference of the tyre and extend across its width. If any of the wear bars are level with the tread surface at pre-Event scrutineering the Vehicle will not be allowed to compete.

3. Tyres with sidewall markings removed will be prohibited in all Events unless they are correctly marked ‘Retread’ or ‘Remould’.

4. For Production Saloon and Sports Car racing, only standard road tyres in List 1A are permitted, and only to rim and tyre sizes as laid down for specific car models on Production Car Specification Sheets.

5. All tyres must carry an EEC 30 or EEC 108 ‘E’ mark. It is illegal to supply for Public Highway use new or part-worn tyres that are not ‘E’ or ‘e’ marked tyres (ie marked in accordance with requirements of EEC Regulation 30, 30.1, 30.2 or EC Directive 92/23). This includes VR and ZR tyres (previously exempt).

6. All new tyres sold from 01.11.2012 must be labelled in accordance with EU Reg 1222/2009.

7. All new tyres produced after 01.11.2014 must be marked in accordance with UNECE Regulation 117 (ie carry S, W and R markings).

8. Some tyres in Lists 1A and 1B may have additional sidewall markings denoting specific fitment at OE These markings may be in the vicinity of the range name or after the size designation (eg NO, MO,*). Such tyres with additional markings are accepted as equivalent to tyres designated in Lists 1A and 1B.

9. Tyres marked with an asterisk may be removed from the Lists. See official bulletins for details. Additional tyres may be added to the lists at any time (see official bulletins for details).

10. Run-flat variants of tyres listed in 1A are permitted. Tyre pressure monitoring devices should be used on run-flat tyres.

11. Tyre List 1C is solely for Competition Tyres complying with EEC Regulation 30 but not regulation 117.

Tyres for All Rallies

12. For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction and Use Regulations, in addition to requirements specified in R18.4. (Road Rallies), R19.7. (Historic Road Rallies), R20.1.14 (Endurance Road Rallies), R.48.5 (Stage Rallies) and R49.10 (Historic Stage Rallies), and the following regulations.

13. At all times during an Event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.

14. Tyres marked ‘For Racing Purposes Only’ are prohibited on all Rallies.
Tyres for Road Rallies

15. For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following:
   a. Tyres on the current FIA List of Asphalt Eligible Tyres are permitted; including sizes not homologated;
   b. Tyres on List 1B (from 2020) and List 1C are not permitted other than the Avon CR28, the Avon CR6ZZ and the Pirelli P7 Corsa Classic, for pre 1/10/90 registered cars, the Yokohama A021R (manufactured before 01/11/14), and the Yokohama Advan A052;
   c. Tyres marked for 'Competition use' are not permitted with the exception of tyres on List 6 and 3.2a.

16. For Endurance Road Rallies only tyres on List 4 are permitted.

Tyres for Stage Rallies

17. FIA homologated tyres are recommended for asphalt stage rallies. All tyres contained in Lists 1A, 1B and 6 are authorised for use on all sealed surface Stage Rallies.

18. Only tyres from List 6 are authorised for use on unsealed surface stages taking place on the national forest estates (FCS/FCE/NRW).

19. Additionally, for Single Venue Stage Rallies, where no part of the itinerary traverses the Public Highway, tyres from List 1C are authorised.

20. NOTE TO COMPETITORS: road legal List 1A tyres and some specialist motor sport tyres may not have strengthened sidewalls more normally used in the construction of tyres in List 1B and Rally tyres homologated by the FIA.

21. With the exception of tyres specified in List 1A, 1B (1C SVSRs where permitted) and 6, hand cutting is permitted, but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded grooves is prohibited for all tyres.

LIST 1A
Production Tyres Suitable for Competition

22. It is prohibited to re-groove tyres in this list.

AVON
- ZV 7
- ZT 7

BLOCKLEY
- BR1 (pre 1/10/90)

BRIDGESTONE
- Potenza RE050, RE050A
- Potenza RE070R
- Potenza S007
- Potenza S001
- Potenza S005
- Potenza Sport
- (1)Potenza Race
(1) Only applicable where an OE fitting. Contact the ASN Technical Department for verification.

**CONTINENTAL**
- ContiSportContact 2
- ContiEcoContact 3
- ContiSportContact 5
- ContiPremiumContact 5
- ContiEcoContact 5
- ContiPremiumContact 2
- ContiSportContact 3
- ContiSportContact 5P
- SportContact 6
- PremiumContact 6
- EcoContact 6
- UltraContact
- PremiumContact 7
- SportContact 7

**COOPER**
- CS7 (incl. CS7 Avon Academy)

**DUNLOP**
- SP Sport 01
- SP Sport 600
- SP Sport Aquajet/CB73
- SP Sport Maxx GT
- SP Sport Maxx RT
- SP Sport Blue Response
- SP Sport Maxx RT2
- SP Sport Maxx Race 2
- SP Street Response 2
- SP Sport Maxx
- SP Sport FastResponse

**GITI**
- Sport S1
- Sport S2
- GitiSynergy E1

**GOODYEAR**
- Eagle F1 Asymmetric 2
- Eagle F1 Asymmetric 3
- Efficient Grip Performance
• Eagle F1 SuperSport
• Eagle F1 SuperSport R
• Eagle F1 SuperSport RS
• Efficient Grip Compact
• Efficient Grip Performance 2
• Eagle F1 Asymmetric 5
• Eagle F1 Asymmetric 6

GT RADIAL
• Sport Active
• Sport Active 2
• FE2

HANKOOK
• Kinergy Eco
• Kinergy Eco2
• Ventus S1 Evo2
• Ventus Prime 3
• Ventus V12 Evo2
• Ventus Prime 2
• Ventus Prime 4
• Ventus S1 Evo3
• (1)Ventus S1 EvoZ

(1) Only applicable where an OE fitting. Contact the ASN Technical Department for verification.

KUMHO
• Ecsta PS91

MICHELIN
• Pilot Sport (Excludes Pilot Sport Cup and all Competition tyres)
• Pilot Sport 3
• (1)Pilot Sport Cup 2R (1) Only applicable where an OE fitting. Contact the ASN Technical Department for verification.
• Pilot Sport Cup 2
• Pilot Sport 4 (including PS4S)
• Pilot Sport 5
• Pilot Sport PS2
• Pilot Exalto PE2

NANKANG
• NS-20
• AS-1
• XR-611
• AS-2

PIRELLI
• P Zero Nero
• P Zero
• *Cinturato P7
• *CA67
• CN12
• P7
• P Zero Nero GT

TOYO
• Proxes T1-R
• Proxes T1 Sport
• 330
• 310
• NanoEnergy 3
• Proxes CF2
• Proxes Sport
• Proxes TR1
• Proxes Sport 2
• Proxes Comfort

UNIROYAL
• RainSport 3
• RainExpert 3
• RainSport 5
• RainExpert 5

YOKOHAMA
• A 008 (Advan HF Type D)
• A 539
• Advan Sport V103
• *Advan Neova AD07
• *AS 01 (S Drive)
• AC 02 (C Drive 2)
• Advan Sport V105
• Blue Earth AE50
• Advan Fleva V701
• A 008 P
• GT Special Classic Y350 (pre 1/10/90)
• Advan Sport V107

LIST 1B
23. Sports/Uprated Tyres Suitable for Competition
24. **Clubs** wishing to use these tyres in **Events** or **Championships** must apply in writing to the **ASN** and **Official Documents** must provide for their use. These tyres are prohibited for **Production Car Racing**.

25. Some tyres below are available in compounds which are not E-marked. Only those tyres below that are E-marked are valid.

26. EU Regulation 1222/2009 for tyre labelling exempts tyres designed for use on **Vehicles** first registered before the 1st October 1990, therefore a number of tyres remaining on **List 1B** will only be valid for **Vehicles** registered before this date, those tyres are appropriately annotated below.

27. It is prohibited to re-groove tyres in this list.

**ACELERA**
- 651 Sport (including XTRA)

**AVON**
- ACB 10 Sport (pre 1/10/90)
- CR62Z (Including Sport) (pre 1/10/90)
- Turbospeed CR28 Sport (pre 1/10/90)
- *CR500
- ZZS
- ZZR (8018 & 8019)
- CR27 (pre 1/10/90)

**BRIDGESTONE**
- Potenza Race

**COOPER**
- RS3–RS
- Rally Classic CT01 (pre 1/10/90)

**EXTREME**
- VR1 (Marked either V2, S3, S4) (retread)
- VR2 (including NK) (Marked either R7a, R9a, S3, HL) (retread)

**GITI**
- Sport GTR3

**HANKOOK**
- Ventus TD

**INTERSTATE**
- *Race DNRT

**MAXSPORT**
- RB5 (Marked either Hard, Medium) (retread)
- RB6 (Marked either Hard, Medium) (retread)

**MICHELIN**
- *Pilot Sport Cup 2
- Pilot Sport Cup 2R
NANKANG
- NS–2R
- AR–1
- CR–1

OTANI
- BM2000

PIRELLI
- *CA67
- P Zero Corsa
- P7 Corsa Classic (Pre 1/10/1990 only)
- P Zero Trofeo R
- CN36

TOYO
- *Proxes R888
- Proxes R888R

YOKOHAMA
- A032 – R (165/70x10 only)
- *A048 – LTS (OE fitments marked LTS in sizes 195/50x16 & 225/45x17 only)
- *Advan Neova AD08R
- Advan A052
- Advan Neova AD09
- Advan Neova AD08RS (Marked S2WR2)

ZESTINO
- Gredge 07R
- Gredge 07RS

LIST 1C
28. Sports/Uprated Tyres Suitable for Competition
29. Clubs wishing to use these tyres in Events or Championships must apply in writing to the ASN and Official Documents must provide for their use. These tyres are prohibited for Production Car Racing.
30. Tyres listed on 1B as valid for Vehicles first registered before 01/10/1990 are valid in 1c where fitted to Vehicles first registered after 01/10/1990.
31. It is prohibited to re-groove tyres in this list.

AVON
- ZZR
- ZZS RT7

COOPER
- RS 3-R

DUNLOP

2025 National Competition Rules Chapter 8 Appendix 4 Permitted Tyre Lists
• Direzza DII
• Direzza DZ03G
• Sport Maxx Race
• Direzza DIII

**EXTREME**
• VR1 (Marked either *W3, W3A, W5) (Retread)
• VR2 (Marked either R5a, *W3, W3A) (Retread)

**GITI**
• Compete GTR 2

**HANKOOK**
• Ventus RS4

**KUMHO**
• Ecsta V700 (including V70A) (Any Compound)

**MAXSPORT**
• RB5 (Marked Soft) (retread)
• RB6 (Marked Soft) (retread)

**MICHELIN**
• TB15 (including +)
• TB5 (f & r) (including +)

**MRF**
• ZTR (Marked Trackday)

**YOKOHAMA**
• A021-R
• A048
• A050

**LIST 2**
32. See NCR Chapter 17 (Trials) for details of Permitted tyres.
33. It is prohibited to re-groove tyres in this list.

**LIST 3**
34. Tyres for Sporting Car Trials
35. It is prohibited to re-groove tyres in this list.

**MAXXIS**
• *MA-510N
• *ME-3

**MICHELIN**
• XZX

**NANKANG**
• "CX668
• "NA-1

TOYO
• "330

VREDESTEIN
• T-Trac 2

YOKOHAMA
• GT Special Classic 350

LIST 4
36. Tyres for Endurance Road Rallies
37. It is prohibited to re-groove tyres in this list.

AVON
• Avanza
• CR6ZZ (not Sport or 6751)
• Ice Touring

COLWAY
• "Road Plus

FALCON
• PCS23

FALKEN
• KK07E (10in)
• ZIEX-ZE912

FIRESTONE
• F580C
• "Multihawk Van
• "F580 (Incl. Fuel Saver)
• Vanhawk

PIRELLI
• 190 Snow Control

SPORTWAY
• R1
• R1+

VREDESTEIN
• Quatrac 2

LIST 5
38. Tyres for Cross Country Events
39. It is prohibited to re-groove tyres in this list.
40. **Competitive Safaris** and **Hill Rallies** and **Point to Point** must specify **Tyre Eligibility** in **Official Documents**. See Chapter 20 App.10. Art.20

LIST 6

41. **Tyres for unsealed surface Stage Rallies:**

42. Other than as specified below only the tyres listed here are permitted for **Stage Rallies** in the **National Forest Estates**.

43. **Vehicles** using wheels of 12in diameter or less are exempt but the tyres may not be hand cut in any form.

44. **Cross Country Vehicles** with a valid **CCLB** and for which a suitable fitting is not available may use tyres from **Lists 5(a)** or **5(b)**.

45. Where conditions dictate the **Clerk of the Course**, with the agreement of the **Stewards of the Event**, may declare the **Event** to be of **“Winter Conditions”** and suspend the requirement to comply with **Tyre List 6**.

46. It is prohibited to re-groove tyres in this list.

**ACCELERA**

- RA162

**AVON**

- SFR
- M&S (incl. Cooper)
- M&S Evo (incl. Cooper)

**COOPER**

- Discoverer Gravel DG1

**DMACK**

- DMG+
- DMG+2
- DMG1
- DMG2
- DMG3
- Surface Saver
- DMG+22

**DUNLOP**

- DZ86 R/RW
- DZ87R
- SP61/82
- SP85
- Direzza 88R

**FEDERAL**

- G10

**HANKOOK**

- R201
- R202
- R203 NEW
- R203
- R204
- R211
- R213

**HOOSIER**
- GTS
- GTM
- GTH

**KUMHO**
- R800
- R900

**MAXSPORT**
- RB3 Narrow
- RB3 Ultra
- RB3

**MAXXIS**
- Victra R19

**MICHELIN**
- FB
- LATCROSS HR/HL
- TL40
- TL
- TZ
- TZS
- LTX Force T
- LTX Force T XL
- G70 / G80 / G90

**MRF**
- ZDM3
- ZG1
- ZG2
- ZGM
- ZGH1
- ZG3
- ZG4
- ZDM2

**PIRELLI**
- GM
• K
• KM
• XR
• Scorpion XR
• WRC Scorpion K**
• T

YOKOHAMA
• A035
• A035E
• A036
• A053
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.
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 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.

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.

2025 National Competition Rules Chapter 9 Competitor Personal Safety Equipment
44. 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.

45. 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.

46. 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.

47. 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**

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

49. 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.

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

51. **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.

52. **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.

53. 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.

54. 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**

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

56. 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.

57. Visors or goggles must be clear or neutral density filters.

**Heat and Flame-Resistant Clothing**

58. 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...
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.

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.

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.

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.

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.

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.

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.

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.

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

Upper undergarments should have a polo style neck.
Chapter 10 Circuits and Venues

App. 1  Regulations and requirements for Track Licence Applications.
App.2  Specific Regulations for Race and Speed Events.
App.3  Specific Regulations for Marshals’ Posts.
App.5  Specific Regulations for Scrutineering areas.
App.6  Specific Regulations for Endurance Night and Bad Weather racing.
App. 7  Guidance notes on Dealing with oil and oil spillages.
CHAPTER 10

CIRCUITS AND VENUES

General

The following Appendices apply in this Chapter:

   App. 1 Regulations and requirements for Track Licence Applications.
   App. 2 Specific Regulations for Race and Speed Events.
   App. 3 Specific Regulations for Marshals’ Posts.
   App. 5 Specific Regulations for Scrutineering areas.
   App. 6 Specific Regulations for Endurance Night and Bad Weather racing.
   App. 7 guidance notes on Dealing with oil and oil spillages.

1. This Chapter by its Appendices governs permanent and temporary Race Circuit Venues and other fixed or temporary Venues used for Race Speed and Rallycross and where stated to Drag Race Venues.
2. For temporary Drag Race strips specific provisions for shut down distances depending on length of course and other safety requirements are provided at App. 1 of this Chapter.
3. This Chapter must be read together with Chapter 11 regarding Emergency and Medical Services.
4. All Venues must hold a Track Licence issued by the ASN and for International Events a Track Licence issued by the FIA but applied for through the ASN.
PART A REGULATIONS FOR TRACK LICENCES

PART B REGULATIONS FOR TRACK LICENCE APPLICATIONS

PART A

1. **ASN Track Licences** may be issued to the owner or operator of a **Course**. Where the **Licence Holder** is not the owner a written agreement must exist between the owner and the prospective **Licence Holder** setting out the responsibilities of each to ensure that all requirements of the Licence are met. The **ASN** has the right to call for a copy of all such agreements.

2. **ASN Track Licences** are issued subject to the conditions contained within them.

3. The **ASN** can refuse to grant or withdraw a **Track Licence** at any time without stating a reason.

4. The holder of an **ASN Track Licence** must at all times cooperate with the **ASN** in connection with all matters pertaining to the **Track Licence**.

5. The organisation of an **Event** must not be announced or advertised until a **Track Licence** has been agreed by the **ASN**. Should an unauthorised **Event** be held on any licensed **Course** the **Licence** may be revoked and the **ASN** may decline to issue any further **Track Licence**.

6. A current **Track Licence** (or a photocopy) must be displayed in a prominent position at the **Track** or be available for inspection in the case of a temporary **Track**.

7. The **Licence** is only valid for the days on which a the **ASN Event Permit** has been issued and shall have no validity on days when the **ASN Permit** is not in force.

8. **Track Licence** fees are provided in **Chapter 1 App.2**.

9. The **Clerk of the Course** shall always have full control of the **Course** (including **Pits** and **Paddock**) and all areas between the **Course** and **Enclosures** from the commencement of **Practice** until all competing **Vehicles** have left the **Course** at the conclusion of the **Event**.

10. All **Events** will be run in the direction specified on the **Track Licence**.

**National Track Licence**

11. The **ASN** can grant a **National** or **Interclub Track Licence** to a **Race Circuit** or **Speed Event Venue** including **Rallycross Venues** for an individual **Event** or a series of **Events** or if the **Track** is a permanent one until the end of the current year.

**International Track Licence**

12. Application for an **International Track Licence** for a **Race Circuit** or **Speed Event Venue** must be made to the **FIA** through the **ASN**.

13. The **FIA** can licence a **Track** for a stated period and after consultation with the **ASN** can refuse to grant or withdraw an **International Track Licence** applicable in the UK at any time and without stating a reason.
Safety Requirements

14. In issuing a Licence the ASN will specify the types of Vehicles which can compete and the maximum number which can start simultaneously in any one Race.

15. The number of Vehicles permitted on the Circuit at any one time for practicing including Qualifying Practice must not exceed the number permitted in a Race by more than 20% without prior written approval.

16. Except in the case of handicap Events where each Vehicle will be allocated a suitable area at the discretion of the ASN Timekeeper the starting grid shall be laid out in accordance with the ASN Track Requirements which can be obtained from the ASN Safety Department.

17. The Start / Finish Line and where applicable the grid positions shall be clearly marked on the road surface.

18. The Track must be in good repair and kept thoroughly swept as necessary during the Event.

19. The Course must not present any unreasonable hazards to either Competitors or spectators. The width of the Track normally shall not be less than 9m for Race Circuits and 3.5m for Sprints and Hill Climbs.

20. When there are no natural features defining corners (eg on airfields) they must be marked out by signs indicating distance to the corner.

21. The siting of all cameras other than in ASN Approved Enclosures is not permitted.

22. Aircraft and or helicopters under the control of the Event Organisers must never be allowed to operate below 500ft except during scheduled take-off and or landing nor at any time fly directly over the venue while motor sport is in progress.

23. Drones under the control of the Organisers or any permitted third party must never be allowed to operate below 100 feet of altitude except during a permitted / scheduled take-off and or landing and in any event must be operated in accordance with the Civil Aviation Authority (‘CAA’) Drone and Model Aircraft Code and be registered with CAA where required.

24. Further special safety precautions must be complied with before a Licence will be issued for a Circuit to be used for Truck Racing.

Communications

25. There must be an efficient means of communication (either visually by telephone or radio) between the Clerk of the Course, Observers, First- Aiders and other staff unless otherwise specified in the Track Licence. There must be a radio link (not CB) to all emergency vehicle(s).

Timing Facilities

26. At permanent Race Circuits an adequate sheltered area (the Timing Box) must accommodate at least one ASN Licenced Timekeeper for every four cars permitted on the Track for Practice plus a further three assistants.

27. The Timing Box must provide an adequate view of the Track and the start / finish Signals and the start / finish line.

28. In the case of new Circuits the position and design of the Timing Box must comply with the specification laid down by the ASN.

29. At all other Venues including temporary ones Timekeepers must be provided with adequate covered accommodation for themselves and their equipment.

Moving Image Facilities

2025 National Competition Rules Chapter 10 Appendix 1 Track Licences and Applications Regulations
30. To be granted a **Track Licence** all fixed **Venues** must have digital recording facilities to cover all areas of the **Track**. The current specification of this equipment can be obtained from the **ASN Safety Department**.

31. Following any incident involving injury serious damage judicial proceedings and when otherwise appropriate the **Owner** and/or **Operator** of a **Venue** having moving image facilities shall:
   a. Retain any moving image recording relating to the incident for at least 61 days after the incident.
   b. Upon a written request by the **ASN** provide the original of the recording requested.
   c. Keep the copy of the recording requested by the **ASN** until notified in writing by the **ASN** that the keeping of the copy is no longer required.

### Bridges

32. All bridges over the **Track** must be of substantial construction approved by a qualified construction engineer and both the bridge and its approaches must be shielded to eliminate all view of the **Track** from these areas.

33. No people or vehicles are permitted to stop on a bridge while any **Practice** or racing is in progress.

34. The floor and sides of each bridge must be constructed so that no object can fall from the bridge onto the **Track**.

35. Bridges must have sufficient clearance above the **Track** to allow passage of emergency service vehicles and where applicable **Race Trucks**.

### Temporary Drag Race Strips – Shut Down Distances

36. The following are the minimum distances per course length:
   a. 1 mile 1200 metres
   b. 0.5 miles 700 metres
   c. 0.25 miles 400 metres
   d. 0.125 miles 250 metres
PART B TRACK LICENCE APPLICATIONS

ALL APPLICANTS MUST CHECK CURRENT REQUIREMENTS WITH THE ASN SAFETY DEPARTMENT BEFORE MAKING ANY APPLICATION

1. All Applications must be made on the Application form(s) provided by the ASN on written Application to the Safety Department.

2. The minimum information required by the ASN for issuing a Track Licence is:
   a. Racing Circuits and Rallycross Courses. Outline plans and ASN Inspector’s report.
   b. Other Speed Event Courses. 1/2500 scale plan and ASN Inspector’s report.

3. The following information is also required:
   a. Length of course and position of start and finish and method of marking.
   b. Position of paddock and pits (if any).
   c. Siting of spectator and Official Enclosures and distance from course.
   d. Type of fencing around Enclosures.
   e. Type and siting of protective barriers between course and Enclosures.
   f. Siting of ambulance(s) rescue vehicles first aid headquarters and medical staff and minimum number of staff and ambulances.
   g. Siting of Flag Marshals and Observers and minimum number of these Officials.
   h. Siting of fire equipment and breakdown vehicles and minimum provision.
   i. Siting of Clerk of the Course’s Headquarters, Timekeeping Box and Scrutineering area.
   j. Locations and type of communications system around course available to Officials.
   k. Location of nearest outside telephone and number.
   l. Address and telephone of nearest hospital available to receive casualties.
   m. Number of starters and types of Vehicle.
   n. Any special features of course including type of road surface and width.
   o. The braking area (in the case of speed events).
   p. An outline of the estate or grounds on which the Track or course is situated, marked with the position of any footpaths or bridleways which may pass on or near the estate.
   q. The location and operation of any trackside flashing yellow warning lights.
   r. The presence of any structure or obstruction including advertising material adjacent to the Track and which could be the first object to be struck by a Vehicle leaving the course shall be subject to the prior approval of the ASN.
   s. Specification details of the Venue Moving Image Recording facilities.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 2

Specific Regulations for Race and Speed and Temporary Drag Strip Events

Race and Speed Events
1. Only competing Vehicles are allowed on the Track / Course during an Event except as instructed by the Clerk of the Course to deal with a serious emergency when Flag Marshals must warn competing Drivers. The Clerk must be satisfied that the Driver of any Vehicle allowed on the Track / Course knows the Track / Course Regulations in operation.

2. The recommended positioning of Emergency Vehicles will be indicated on the Track Licence should one be issued. For Events running without a Track Licence the recommended positioning of any Emergency Vehicles should be indicated in the Event Regulations.

3. In the interests of safety, animals other than guide or registered assistance dogs must not be admitted to Race, Speed or Kart Venues.

4. The holder of the Track Licence is responsible for maintaining a register of best performances achieved on the Track and a permanent medical record book detailing all incidents involving injury.

5. Circuit and Venue owners must inform the Local Environmental Health Officer of any serious incidents (see RIDDOR 95 or contact the ASN Technical Department).

Enclosures
6. All Enclosures at Race Circuits must be protected by a substantial barrier capable of preventing a car entering that Enclosure and preventing access from any Enclosure to the Track by any unauthorized person.

7. Enclosures at Speed Events (if permitted at all) not protected by a permanent barrier must be a minimum 60m from the edge of the Course unless otherwise authorised by the ASN. Adequate measures must be taken to prevent access from any Enclosure to the Track / Course. The ASN may impose conditions on any Event Permit granted.

8. Spectators shall be allowed at corners only when there is ASN approved protection between them and the Track / Course and preventing any access to the Track / Course by any unauthorised person.

9. In special circumstances the protection at Art.8 above may be given by multiple rows of securely banded tyres straw bales and / or other material approved by the ASN.

10. Any place where spectators may congregate (eg grandstands the start and finish line opposite the pits etc) shall be protected by a substantial barrier capable of preventing a car entering that place / Enclosure and preventing access from such place / Enclosure to the Track / Course by any unauthorised person.

11. Ideally there should be a clear space of at least 6m between any barrier and the spectators.

12. Where practicable there should be a verge of at least 3m between the edge of the Track / Course and any safety barrier.

13. No vehicle parked in a spectator Enclosure should be less than 10m from the front of the Enclosure.

14. If an unauthorised person or persons penetrate beyond the authorised Enclosure the Event programme must be suspended until they have been removed.
Race Events

15 At Race Circuits all posts for Officials outside of the pits and normal Enclosures shall be adequately protected and provide dry hard standing.

16 Each post should have an Observer’s ‘hut’ from which to observe write reports and telephone Race Control.

17 There should also be a weatherproof area in which Marshals can place their bags etc and which could be used for storing post equipment brooms suitable absorbent material or neutraliser etc.

18 The following equipment is recommended (as appropriate) at Race Events (minimum flag and panel size as provided in Chapter 12).

19 At each Marshal’s post:
   a. Two brooms
   b. Two shovels
   c. One container minimum 3 litres of suitable oil absorbent material
   d. At least 3 fire extinguishers each containing not less than 6kg of extinguishing product suitable for extinguishing Vehicle fires
   e. One hazard board
   f. One Safety Car Board (SC in black 40cm high on white background)
   g. The following flags or a light board able to display the equivalent Signals:
      i. One green flag
      ii. One white flag
      iii. One blue flag
      iv. Two yellow flags
      v. One yellow and red flag
      vi. One red flag
      vii. One purple flag (if required).

20 At the Start / Finish post, as above plus the following flags or a light board able to display the equivalent Signals:
   a. National flag
   b. Black & white diagonally split flag (or panel)
   c. Black flag or panel with orange disc
   d. Black flag or panel
   e. Black / white chequered flag
   f. The following boards:
      i. 1 2 3 5 and 10 minutes
      ii. 5 and 30 seconds
      iii. Start delayed
      iv. Wet Race/Qualifying session
      v. 5 second penalty o 10 second penalty o 1 minute penalty
      vi. Stop engines
      vii. Rear lights on
viii. Number board to show Competitor’s number (white on black up to three figures)
ix. Stop / Go Penalty
x. Drive Through Penalty

**Speed Events**

21 There should be sufficient Marshals at each main post. The minimum equipment required is:
   a. One stiff broom
   b. One shovel
   c. One container minimum 3 litres of suitable oil absorbent material
   d. At least two extinguishers each containing not less than 6 kg of extinguishing product suitable for extinguishing Vehicle fires.

**Temporary Drag Strips**

22 For temporary Drag strips if there are no protective barriers available Drawing 1 applies and the spectator Enclosures at the Start Line are to be sited 60m from the edge of the Course fanning out to at least 180m from the edge of the Course at the finish line. Spectator viewing is restricted to within 30 metres from the start line.

**DRAWING 1**
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 3

Specific Regulations for Marshals Posts

Marshals’ Posts

1. **Officials’ Posts** equipped in accordance with **App. 2 of this Chapter** must be established and maintained in accordance with the **ASN Track Licence** sufficient to ensure that the whole of the course is kept under observation at all times.
2. Each **Post** must be able to communicate by sight with the preceding and following one. If it is appropriate then relay posts will be specified to fulfill this condition. The distance between consecutive posts (disregarding relay posts) should not exceed 500m.
3. There should be sufficient **Marshals** at each post to carry out signaling intervention and surveillance duties during **Practice, Qualifying** and **Racing**.
4. Flashing yellow warning lights may be installed to supplement or replace the yellow **Signals**.
5. Red lights to supplement or replace red **Signals** may also be installed. The location of these lights around the course will be subject to prior approval by the **ASN**.
6. Light Boards approved by the **ASN** and covering the range of flag and other **Signals** to **Competitors** may supplement **Marshals’ Posts** and where applicable shall be identified on the **Track Licence**.
7. In its discretion the **ASN** may for specified **Competitions** sanction the use of **Light Boards** in substitution for any **Marshals Post**.
8. Where there is closed-circuit TV surveillance of the course the lights and or Light Boards at **Arts. 4 – 7 above** may be operated from **Race Control**.
9. Where there is no closed-circuit TV surveillance the yellow lights at **Art. 4 above** shall be operated from the **Observers’ posts**.
10. Red lights at **Art. 5 above** must not be operated except following the order by **Race Control** to display the Red **Signal**.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 4

Medical Facilities – Fire Precautions and Equipment – Emergency Rescue Vehicles at Race Circuits

This Appendix must be read together with Chapter 11.

1. Medical Facilities at Race Circuits
   (See Chapter 11)

   2. Each permanent Circuit shall have a Circuit Medical Committee consisting of:
      a. A representative of the Circuit management.
      b. A fully registered medical practitioner appointed by the Circuit.
      c. A representative from the local First-Aid Organisation.

   3. The Committee is responsible for organising a Medical Headquarters and supervising the supply and safekeeping of the medical equipment specified in these Regulations.

   4. The Committee must have a formal procedure to be followed in case of a major accident and to be part of the ASN Serious Incident Response Protocol.

   5. The names of Committee members together with the name of the person responsible for the medical arrangements at the Circuit shall be notified to the ASN which has the overriding authority to approve Medical Centres and adjudicate on their compliance with the requirements of motor sport.

The Medical Centre

   6. The Medical Centre should have easy and level access for ambulance and stretchers must offer security from press and public and be located in accordance with CAA requirements to allow helicopters to be used when necessary.

   7. The Centre should consist of a minimum of three rooms of sufficient size and with adequate heating and lighting:
      a. A resuscitation room capable of taking at least two patients at the same time.
      b. An observation ward capable of containing two recumbent patients with total security in the event of death.
      c. A treatment area for small dressings and other minor procedures.

   8. There should also be an administration area and shower washing and toilet facilities contained within the Medical Centre.

Fire Precautions and Equipment

   9. All fire extinguishers used at Race and Speed Events must have a valid manufacturer’s (or agent’s) Certificate confirming they are in working order issued immediately prior to the start of each season’s racing.

   10. This Certificate must be available for inspection by the Stewards of the Event.

   11. At Race Events manned Fire Posts (equipped as required by App.2 Arts.18 and 20) must be located and clearly marked at intervals round the Circuit. Other acceptable extinguishers may be deployed at unmanned posts or by mobile units.
12. Additional extinguishers should be located:
   a. At marked points in the paddock
   b. In the pit areas
   c. At the Scrutineering Bay
   d. In every medical room or Centre

13. In Events involving the refuelling of Vehicles where more than five gallons should this now be Litres of fuel is held in any one pit there must be two fire tenders and crew in attendance appropriately equipped and with immediate access to the pit area.

14. A Large Spill Kit is to be provided in all Paddock areas.

Emergency Rescue Vehicles and Equipment

15. Licensed Rescue Vehicles must comply with the Specifications detailed in Chapter 11. The positioning of emergency vehicles must be indicated on the Track / Venue Licence and except only in emergency or Force Majeure circumstances may only be varied with the prior permission of the ASN Safety Department or the ASN Steward of the Event.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 5

Specific Regulations for Scrutineering Areas

Scrutineering Area
1. The minimum facilities for Scrutineers are as follows:

Race Events
2. Covered accommodation adequate for the inspection of two Vehicles simultaneously and the handling of their relevant documentation.
3. Satisfactory facilities for inspecting the underside of a Vehicle.
4. Whenever Vehicles with weight limitations are competing fixed location weighing equipment must have not less than annual Weights and Measures certification (January - December) and such Certification must be present at the Event and prominently displayed at the weighbridge.
5. When weighing is carried out with portable electronic ‘pad’ scales a current Weights and Measures Certificate is not essential but if a Certificate is not available at the Event then the scales must be checked prior to use or upon request by the Stewards of an Event by means of certified weights compatible with the range of Vehicles to be weighed. If there is any deviation from standard as-checked then all Regulatory weighing must cease and the equipment must be rectified and certified before next use. Such deviation must be reported on the Steward’s Report to the ASN immediately following the relevant Event.

All Events
6. A clear flat area, large enough for a Vehicle to stand on.
7. An area for Noise tests that ensures conformity with the requirements of the ASN.
8. A suitable area for Parc Fermé / Pits / Paddock. Note: Organisers have the right to designate any suitable area as Parc Ferme including if applicable any Competitor’s awning or garage.
9. Any pit lane must be separated from the Track / Course by a substantial barrier which must provide ample entrance and exit for single Vehicles.
10. The area between the barrier and the pits must be at least 6.5m (and preferably 8m) in width.
11. The working area in front of the pits (which must be at least 2.5m wide) must be marked by a white line at least 10cm wide extending the length of the pits.
12. The front of the pits must be of substantial construction and each pit must be at least 4m long.
13. There shall be an adequate number of pits for the Vehicles in a Race.
14. The pits and pit lane at any new Circuit must comply with current FIA and or ASN requirements.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 6

Regulations for Endurance and Night and Bad Weather Racing

1. Organisers are free not to record individual lap times in practice or during a Race.
2. If times are not recorded for Practice starting grid positions may be based on engine capacity (with larger capacity Vehicles at the front) or by the methods described in Chapter 12.
3. There must be provision for crossing the track by bridge or tunnel to access pits and paddock as follows:
   a. For vehicles and pedestrians if any Race is to run continually for more than six hours
   b. For pedestrians if any Race is to be run continually for more than an hour.
4. Accommodation for Timekeepers must be adequately heated and ventilated and provide full visibility through windows. There must be adjacent lavatory facilities if any Race is to run continually for more than half an hour.
5. All Senior Officials must have named ASN Licensed Deputies who are able to take appropriate action in the absence of the Official concerned.
6. There must be proper liaison with local residents and authorities before any Race extends over church hours or into darkness.
7. No snatch operations may take place during the hours of darkness unless the Race is under the control of a Safety Car.

Marshals

8. Marshals must be relieved after six hours of continuous racing, following which they should operate in shifts of maximum six hours, with one shift on and one off.
9. Off-duty Marshals should be provided with at least one hot meal, kept dry, comfortable and, if appropriate, provided with warm rest accommodation with individual sleeping facilities for at least six hours out of their off-duty period.
10. Transport must be provided for Marshals if they are required to walk more than 500m to reach rest and refreshment facilities.

Lighting at Night

11. Where Racing takes place at night an area of Track including the Start and Finish Line appropriate to the speed of competing Vehicles at that point must be lit sufficiently to enable the positive identification of each competing Vehicle.
12. For safety there must be a build up to and run down from the area of maximum intensity of lighting which should be at a level at least equal to that of the headlamps of competing Vehicles.
13. All lighting installations and other equipment must:
   a. not distract the competitor in any way, in particular by reason of shadow or dazzle and
   b. be set out in accordance with proposals agreed in writing by the ASN and which were submitted to the ASN at least 30 days prior to the date of the Event and
c. be available in full working order for inspection by the ASN prior to the Event allowing adequate time for adjustments to be made if necessary.

General provisions

14. The pit area shall be lit sufficiently to enable control and replenishment to proceed.
15. The paddock area, spectator walkways, car parks, offices etc., shall all to be lit to ensure safety.
16. The Track itself shall be identified by reflectors placed at both Track edges at intervals of 5m from the 60m point before all corners until 60m past the end of the corner.
17. Corner warning boards shall carry reflecting markings.
18. All Ambulances, break-down vehicles and Official cars shall be identified with a reflective strip at the rear and a blue or yellow flashing beacon.
19. All Flag Marshals shall have two yellow Signal lights (one as standby) incorporating a control giving steady or interrupted lighting.
20. The Clerk of the Course shall have a red Signal light available.
21. Each Observer shall have two hand lamps, unless at a point with permanent lighting.
22. Scrutineers and Timekeepers shall have sufficient lighting to carry out their duties.
23. Competing Vehicles shall have front and rear lighting, brake lights, and direction indicator lights in working order.
24. Reflective identification numbers must be displayed in three places: on the forward and each side of the Vehicles. The side numbers must be adequately illuminated and displayed on a flat vertical surface. Practice / Qualifying Practice
25. Should the Event include a period at night each Driver must be required to Practice both in respect of the daylight period and the night-time period of Practice. In addition to daylight Practice at least one half-hour of Practice must be at night.
26. Night is deemed to have occurred 30 minutes after sunset.

Bad Weather Racing

27. Rain: No specific requirement is specified regarding Track drainage, but when a Track is resurfaced whether wholly or partially sufficient camber should be incorporated to provide for water to run off.
28. Any significant accumulation of or standing water on the Track surface will make the cancellation of racing probable.
29. Fog: When visibility is obscured between any two adjacent Flag Marshal Posts, Racing or Practice must be stopped and abandoned if there is no reasonable prospect of conditions improving within two hours.
30. Snow and Ice: The following areas must be free of all snow and ice before racing can commence:
   a. The Track including verges either up to the safety bank or for a width of 3m whichever is the lesser.
   b. The Paddock, the Pits and communication roads.
31. Where Course verges are cleared any snow must not be piled into banks.
32. When a Track is snow or icebound an inspection must be made 24 hours before the start of official Practice to decide whether the Event will be cancelled or postponed.
33. If an adverse decision is taken the ASN and the ASN Steward and the Competitors and the media must
be notified.
CHAPTER 10 CIRCUITS AND VENUES

APPENDIX 7

Guidance Notes on Dealing with Oil

1. Oil deposits on a track are generally caused in three ways:
   a. From the fine spray caused by leakage on the pressure side of an oil system or from a badly fitting oil tank cap.
   b. An accumulation of droppings from free flow oil systems used on motorcycle-type engines or from overflows.
   c. As a mass of oil caused by the sudden emptying of a sump or tank. This is usually restricted to a relatively small area.

2. Where there is only a film of oil on the track surface then a fine dusting of a suitable absorbent material or neutraliser should be applied to the affected area.

3. Where there is oil on the track this should be soaked up using a suitable absorbent material or neutraliser.

4. This can be spread upwind of the oil film using a small shovelful.

5. The absorbent material should be scattered along the line of the oil then brushed across the line. Discolouration of the material will occur within a minute or two so that Officials can note the action taking place.

6. On no account should large amounts of material be used as this can clog the track surface when it hardens and in addition can itself cause a minor dust storm.

7. Where there is a mass of oil on the track, this should be soaked up using sawdust or other suitable absorbent material.

8. This material must be carefully swept up and a quantity of fresh suitable absorbent material or neutraliser then brushed into the area to kill the film left after removal of the material.

9. The suitable absorbent material or neutraliser used must be dry and reasonably new.

10. Oil spillage in Pits / Paddock / Scrutineering / Parc Ferme areas should be managed by the deployment of spill kits.
CHAPTER 11 EMERGENCY AND MEDICAL SERVICES (UNITS AND EQUIPMENT)

Medical practice is dynamic and susceptible to amendment therefore for that reason the full ASN requirements of Emergency and Medical Services are included within the following guidance documents on the ASN Website.

1. The Emergency and Medical Services Guidance Document has full regulatory effect and forms an integral part of the NCR (the Guidance Document). The consequence of breaching any Articles within the Guidance Document shall be in accordance with the NCR and the ASN shall have such remedies available as provided by the NCR.

2. All emergency vehicles are licensed based on their suitability for the particular tasks required of them and the equipment carried being as detailed in the appropriate section of the tables within the Guidance Document.

3. All units and equipment are at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition.

4. Where appropriate and as required by the equipment manufacturer, test certificates and consumables are to be 'in date'. When required, tests and servicing must be undertaken either by the manufacturer or a manufacturer approved agent. Good quality copies of current certificates must be carried on board the vehicle.

5. Where emergency vehicles are used within an Event on any Public Highway then they must conform with all applicable legislation to ensure they are road legal.

6. Where emergency vehicles are transported to an Event that is entirely 'off-road' or where they are permanently kept and exclusively used at a fixed or permanent off-road venue such as a race circuit then they must be maintained in serviceable working order in accordance with the manufacturer’s specifications.

7. Rescue Ambulance, Technical Rescue, Stage Safety and Rally Recovery Units are licensed yearly by the ASN. All ASN Registered Units must be inspected by an appropriate ASN Rescue or Recovery Assessor, or ASN Rescue & Recovery Panel member, on application for their first ASN Registration and at least once in every three-year period thereafter.

8. Licensed emergency vehicles are only acceptable at Events when crewed by appropriately licensed crew members in accordance with the requirements detailed in the NCR and the Guidance Document.

9. Organisers using Emergency Vehicles must satisfy themselves that they operate with Licensed Vehicles and crews that are correct for the type and status of their Events.

10. A Rescue Ambulance can operate independently of an Ambulance.

11. A Technical Rescue Unit must operate in conjunction with an Ambulance if it is replacing a Rescue Ambulance.

Rescue Units

12. All Licensed Rescue Units are required to carry the appropriate equipment listed in the Table 2.

13. Where possible or practicable, the recommended positioning of Emergency Vehicles will be indicated on the Track/Venue Licence or in the Event Regulations.

Purpose

14. Rescue Units are required to transport licensed crew and equipment and provide medical and / or extrication facilities at the scene of an accident as quickly and as safely as possible.

15. Additional licensed vehicles can be specified on the Track Licence if deemed necessary.

2025 National Competition Rules Chapter 11 Emergency and Medical Services (Units and Equipment)
Type of Vehicle
16. The vehicle should be of a type that is safe and appropriate to drive on the competition course being used for the event whilst competition is in progress.
17. A suitable vehicle capable of carrying crew and equipment in safety at speeds appropriate for the surface of the competition course.
18. For non-sealed surface courses the ability for the vehicle to maintain traction over such terrain is required.

Identification
19. Vehicles must only be clearly identified “RESCUE” and “AMBULANCE” as required and carry blue flashing beacons and have any other visible identification removed or covered. Vehicles licensed as Technical Rescue Units should be clearly marked “RESCUE” as required and carry blue flashing beacons.

Crew
20. The Minimum crew requirements are:
   a. Rescue Ambulance. Race and Rallycross Events. Three fully licensed rescue crew members and a Doctor or ASN Registered Paramedic.
   b. Technical Rescue Unit. Race and Rallycross Events. Three fully licensed rescue crew members.
   c. Rescue Ambulance. Rally and Speed Events only. Two fully licensed rescue crew members and a Doctor or ASN Registered Paramedic.
   d. Technical Rescue Unit. Rally and Speed Events only. Two fully licensed rescue crew members.
   e. The Doctor or ASN Registered Paramedic may attend any incident independently.
   f. At no time at any Event may the crew of a Licensed Rescue Unit include more than two trainees.

Stage Safety Unit
Purpose
21. Stage Safety Units transport licensed crew and equipment to an incident to render the scene safe and to render First Aid and spinal immobilisation until the Rescue Unit arrives, if required.

Type of Vehicle
22. The vehicle should be a car, an estate car or a car derived van with suitable tyres and underbody protection.

Identification
23. The vehicle should be clearly marked “STAGE SAFETY UNIT”.

Crew
24. The crew will consist of a minimum of two fully licensed crew members, one of whom may be replaced by a Doctor or ASN Registered Paramedic (i.e. two crew or one crew plus Doctor/Paramedic).
25. An additional person may be carried but if that person is a trainee rescue licence holder they may use no more than two SSU duty signatures for the purpose of upgrading their licence.
**Rally Recovery Unit**

**Purpose**

26. These units provide for the recovery of vehicles.

**Types of Vehicle**

27. For light recovery, a four wheel drive vehicle is recommended with a two tonne winch.

28. For heavy recovery, a four wheel drive equipped with a two tonne or higher capacity winch, that has the capability by vehicle mounted or towed equipment to execute the suspended towing of a vehicle. Or a rear wheel drive vehicle, equipped with dual rear wheels and a rear mounted spectacle lift and a two tonne or higher capacity winch. It is strongly recommended that such vehicles are equipped with a limited slip or locking rear differential.

**Identification**

29. The vehicle should be clearly marked "RECOVERY" and carry yellow flashing beacons.

**Crew**

30. The crew must consist of a minimum of two licensed operators, at least one of whom must hold a full licence.

**Actions at an Incident**

31. Where Rescue Units or Stage Safety Units are involved, once the scene has been made safe, medical control will be established by the Doctor or Motorsport UK Registered Paramedic who will co-ordinate the extrication of any casualties.

32. Crew should be fully familiar with, know the location of and be capable of assembling, operating, servicing and maintaining all equipment carried. Rescue crew to be able to assist the Doctor or Paramedic in the preparation and use of medical equipment.

33. Rally Recovery units and crew should be prepared to support the Rescue and/or Stage Safety Unit at an incident.

**Crew Requirements**

34. Licence applicant, upgrading and maintenance criteria are detailed in Table 1.

**Training**

35. All Emergency Vehicle Crew members should attend at least two training sessions a year, at least one of which must be facilitated by an appropriate ASN registered Rescue or Recovery Trainer, as well as several ASN-permitted Events to maintain their efficiency and status.

36. Licensed Crew Members will not be automatically re-licensed on the basis of attending assessment days only.

37. Training sessions provided by an appropriate ASN registered Rescue or Recovery Trainer may be used as licence signatures. Regional Rescue or Recovery Trainers can be contacted via the ASN.

**Documentation and Information**

38. Application Forms for Trainee and Full Licences, together with signature record cards, can be obtained from the ASN. Details of Approved Training and Licence Assessment will be notified to licence holders.
<table>
<thead>
<tr>
<th>Discipline</th>
<th>Acceptance for Training</th>
<th>Trainee Period &amp; Requirements</th>
<th>Licence Acceptance</th>
<th>Maintenance of Licence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rescue Arts. 12 - 20</td>
<td>Race/Trackside/Stage Rally experience</td>
<td>Hold a Trainee Licence, complete modular training programme detailed on the training record card, with signatures</td>
<td>Attend Approved Motorsport UK Rescue Licence Assessment. Demonstrate to assessors full familiarity and competence in the operation of all equipment also identification and preparation of medical equipment</td>
<td>Attend and pass 3 yearly Assessments. Satisfy Motorsport UK registered assessor that training attendances as per 5.2 have been completed between assessments</td>
</tr>
<tr>
<td></td>
<td>Attend one approved Marshal training day including fire training and radio procedure training</td>
<td>Collect 10 signatures from an Instructor or Crew Chief for attendance at: 8 Race, Rally or Speed Events with at least 3 from each of two of these disciplines 2 Training Days all 10 within 2 years</td>
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<td></td>
<td>Possession of a valid First Aid Certificate is recommended</td>
<td>Hold a Trainee Licence Collect 6 signatures from Crew Chief and attend two approved recovery training days, all within 2 years</td>
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<td></td>
<td>Gain endorsement of Crew Chief on existing Rescue Unit</td>
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<td></td>
<td>Minimum age 18</td>
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<tr>
<td>Rally/Cross Country Recovery Arts. 26 - 30</td>
<td>Gain endorsement of Crew Chief on existing Recovery Unit</td>
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<td></td>
<td>Attend one approved Rally Training day including radio procedure and fire training within two years of application</td>
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<td>Minimum age 17</td>
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<tr>
<td>Table 2</td>
<td>Technical Rescue</td>
<td>Ambulance Rescue</td>
<td>Stage Safety Unit</td>
<td>Rally Recovery</td>
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<td>------------------------------------------------------------------------------------------</td>
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<tr>
<td><strong>General</strong></td>
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<tr>
<td>Beacons (to be visible 360° with low mounted high-intensity units at the rear)</td>
<td>Blue</td>
<td>Blue</td>
<td>Amber</td>
<td>Amber</td>
</tr>
<tr>
<td>Radio Race 169.5375MHz FM Rally 81.575MHz FM Rally 81.5375MHz FM (the supply of equipment using alternative radio frequencies is the responsibility of the organising club)</td>
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<tr>
<td>Appropriate personal protective equipment for each crew member</td>
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<tr>
<td>Fire resistant blanket (1m x 1m minimum)</td>
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<td>1 x 6kg dry powder extinguisher or equivalent for initial firefighting attempts</td>
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<tr>
<td>1 x 6 litre AFFF foam extinguisher or equivalent for initial firefighting attempts</td>
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<td>2 survival blankets</td>
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<tr>
<td>1 Warning triangle</td>
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<td>Vehicle powered lighting and torches</td>
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<td>Suitable cutters for harness, straps, etc</td>
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<tr>
<td>Recommended: Steering wheel airbag protection cover</td>
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<td>1 gallon (5 litre) clean, fresh tap water</td>
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<td>Environmental Spill Kit – Medium</td>
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<tr>
<td><strong>Tools</strong></td>
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<tr>
<td>2 hacksaws (1 for Recovery) and supply of blades</td>
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<tr>
<td>1 small bow saw or suitable equivalent</td>
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<td>1 pair tin snips</td>
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<td>1 1m crowbar</td>
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<tr>
<td>1 pair bolt croppers (minimum 18in)</td>
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<tr>
<td>1 pair mole grip</td>
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<tr>
<td>1 general tool kit to include AF and metric spanners, sockets, allen keys, “Torx” and other drivers etc to aid access to vehicle.</td>
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<td>Hard and soft protection for use when using tools</td>
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<tr>
<td>Sharp edge protection covers</td>
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<tr>
<td><strong>EV Equipment</strong></td>
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<tr>
<td>Gloves (Class 0) (inc. cotton inner and leather outer)</td>
<td>Per fully licenced crew member</td>
<td>Per fully licenced crew member</td>
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<tr>
<td>Arc Face Shield (Class 0) (Could be replaced with a suitable helmet and visor)</td>
<td>Per fully licenced crew member</td>
<td>Per fully licenced crew member</td>
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<tr>
<td>Rescue Pole</td>
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<tr>
<td>A selection of Insulated Anti-Slip Matting</td>
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<tr>
<td>Thermal Imaging Camera</td>
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<tr>
<td>Equipment Item</td>
<td>Technical Rescue</td>
<td>Ambulance Rescue</td>
<td>Safety Unit</td>
<td>Rally Recovery</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<tr>
<td>1 glass breaker (e.g., Spring Centre Punch)</td>
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<tr>
<td>2 hammers, large and small</td>
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<tr>
<td>Selection of flat, Phillips and Pozidrive screwdrivers</td>
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<tr>
<td>3 suitable ropes or strops (1500kg SWL)</td>
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<tr>
<td>1 spade</td>
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<td>Cold chisels/Bolster chisels</td>
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<tr>
<td>Selection of coupling hardware</td>
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<tr>
<td>Equipment suitable for securing/stabilising and towing vehicles</td>
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<tr>
<td>1 opaque sheet suitable for covering vehicle</td>
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<tr>
<td><strong>Powered Tools</strong></td>
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<tr>
<td>1 powered metal cutting saw with an adequate selection of blades</td>
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<tr>
<td>1 cutting saw, oscillating (electric, air or hydraulic)</td>
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<tr>
<td>1 cutter 3cm minimum jaw opening suitable for cutting pedals</td>
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<tr>
<td>1 large spreader</td>
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<tr>
<td>1 large cutter to cut A, B, C pillars</td>
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<tr>
<td>Powered hydraulic pump and appropriate hoses (unless battery operated)</td>
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<tr>
<td>Hydraulic ram and extensions</td>
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<td>1 trolley jack 1015kg or air jack system.</td>
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<tr>
<td>1 trolley jack, minimum capacity 2000kg, or high lift jack, or air jack system.</td>
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</tbody>
</table>

**Note:** For all categories of unit there should be adequate compressed air supply (bottled or from compressor) and/or hydraulic power supply for powering the range of equipment carried on the vehicle. Where equipment power source is electrical battery an adequate supply of charged batteries to be available.
### Technical Rescue

<table>
<thead>
<tr>
<th>Medical</th>
<th>Rescue</th>
<th>Stage</th>
<th>Safety</th>
<th>Unit</th>
<th>Recovery</th>
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</thead>
<tbody>
<tr>
<td>1 Automated external defibrillator with monitoring capability</td>
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<tr>
<td>1 Resuscitator with Oxygen Reservoir and Mask</td>
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<tr>
<td>4 oropharyngeal airways to include nos. 2, 3, 4</td>
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<td>Note: it is strongly recommended that some device is carried which allows the operator to perform resuscitation whilst isolated from the casualty’s oral secretions</td>
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<tr>
<td>1 Pulse Oximeter</td>
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<td>1 laryngoscope, and Magill forceps</td>
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<tr>
<td>Yankauer suction catheters or equivalent</td>
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<tr>
<td>1 portable suction machine (able to obtain 300mm Mercury vacuum)</td>
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<tr>
<td>Full selection of suction catheters including Yankauers</td>
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<tr>
<td>i-gel Supraglottic airways (in sizes 2, 3, 4 &amp; 5)</td>
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<tr>
<td>1 portable entonox set and 1 spare entonox cylinder</td>
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<tr>
<td>1 portable oxygen set (900 litres in not more than 3 cylinders). Regulator to be capable of delivering 15 litres/min</td>
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<tr>
<td>Supply of non re-breathing masks</td>
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<tr>
<td>2 sets of extrication collars or 2 adjustable extrication collars, including paediatric sizes</td>
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<tr>
<td>2 Spinal Immobilisers (eg. KED, RED, TED)</td>
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<tr>
<td>Equipment to decompress a pneumothorax – e.g. large cannulae</td>
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<tr>
<td>1 pair heavy duty scissors</td>
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<td>Blades</td>
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<tr>
<td>Surgical airway kit (‘mini Trach’) or equivalent</td>
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<tr>
<td>1 sphygmomanometer</td>
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<tr>
<td>1 stethoscope</td>
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<tr>
<td>4 intravenous giving sets</td>
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<tr>
<td>12 intravenous cannulae (three each 14, 16, 18, 20) and suitable fixation</td>
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<tr>
<td>4 x 500ml 0.9% Sodium Chloride or equivalent (provided by doctor or paramedic)</td>
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<tr>
<td>2 Combat Application Tourniquet (CAT) or equivalent</td>
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<tr>
<td>A comprehensive selection of dressings including large sizes (eg 20cm x 40cm) and bandages</td>
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<tr>
<td>A supply of cling film and unused clean plastic bags, watergel or equivalent for the treatment of burns</td>
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<tr>
<td>Sterile solution for eye irrigation</td>
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<tr>
<td>Selection of splints</td>
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<tr>
<td>Traction splint, suitable for long bone fractures</td>
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<tr>
<td>Pelvic binder</td>
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<td>1 stretcher (ambulance cot type)</td>
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<tr>
<td>1 scoop stretcher c/w head immobilisation system and straps</td>
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<tr>
<td>1 Extrication board</td>
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<tr>
<td>Disposable surgical gloves and appropriate medical PPE</td>
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<tr>
<td>Disposable sharps container and plastic bag for clinical waste</td>
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<td>Patient report forms</td>
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<tr>
<td>1 Vacuum Mattress</td>
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</tbody>
</table>

### BASIC FIRST AID KIT

First Aid Kit in compliance with requirements for less than 25 employees (small) as defined by BS58599 – 1:2011 |        |       |        |      |
Race
Chapter 12 Race

App.1 Specific provisions relating to all Junior Car Racing
App.2 Specific provisions relating to Championships
App.3 Specific provisions relating to Race Officials
App.4 Specific provisions relating to Organisers
App.5 Specific provisions relating to Incidents Medical facilities and Emergency Rescue
App.6 Specific provisions relating to Competition Regulations
App.7 Specific provisions relating to Track Regulations and Driving Standards
App.8 Specific provisions relating to Signals by Flags and Light Panels
App.9 Specific provisions relating to End of Race and Results
App.10 Specific provisions relating to Penalties
App.11 Specific provisions relating to Pit and Paddock Regulations
App.12 Specific provisions relating to Competitors Regulations
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.

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.
CHAPTER 12 RACE

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 Practicing 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 safety or Declaration of Conformity has been provided by 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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Ar.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 where required 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. a minimum of 200mm high and
   b. with a stroke width of at least 20mm and
   c. coloured reflective yellow.

   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:
   d. the numerals must be at least 150mm high and
   e. be in the same colour and font as those displayed on the rear side windows and
   f. 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.
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.
CHAPTER 12 RACE

APPENDIX 7

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
f. Yellow – 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.

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 Colours and Symbols](image)

**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 Ferme), 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**.
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.
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 impedance 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.

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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
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**

**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

- (A) Maximum rear overhang from rear wheel axis unless specified otherwise: 100
- (B) Maximum front overhang from front wheel axis: N/A
- *(C)* Maximum height measured from the ground: 90
- (D) Exhaust height measured from the ground: 90
- (E) Maximum body height in front of front wheels: 92
- (F) Minimum safety roll-over bar length in line with Driver's spine: 92
- (G) Minimum allowed helmet clearance: 5
- (H) Maximum width: N/A
- (I) Maximum rear aerofoil width: 95
- (J) Maximum body width behind front wheels: N/A
- (K) Maximum nose width: N/A
- (L) Minimum cockpit opening: 45
- (M) Minimum cockpit parallel opening length: 30
- (N) Minimum cockpit overall opening length: 60
- (O) Maximum rear wheel width: N/A
- (P) Maximum front wheel width: N/A
- (R) Maximum width including crushable: N/A
- (S) Maximum exhaust length from rear wheel axis: N/A
- (T) Minimum ground clearance: 4
- (T) Minimum wheelbase (unless stated otherwise in Official Documents): 183

("* 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.")
Rally
Chapter 13 Rally

App.1 Regulations applying to all Rallies including PR and Noise testing
App.2 Duties and responsibilities of Clerks of the Course for all types of Rally
App.3 Specific Regulations for Road Events
App.4 Road Events – Routes and Sections
App.5 Road Events – Controls and Timing
App.6 Additional Regulations for Exemption of Permit Events
App.7 Road Scheduled Time Events – Penalties
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App.9 Competitors Regulations including Licensing
App.10 Competitors Specific Regulations for Special Stage Rallies
App.11A Specific Regulations for Special Stage Rallies
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App.11C Specific Regulations for Targa Rallies
App.12 Special Stage Routes and Sections
App.13 Special Stage – Controls and Timing and Penalties
App.14 Special Stage Penalties
App.15 Technical Regulations – Road and Endurance and Historic Road Rally Cars
App.16 Technical Regulations - Special Stage Rally Cars
App.17 Technical Regulations - Historic Special Stage Rally Cars
App.18 Servicing and Organised Assistance
App.19 PR Requirements Table
App.20 Medical and Safety
App.21 Junior Rally Driver Championships
App.22 Special Stage Practice / Training Events
App.23 Rally Drawings
App.24 Stage Rally Safety Regulations (SRSRs)
CHAPTER 13 RALLY

1. This Chapter must be read in conjunction with Chapters 1 – 9 and 11.

2. The following Appendices comprise this Chapter:
   - App.1 Regulations applying to all Rallies including PR and Noise testing
   - App.2 Duties and responsibilities of Clerks of the Course for all types of Rally
   - App.3 Specific Regulations for Road Events
   - App.4 Road Events – Routes and Sections
   - App.5 Road Events – Controls and Timing
   - App.6 Additional Regulations for Exemption of Permit Events
   - App.7 Road Scheduled Time Events – Penalties
   - App.8 All Target Timed Events – Penalties
   - App.9 Competitors Regulations including Licensing
   - App.10 Competitors Specific Regulations for Special Stage Rallies
   - App.11A Specific Regulations for Special Stage Rallies
   - App.11B Specific Regulations for Single Venue Stage Rallies and Rally Time Trials
   - App.11C Specific Regulations for Targa Rallies
   - App.12 Special Stage Routes and Sections
   - App.13 Special Stage – Controls and Timing and Penalties
   - App.14 Special Stage Penalties
   - App.15 Technical Regulations – Road and Endurance and Historic Road Rally Cars
   - App.16 Technical Regulations - Special Stage Rally Cars
   - App.17 Technical Regulations - Historic Special Stage Rally Cars
   - App.18 Servicing and Organised Assistance
   - App.19 PR Requirements Table
   - App.20 Medical and Safety
   - App.21 Junior Rally Driver Championships
   - App.22 Special Stage Practice / Training Events
   - App.23 Rally Drawings
   - App.24 Stage Rally Safety Regulations (SRSRs)
CHAPTER 13 RALLY

APPENDIX 1

Regulations Applying to All Rallies including Public Relations and Sound Testing

1. This Appendix must be read in conjunction with all applicable Appendixes to this Chapter and Chapters 3 and 5 and 7.

2. Any Competition traversing a Public Highway in England Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations. Applications to run such events must be made to the Competition Authorisation Office (CAO) at the ASN or in the case of Scotland to the Royal Scottish Automobile Club. Details of the authorisation procedure are available from either organisation.

3. The ASN Permit must be obtained for all Events before they are run.

4. The ASN Permit applications must be made in accordance with Chapter 3 prior to the CAO Authorisation being granted.

5. The Permit and the CAO Authorisation (where applicable) numbers must be shown in all Final Instructions.

6. The Permit itself is validated only when authorisation has been granted.

7. Clubs must not allow a new Organiser to organise any Event without there being strict checks by experienced people concerning compliance with these Regulations.

8. Organisers of Interclub and higher status Events must have sufficient previous organisation experience.

9. The ASN will appoint a Safety Delegate to all Multi-Venue Stage Rallies and any other Stage Rally including Rally Time Trials and Rally Demonstration Events where the ASN deems it appropriate to do so.

10. The use of the public forest estates managed by Natural Resources Wales ('NRW'), Forestry and Land Scotland ('FLS') and Forestry England ('FE') must have been approved by the ASN. Permission must be applied for by an annually specified date prior to the Forestry year (which runs 1 January - 31 December).

11. No contact should be made with NRW, FLS or FE respectively before receiving approval from the ASN or its appointed Forestry Liaison Officer or Rally for Wales.

12. Specifically in the case of Rally if a Championship Round is cancelled or changes its date due to reasons of Force Majeure then the Championship Organisers may arrange for an alternative Event or date for an Event to be included in the Championship calendar. Subject to the overriding authority of the ASN only one such change to that Championship is permitted and is subject to prior ASN approval and will only be permitted if less than 15% of the Competitors registered for the Championship object in writing to the change.

13. Any Organising Club or Promotor who proposes to establish a new Stage Rally or Targa Road Rally, or Rally Championship, must complete an Expression of Interest form and submit this to the ASN Head of Rallies in advance for ratification. No promotion must take place prior to ratification by the ASN.

National Courses

14. The selection of any route for a Competition is subject to ASN approval. When requesting approval a detailed itinerary must be submitted giving the exact distances to be covered.

15. Where appropriate The Motor Vehicles (Competitions and Trials) Regulations must be complied with in all
respects.

International Courses

16. When the projected route of an Event traverses the territory of other ASNs the Organisers (through the UK ASN) must obtain the consent of all ASNs through whose territories the route may pass.

17. The selection of roads to be used and a detailed itinerary with expected speeds and distances must be approved by the ASN concerned.

18. The ASN may impose specific restrictions on the number or character of events that traverse any foreign territory.

Other Events

19. Certain Events also qualify for a Permit or Exemption Certificate (Chapter 3) provided they meet the ASN Regulations for organising Rallies.

Upgrading of Events

20. For a Rally to be considered for upgrading from Clubman to Interclub status of a similar format it must be observed as a Clubman Event and have a minimum of 25 starters unless special ASN dispensation has previously been agreed in writing.

21. For upgrading to National Stage Rally there must have been a minimum Entry of 50 as an Interclub Event of a similar format to that proposed for two consecutive years preceding first time application. Thereafter the minimum Entry must not be less than 50 in one of two consecutive years.

22. Upgrading to an International Stage Rally will be at the discretion of the ASN.

Public Relations

23. Public Relations work must be undertaken by Organisers on all Events using the Public Highway in accordance with the current legislation and as follows:

a. Consult with the Route Liaison Officers before starting PR work. If the RLO requires additional PR work in sensitive areas this must be undertaken.

b. Be diplomatic positive and clear about the legal aspects of route authorisation.

c. If the Event is run in England or Wales do not intimate that it is authorised by the Police.

d. Avoid asking for ‘authorisation’ or ‘permission’ from house-holders – it invites unnecessary difficulties.

e. All PR work must be by responsible members of the Organising Club or of a Local Club.

f. The work should be completed to allow enough time to undertake a re-route should this prove necessary.

24. Where an Organiser is intending to publish a guide to the route or specific locations for spectators to see the Event ensure that:
a. Householders within 500m of any specifically advised location have been effectively PR’d without difficulty and these areas are marshalled.
b. The information issued contains warnings of locations that spectators must avoid (blackspots, sensitive areas etc).
c. Ensure that each PR crew prepares reports on each visit and these are available to the Clerk of the Course and the Stewards on the day of the Event and to the RLO on request.
d. Special note must be made about problem areas for the benefit of future Events and these reports must be passed on to RLOs.

25. Contact should be made with local Police before and immediately after all Events.

26. Rallies with Special Stages including Single Venue Stage Rallies must comply with Appendix 19 Charts 1 and 2.

Noise Testing

27. Before the start of a Competition all Competitors’ cars and those Officials’ cars that are expected to follow a substantial part of the route must pass a sound test.

28. This test must be conducted by an Environmental Scrutineer using a sound meter as prescribed in the Technical Regulations at Chapters 5 and 7.

29. Any Vehicle reading over 98dB(A) in this test will be prohibited from starting (except in Special Stage Rallies where a level of 100dB(A) is permitted) unless the Official Documents specify lower levels.

30. All measurements refer to the 0.5m test in Chapter 7. Wherever practical the 2.0m test should be used for Road and Targa Road Rallies.

31. For Vehicles of Periods A to D there is a waiver from the requirement to use a sound meter on daytime Events but Driving Standards Observers for sound must be appointed.

32. The Organisers must make arrangements for a suitable testing site to be available and ensure that adequate personnel are appointed.

33. A further sound test of the same Vehicles must be made on any road sections and these should be manned by a Driving Standards Observer and / or Judge of Fact appointed and named in the Official Documents and qualified to carry out their duties by experience.

34. The DSO have the authority to stop any Vehicle until it complies with relevant sound regulations.

Instructions to Competitors

35. In addition to the requirement of Chapter 3 the Official Documents for the Event must clearly state:
   a. The type of Rally (Road / Navigational / Stage etc) that is being organised and if there will be Standard Sections, Special Stages, Regularity Sections or other types of Special Test.
   b. When details of the route or any test or stage will be issued.
   c. Any maps required (including their scale and issue reference).
   d. In any dispute concerning mileages these shall be calculated according to 1:50000 OS maps (or equivalent local maps).
   e. Any modification of the Event Regulations in relation to Pace Notes, Subjective Route Notes or other means of giving Competitors advice relating to the traversing of a Special Stage.
f. The type of timing to be used.
g. A reminder of which sub-sections of the Technical Regulations apply.
h. Whether or not Vehicles are required to be taxed and insured for use on the public highway.
i. Whether servicing is permitted and if so then the manner in which Service Vehicles must be identified by Official Service Plates affixed to the Service Vehicle.
j. Any information which is required in relation to checks established by the Organisers to observe maintenance of a set speed and/or time schedule and/or route.

36. No oral instruction to Competitors during an Event will be valid if this affects the route the time schedule or the layout or performance of a Stage or test.

37. Any instruction concerning these aspects must be displayed as an Official notice at least 30 minutes before the first Vehicle is due to start or issued in writing to each Competitor who must acknowledge receipt in writing. The instruction and acknowledgment are Official Documents.

Documentation

38. All documentation issued by the Organisers is deemed an Official Document under the NCR and the Route Card, Road Book or Time Card must specify the following:
   a. A description of each section (Standard, Neutral, Transport Regularity etc).
   b. The time allowed to traverse the route between each time Control and all the information necessary to enable Competitors to comply with it.
   c. What information the Organisers require to be recorded and the locations (Controls – see App.13) at which these records will be made except as provided for in Art.35.j. above
   d. Which Checks will be manned by Officials except checks established in accordance with Art.35.j. above
   e. Which portions of the route will be timed to less than one minute.
   f. Any ‘out of bounds’ areas to be respected.
   g. The areas where the Organisers require Competitors to observe special driving restrictions (i.e. Quiet Zones).
   h. The order in which Controls and Checks must be visited.
Duties and Responsibilities of Clerks of the Course for All Types of Rally

1. This Appendix must be read in conjunction with all applicable Appendices to this Chapter and Chapters 2 and 3 and 5.

2. In addition to organisational responsibilities the Clerk is the first Judicial body at an Event and accordingly is obliged to exercise that responsibility including the provisions of Chapter 2. This responsibility may be delegated to a Deputy Clerk.

PART A – All Rallies

3. In addition to the duties detailed in Chapter 5 the Clerk of the Course should ensure compliance with the following:
   a. The organisation and Regulations for the Event must meet the requirements of the relevant Statutory Instruments.
   b. Reasonable precautions must be taken in the selection of route time of day control of spectators and any other relevant factors to avoid inconvenience to the general public.
   c. The Organisers must familiarise themselves with the medical and ambulance facilities along the route.
   d. Effective Public Relations work must be carried out in accordance with App.1 Arts.23 - 26.
   e. In farming areas Event details must be sent to the appropriate County Secretary of the National Farmers’ Union and any similar National bodies.
   f. The appointed CAO Route Liaison Officer (RLO) for each of the Counties and National Parks through which the route passes must be consulted about the draft route at least three months before the Event date and before submission to the CAO. This is particularly important when special public relations work in sensitive areas is required.
   g. The Route Liaison Officer must also be consulted as above in respect of Single Venue Stage Rallies and all other Rallies whether using the Public Highway or not.

4. The RLO may:
   a. Request the sight of all paperwork relating to the Event including PR sheets.
   b. Request the CAO where applicable to suspend authorisation or the ASN to suspend the Permit until the route or the effectiveness of the PR work in his area has been confirmed.
   c. Require the Clerk of the Course to order re-routes as appropriate to avoid areas of special concern.
   d. Exercise discretionary judgement on where competitive sections may be run and their length and withhold agreement to the route if not satisfied with any aspect of the organisational standards or route planning.
   e. Require the Clerk of the Course to order additional technical restrictions on Vehicles as appropriate in their area with the approval of the ASN.

5. Private property of any description must not be used without written permission from the landowner or authorised agent.

6. The necessary permission from Highway Authorities must be obtained in respect of all Footpaths, Bridleways.
and **Restricted Byways** that are used or crossed and any conditions laid down must be adhered to. These locations must be adequately marshalled by **Officials** who are well briefed and properly identified. One **Official** must be appointed for each such section to ensure that the **Event** is seen not to inconvenience unduly members of the public. The **Official** must have a good working knowledge of the **Rights of Use** applying to the **Section**. Alternative routes for other **Rights of Way** users must be signposted. **Warning Notices** in accordance with Chapter 3 as appropriate and the **Safety Code** should be on display in all such areas.

7. Appropriate sanitation must be available throughout the route of the **Event** the locations of which must be communicated within **Event** documents. Particular consideration must be given to locations prior to **Special Stages** and at **Service Areas** and **Rest Halts**. Local authority guidance is especially relevant in respect of the provision for **Spectators**. Further guidance is given in the **Stage Rally Safety Requirements**.

8. No person may drive more than 200 miles continuously without relief and there must be a prescribed rest period of at least one hour for each **Driver** at intervals of not more than 200 miles.

9. Any **Event** that runs for more than 14 hours must unless previously agreed by the **ASN** have a rest halt of at least two hours.

10. Wherever **Competitors** are on a **Public Highway** they must be controlled by a pre-determined speed schedule unless they are allowed to complete the **Event** in their own time. This schedule must not require or encourage **Drivers** to exceed any statutory limits where imposed or be considered dangerous or unreasonable in relation to prevailing traffic conditions and the nature of the route.

11. No time or speed schedule must be imposed which requires or encourages **Competitors** while using a highway open to the public to achieve an average speed between any two points that exceeds the following limits:
   a. 30mph for **Vehicles** in the case of all highways other than motorways. For sections run on minor roads under 4m wide during daylight hours (07.00 to 22.00 hrs) the average speed may not be greater than 20mph unless agreed by the **RLO**.
   b. 60mph for cars in the case of motorways.
   c. 25mph in the case of any **Vehicle** subject to a speed limit (such as vans).
   d. 20mph for **Vehicles** on neutral sections (except on MA or B class roads).

12. There must be no bonus for exceeding the specified average.

13. **Competitors** must be given in advance by **Official Document(s)** all the information necessary to enable them to calculate the speed that they are being asked to average (**App.5**).

14. The **Organisers** may establish a check at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route provided that **Competitors** are advised of these checks in the **Official Documents** and are given all the necessary information to enable compliance.

15. Where **Competitors** are going onto a highway from private ground every practicable precaution should be taken to avoid depositing mud or soil on the highway.

16. The use of gated roads should be avoided if practicable but if **Competitors** are to traverse a gated road then adequate arrangements must be made to ensure that all gateways are manned by **Marshals** who must ensure that no **Competitor** is required to open a gate and that all gates are closed after the **Competition**.

17. Occupiers of land adjacent to the road must be advised before the **Competition**.

18. Except when used as **Special Stages** the use of single-track roads should be avoided if practicable during
daylight but if Competitors are to traverse such roads the speed set must be lowered as appropriate.

19. Those sections of an Event involving difficult navigation by means of map references or a detailed route card must be scheduled so that no Competitor is traversing minor roads during the busy morning or evening hours unless the required average speed is not more than 20mph.

20. Controls must be sited at places where there is adequate room for Officials’ and Competitors’ Vehicles to stop without affecting non-Rally traffic.

21. Controls must be sited at least 500m from occupied houses except where written approval has been obtained from the occupants.

22. All Controls must be clearly identified at the roadside (App.5).

23. Controls at which Competitors are required to stop for the purposes of recording a time and which are on the public highway must not be less than two miles from any similar control.

24. Competitors must be provided with all necessary regulatory information at or before their starting time.

25. Competitors must be started on the road sections of a Rally at intervals of one minute and will leave the start in numerical order unless the Official Documents specify a longer time interval or a different order. Road sections prior to a Stage must be a minimum of five minutes regardless of distance.

26. Events must provide additional road timing when utilising media interviews at Stage ends. A figure of one additional minute is recommended.

27. On Road Rallies reverse seeding is not permitted.

28. After a Rally has started the Organisers must not accept any claim from Competitors concerning either Force Majeure or baulking. Nonetheless the Clerk of the Course has the judicial discretion to disqualify any Competitor proven to have unreasonably baulked another (Art.95 below).

29. Wherever possible the Event route should be checked for damage immediately before and after the Event.

30. The Safety Delegate, Stewards and Observers (as appropriate to the Event) must be supplied with a complete marked map of the route before the date of the Event and must also be supplied with a set of all instructions and route cards that are issued to Competitors and Officials as soon as they are available.

31. Competition Licences should be signed proving that the holders completed the Event without adverse report. Signatures may be obtained by both the Driver and the Navigator or Co-Driver.

32. The Chief Timekeeper appointed for the Event is responsible for issuing timing equipment and ensuring that the Marshals are competent to use it.

33. The Chief Timekeeper must be able to deal with operational problems affecting timing equipment.

34. Any section of an Event that is timed to less than one minute must be timed by certified equipment digital clocks to ASN specification R(Q)/I/R or E/B recording clocks printing to seconds or automatic apparatus.

35. All official clocks or watches must be set to GMT / BST time.

36. Any official timepiece timing to the minute that is not within 15 seconds of GMT / BST time or any official timepiece timing to the second that is not within five seconds of GMT / BST time will be disregarded.

37. If competing Vehicles or service Vehicles are required to carry any identification markings the name of the Organising Clubs must be incorporated except in Single Venue Rallies confined wholly to private property.

38. All Official bulletins, Permits and authorisations, times and results (unless issued in accordance with Chapter 3) must be published on an Official Notice Board whose location has been notified to Competitors in the Official Documents for the Event (Chapter 5).
39. At Events where there are Classes for designated groups or categories of Vehicle suitable arrangements to undertake eligibility checks should be available before the Competition or at its conclusion.

40. Any Event with a Class or Classes exclusively for historic Vehicles as defined in the NCR (Historic Special Stage Rallies) must appoint a Historic Grade Eligibility Scrutineer. Events with a Class or Classes exclusively for historic Vehicles as defined (Historic Road Rally Cars) may be required to appoint a Historic Grade Eligibility Scrutineer at the discretion of the ASN.

41. All modified / Competition Vehicles used as Course / Safety Cars on Special Stage and Targa Road Rallies must comply with the relevant Technical and Safety Regulations.

42. Technical and Safety Regulation checks may be carried out both before and during an Event.

43. The Chief Scrutineer must be available throughout the Event to ensure that the Technical Regulations are complied with.

44. When the ASN Safety and Medical Radio frequencies (81.575 and 81.5375MHz FM) are to be used they must be operated in accordance with Ofcom and ASN licensing requirements (see Art.69.b. below). Operational Guidelines for the use of the ASN Safety and Medical Radio frequencies are issued to all Radio Licence Holders and the Radio Marshals Handbook is published on the ASN website.

PART B – Road Events

Additional Duties and Responsibilities of the Clerk of the Course are as follows:

45. Enforce the obligations of Entrants under the NCR (Chapter 6).

46. Ensure the relevant obligations of Organisers under the NCR (Chapter 3).

47. Judges of Fact may be appointed to adjudicate on:
   a. Failure to stop at Stop or Give Way junction.
   b. Failure to comply with the requirements of a Test.
   c. False starts on tests or standard sections.
   d. Unauthorised use of auxiliary lights.
   e. Unauthorised possession of recorded notes, radio equipment or intercom (App.3).
   f. Unauthorised servicing.
   g. Excessive Noise.
   h. Violation of out of bounds areas.

48. Regional Associations must be advised by Event Organisers at least two months before all Road Rallies including Navigation and Historic Road Rallies take place within their area.

49. Regional Associations may appoint a Driving Standards Observer as an Event Official (Chapter 5).

50. All other Events may appoint their own Driving Standards Observers (Chapter 5).

51. Driving Standards Observers will adjudicate on:
   a. Excessive Vehicle Noise including exhaust induction and transmission sources (observed during the Event).
   b. Excessive speed.
   c. Driving in a manner likely to bring motor sport into disrepute.
   d. Compliance with special restrictions e.g. Quiet Zones.

52. Any Competitor driving at an excessive speed recklessly or in a manner likely to bring motor sport into disrepute or convicted of any driving offence committed during an Event may be Disqualified.
53. Checks operated by Judges of Fact or DSOs need not be manned for the whole period during which Competitors may report and may operate on a random basis.

54. The Official in charge of any control or check may mark or withhold a Competitor’s Route Card or Time Card if a Vehicle has suffered damage to its exhaust system.

55. All Timekeepers will be Judges concerning time recorded.

56. For Road Rally Events (as defined by Permit) and all Events including Special Tests the Chief Scrutineer must be appointed from the list of ASN Technical Officials (NAT).

PART C – Special Stage Rallies

Additional Duties and Responsibilities of the Clerk of the Course are as follows:

57. For all Special Stage Rallies the Clerk of the Course must be licensed by the ASN (Chapter 5).

58. Applicants for accreditation as Special Stage Clerk of the Course will only be considered if appointed by an Organising Club entitled to run such Events.

59. All other motor sporting users of Venues to be used as Special Stages must be notified of arrangements for using the Venue.

60. Competitors must be seeded numerically in order of anticipated performance with the first Competitor having the best performance potential unless ASN has given prior approval to the contrary.

61. The Chief Scrutineer must be appointed from the list of ASN Technical Officials.

62. Ensure that a Safety Plan is produced in accordance with the ASN Stage Rally Safety Requirements and that all Officials involved in the running of the Event are aware of the plan and where appropriate have received training.

63. A Stage Commander should be appointed for every Stage with the responsibility for ensuring that the Stage complies with the regulations and that an adequate number of Marshals are appointed.

64. Marshal locations should be selected so as not to place them in areas where they may be exposed to significant risk.

65. In allocating individual Marshals to specific locations care should be taken to ensure that less experienced Marshals are accompanied by experienced colleagues.

66. An Event Safety Officer must be appointed who is experienced in the current operation of Special Stages and who understands the potential of Rally Vehicles in differing weather conditions.

67. The Event Safety Officer must be assisted by a Spectator Safety Officer who is responsible for specific arrangements to accommodate spectators in suitable areas, to prevent access to other areas and to make suitable access facilities for spectators’ use.

68. The Event Safety Officer shall ensure that:
   a. There should be a copy of the Safety Code on display at all entrances where the public are likely to enter and in areas considered to be hazardous including escape routes and prohibited areas.
   b. All and any publication giving Event information online or in print whether published for spectators or Officials must include a copy of the Safety Code.

69. The Event Safety Officer is responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by the Stage Commander as follows:
   a. There must be pre-determined arrangements available to every Stage Commander for summoning
appropriate emergency services via rendezvous points if necessary to the scene of an incident.

b. At each Stage unless the complete route is visible from the Start or Finish areas there must be provision of an effective radio communications network operated through a nominated Controller under the direction of the Clerk of the Course linking Officials at Start, Finish and intermediate points with Rescue and Medical Services. The frequency must be secure from misuse and be either the ASN Safety Frequency or a privately licensed frequency to Ofcom Regulations. The Controller must be experienced in the use of radios and in controlling a network and must ensure the disciplined use of the radios. Where the ASN Safety Frequency is used the Radio Controller must hold a valid ASN Radio Controllers Licence. Notes on radio procedure are available from ASN.

70. Written instructions on the operation of Stages prepared in accordance with the ASN Stage Rally Safety Requirements must be made available to all Officials and Marshals. These must clearly establish:
   a. That the number of Vehicles to be sent through any Stage before the Competition shall be in accordance with the ASN Stage Rally Safety Requirements.
   b. The crew of each Safety Car must have specific duties based on the current ASN Safety Car Roles and Responsibilities. On all Multi Venue Rallies at least two Vehicles of the Safety Car train must complete the entire route.

71. No Stage must start until the ASN Safety Delegate or subsequent designated Safety Car crew where applicable has confirmed that it is ready for Competitors and that the Marshals have all spectators on the Stage under their control and direction (App.20).

72. There must be no movement of any Vehicle or of the Rescue services once the Stage has opened without the specific approval of the Stage Commander and then only after suspending the Stage and being satisfied that it is cleared of competing Vehicles.

73. On any Special Stage where extreme circumstances make it necessary to neutralise the Competition e.g. where spectator safety is compromised or to authorise the movement of non-competing or Rescue Vehicles the system of Red Signals must be in place. These should be located at mid Stage Rescue points all locations where a Rescue / emergency Vehicle may re-enter the Stage following a shortcut and at each mandatory Radio Point (App.12). Red Signals will be displayed at all mandatory Radio Points preceding the incident only on the specific instruction of the Clerk of the Course or Stage Commander.

74. Red Signals must be prominently displayed (held out steady not waved) by a designated Marshal who MUST wear a Marshals' tabard.

75. Red Signals shall measure a minimum of 60cm x 70cm.

76. Competitors who have been shown a Red Signal will be given a notional time for the Stage.

77. The time of the deployment of the Red Signals will be recorded and notified to the Clerk of the Course.

78. No Signal other than a Red Signal may be deployed at any point along the route of the Special Stage.

79. Under no circumstances will any Vehicle be allowed to drive in the reverse direction of the Stage.

80. Detailed emergency procedures and equipment which must be made available by the Event Safety Officer.

81. The priorities in dealing with an incident are to deal first with those who are injured (whether Competitor, Official or spectator) by removing them in a suitable Vehicle if it appears prudent to do so and then to deal with the Vehicles if they constitute a hazard to the continued running of the Stage or to property.

82. No Competitor will be permitted a re-run of a Special Stage (App.10).

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83. The system of ensuring that Competitors are positively monitored and checked through a Stage must be clearly stated in both the Event Safety Plan and the Competitors Road Book. For this purpose Organisers may either use numbered Stage Time Cards or note the previous Competitor’s Competition Number with the next Competitor to leave the Start.

84. All non-competing Vehicles must be parked in an appropriate place at least 30m from a road used as a Special Stage between a point before the Start control and a point 100m beyond the Finish stop control.

85. Any non-competing Vehicle required solely for purposes of safety may be parked at any place designated appropriate by the Stage Commander and / or Event Safety Officer.

86. Any road that may form an escape between the start and stop Controls must be kept clear and unobstructed for a distance of at least 100m bearing in mind the potential approaching speed of Competitors.

87. The location of any competing Vehicle that fails to complete the stage must be reported to the Stage Commander.

88. The information required by the Clerk of the Course to consider Art.90 - 94 below must be available if the Stage is interrupted or stopped for any period of time.

89. Reasonable precautions must be taken to protect private property situated adjacent to any Stage against damage.

90. Should the normal running of a Special Stage be stopped after the passage of one or more Competitors for any reasons whatsoever and it proves impossible to allow other Competitors to cover the Stage competitively the Clerk of the Course may give to each crew which has not been able to cover the Stage in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption.

91. If it appears that the slowest time represents a complete anomaly the next slowest time may be retained (and so on until the 5th slowest time).

92. However no crew that is totally or partially responsible for stopping a Stage may benefit from this measure. If they finish the Stage they will be given the time that they actually set even if this is greater than the time awarded to other crews.

93. In the case of an Event being permitted to seed Competitors in reverse order of anticipated performance the Clerk of the Course may give Competitors a notional time corresponding to the fastest time set at the moment of interruption or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.

94. If the normal running of a Special Stage is red Signalled prior to any Competitors completing that Stage competitively and where circumstances allow the stage to be re-started, the Clerk of the Course may give to each crew which has not been able to cover the Stage in the normal manner a notional time corresponding to the time set by the first following Competitor who completes the stage competitively after the interruption, however if this time represents a complete anomaly, the next Competitor’s time may be retained (and so on until the 5th recorded time following Stage re-start).

95. The Clerk of the Course has discretionary powers to impose a penalty in accordance with App.8 (gg) or App.14 (gg) on any Competitor who causes or is part of a serious blockage on a Special Stage whether intentionally or otherwise if their actions prevent any other Competitor from completing the Stage competitively. The Clerk can also impose further penalty under Chapter 2 as appropriate.

96. Judges of Fact may be appointed to adjudicate on:

2025 National Competition Rules Chapter 13 Appendix 2 Duties and Responsibilities of Clerks of the Course for All Types of Rally
a. Failure to comply with the Medical Requirements specified in Chapter 6 (App.10 Art.31).
b. Failure of Competitors to comply with Specific Regulations
c. Failure to comply with the prescribed route requirements at App.10 Arts. 34 – 42.
d. False starts on Special Stages.
e. Unauthorised use of auxiliary lights.
f. Unauthorised possession of pace notes or radio equipment (App.10 Arts.8 – 10 and App.10 Art.49 - 51).
g. Unauthorised servicing.
h. Unauthorised smoking.
i. Excessive Vehicle Noise (observed during the Event).
j. Violation of out of bounds areas.
k. Violation of the regulations regarding crash helmets seat belts or flame-retardant overalls.

97. Driving Standards Observers may be appointed to adjudicate on:
   a. Excessive Vehicle Noise (observed during the Event).
   b. Excessive speed.
   c. Driving in a manner likely to bring motor sport into disrepute.

98. Checks operated by Judges of Fact or DSOs need not be manned for the whole period during which Competitors may report and so may operate on a random basis.

99. Organisers should include in their Official Documents the following notice to Competitors:
Judges of Fact and / or DSOs will be appointed to report on noise levels. Excessive noise will include instantaneous occurrence of noise such as but not exclusively that produced by backfiring caused by anti-lag systems. The penalty for excessive noise may go as far as Disqualification.

100. Any Competitor driving at an excessive speed or recklessly or in a manner likely to bring motor sport into disrepute or who is convicted of any driving offence committed during the Event may be Disqualified.

101. The Official in charge of any Control or Check may mark or withhold a Competitor's Road Book or Time Card if the Vehicle concerned has suffered damage to its exhaust system.

102. The Clerk of the Course can appoint Officials empowered to search Competitors and their Vehicles for Unauthorised Pace Notes.

103. There should be two such Officials one male to check male Competitors and one female to check female Competitors.

104. An Organiser may permit the supply of subjective route notes. This must be stated in the Official Documents and the subjective route notes must be prepared by a ASN registered supplier.
CHAPTER 13 RALLY

APPENDIX 3

Specific Regulations for Road Events

1. This Appendix must be read in conjunction with all applicable Appendices and in particular App. 1 and App.9.
2. The following definitions and regulations apply.

Road Rally

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

Historic Road Rally

4. As Road Rally but participation is limited to Vehicles complying with the appropriate Technical Regulations for Historic Category 1, 2, 3 and 4 Road Rally Vehicles App.15 and 17.
   Must comply with the following:
   a. PR work in accordance with App.1 Arts.23 – 25 must be carried out.
   b. Classes must be based on the ability of Competitors (masters, experts, non-experts and novices). It is permitted to sub-divide these Classes by Vehicle cubic capacity and / or age.
   c. Written ASN approval must be obtained for any Special Tests. Detailed diagrams and written explanations of their format and finishing procedures must be submitted. These tests must be designed so that no Competitor can be expected to exceed an average speed of 30mph. No benefit should accrue to any Competitor who exceeds 30mph. Test finishes must be arranged in such a way that there can be no possibility of any Competitor completing a test whilst a previous Competitor blocks the Finish area.

Navigational Rally

5. A Rally designed to test the navigational skill of the crew. Navigational Rallies must additionally comply with the following:
   a. Classes must be based on the ability of Competitors: for example, masters, experts, non-experts and novices.
   b. Must not include any Vehicle Classes whether by capacity or by group.
   c. Except for Novice Crews (as defined in the Official Documents) only the following information may be issued to a Competitor before their due start time:
      i. Rejoin Points
      ii. Main Time Controls
      iii. Blackspots and
      iv. the location of the Finish.
   d. Information in a sealed opaque envelope is not considered issued until the envelope is opened.
   e. Except for Novice Crews (as defined in the Official Documents) no more than 15% of the Time Controls may be issued to Competitors as Rejoin Points.
   f. Rejoin Points may only be located at the end of Neutral Sections.
g. **Vehicles** must comply with the **Technical Regulations** in respect of silencing and permitted **Noise** levels including mandatory fitment of induction filter elements (App.15 Art.19).

h. **Vehicles** must comply with the **Electrical Systems** provisions of the **Technical Regulations** (App.15 Arts.26 – 36).

i. **Vehicles** must comply with the **Miscellaneous** provisions of the **Technical Regulations** (App.15 Arts.38 - 45).

**Veteran Rally (or Run)**

6. A **Rally** or **Run** restricted to **Vehicles** built before 1st January 1919.

**Vintage Rally (or Run)**

7. A **Rally** complying with one of the above categories and restricted to **Vehicles** built in Periods A to D (Non-Rally). The category must be indicated in the title of the **Event** (i.e. Vintage Twelve Car). Must comply with the following:

   a. Subject to compliance with the below 7.b. and c. **Economy, Navigational** or **Vintage Rallies** will be required to carry out **Public Relations** work in accordance with App.1 Arts.23 – 26.

   b. Penalties for both early or late arrival must be imposed at all controls. These penalties must be at least as great for early arrival as late arrival.

   c. Other than for **Regularity Sections** and **Special Tests** they must not have any section times to less than one minute.

**Economy Rally**

8. Designed to assess the fuel economy of **Competitors’ Vehicles** and in which the overall results are based on the relative fuel consumption of the **Vehicles**. Must comply with the following:

   a. Penalties for both early or late arrival must be imposed at all controls. These penalties must be at least as great for early arrival as late arrival.

   b. Other than for **Regularity Sections** and **Special Tests** must not have any **Section** timed to less than one minute.

   c. Subject to compliance with the above **Economy Navigational** or **Vintage Rallies** will be required to carry out **Public Relations** work in accordance with App.1 Arts.23 – 25.

**Twelve Car Rally**

9. A **Rally** that complies with one of the above categories and which falls within the provisions of automatic authorisation under the **Motor Vehicles (Competitions and Trials) Regulations** (where applicable). The category must be indicated in the title of the **Event** (i.e Economy Twelve Car Rally). Must comply with the following and **Twelve Car Rallies** that do not meet these requirements are not permitted:

   a. Must be run according to the requirements of an **Economy, Navigational** or **Vintage Rally** and be described in this way in the **Official Documents**.

   b. Any section defined as a **Standard Section** may not be timed to less than one minute.
c. Must not form part of any **Championship** other than one restricted to bona fide members of the Organising Club.

d. A **Route Liaison Officer (RLO)** must be consulted.

e. If the **RLO** requires additional PR work in sensitive areas this must be completed to the **RLO** satisfaction.

f. Must not be scheduled to run between 18.00 hours on a Saturday and 07.00 hours on a Sunday unless written permission has been given by the **RLO** and advised to the **ASN**.

g. Should normally be run mid-week and in the early evening.

**Navigational Scatter Event**

10. A **Navigational Event** where there is no **Competition** on the **Public Highway** and which falls within the provisions of automatic authorisation under the **Motor Vehicles (Competition and Trials) Regulations** (where applicable).

Must comply with the following:

a. **Public Relations** work must be carried out according to **App.1 Arts. 23 - 25**.

b. The **Official Documents** should clearly define the nature of the **Event** and specify all **Navigational** equipment required.

c. An estimate of the mileage likely to be covered must be included in the **Official Documents**.

d. The points to be visited must be placed so that there is no single obvious route.

e. **Competitors** should have a completely random choice concerning order of visit and must not be required to visit more than 75% of the points listed.

f. They must be planned in such a way that the **Competitors** have ample time to attempt to visit the required number of points. The majority of the points should not be readily accessible without leaving the Vehicle. The Vehicle should be an incidental means of transport between the various points.

g. There should be no element of timing on the **Public Highway** although **Competitors** may be required to finish by a specified time.

**Targa Road Rally**

11. A schedule timed **Rally** where the principal **Competition** comprises the **Competitor’s performance on Special Tests** where the marking for maintaining a time schedule forms a part of the **Competition**.

Must comply with the following:

a. Not include and **Standard Sections**

b. **Regularity Sections** may be included

c. **Classes** must be based on the ability of **Competitors** (masters, experts, non-experts, and novices) and may be sub-divided by **Vehicle** cubic capacity and / or age.

d. **Special Tests** must comply with the **Special Tests** provisions of **App.4 Arts. 38 – 46 to this Chapter**.

**Endurance Road Rally**

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

**All Events**
13. **Classic Trials** and **Road Safety Events** and any other form of **Event** that use the **Public Highway** must comply with the following:

- **a.** Must not include any **Special Stages**.

- **b.** Except for **Road**, **Historic Road**, **Enduro**, **Targa** and **Navigation Rallies** they must not include any **Special Tests**.

- **c.** **Competitors** must not carry any form of Intercom (i.e. any method of voice amplification) or any radio transmitting device. Exceptionally mobile telephones are Permitted if the **Official Documents** specifically allow them. Failure to conform will be penalised by **Disqualification** from the **Event**.

- **d.** No regular assistance organised in advance may be used by **Competitors in Rallies** defined in **Arts.3 – 13** above inclusive except when Permitted in the **Official Documents** for **Vintage** or **Veteran Events**.

- **e.** No assistance may be expected from the **Organisers**.

- **f.** **Competitors** are responsible for ensuring that they are supplied with fuel, oil, water etc. even though the **Organisers** may advise where these supplies may be obtained.

- **g.** A **Vehicle** may not be moved other than by its own power except:
  
  - **i.** By a ferry.
  - **ii.** By outside means for a minimum distance necessary to extricate it from difficulty.
  - **iii.** By gravity.
  - **iv.** By its crew.

- **h.** **Competitors** are strongly recommended to carry a **First Aid Kit**, high visibility vests or jackets and a torch.

- **i.** The use of in car cameras is forbidden. Breach of this **Regulation** will result in **Disqualification** from the **Event**.

- **j.** **Organisers** must not sanction encourage or facilitate the filming of **Events** taking part on the **Public Highway**.
CHAPTER 13 RALLY

APPENDIX 4

Road Events – Routes and Sections

1. This Appendix must be read in conjunction with all applicable Appendices.

Routes

2. A Road Rally Route is the Route provided by the Organisers and conforming with the NCR.

3. The only route information that may be given out before the Competitors’ due start time will be information regarding Quiet Zones, Black Spots, Rejoin Points and Neutral Sections. Exceptionally for Road, Targa or Historic Road Rallies, and only if the Official Documents Permit, other route information may be given in advance for those parts of the route that take place between the hours of 07.00 and 22.00.

4. The location of all Stop and Give Way junctions along the route must be issued to Competitors along with clear instructions as how they must treat them (Art.6 below).

5. Organisers must identify any other junction at which Competitors are required to stop.

6. Competitors must stop before entering any road protected by a Stop junction or a Give Way junction where any part of the Event is held between 22.00 and 07.00 hrs. Failure to comply will be penalised by Disqualification from the Event.

7. Exceptionally and only with the specific permission of the RLO, Give Way signs in Quiet Zones may be negotiated according to the Highway Code. All such junctions must be advised to Competitors in advance.

8. Only 1:50,000 scale OS maps may be used.

9. The only information that can be added to the OS map as sold is:
   a. Highlighting numbers, words and legends printed on the map within the confines of the outer printed grid numbers.
   b. Highlighting and repeating grid lines and numbers and marking adjacent map numbers outside the of the outer printed grid numbers.
   c. Information provided by the Organisers of the Event.

10. The onus of following the correct route rests with the Competitor who must visit Controls and Checks in the order set out in the Time Card or Route Card unless otherwise specified.

11. Any Control (App.5) is deemed to extend for 50m around the actual point at which Officials are making their records unless clearly visible signs are displayed to define a different area.

12. The direction of approach to a Control or Check will be specified by the route information. Approaching a manned control from any other direction or visiting a Control or Check more than once will involve a Penalty (App.7 and App.8).

13. No private road must be used by Competitors unless specific permission to do so has been given by the Organisers.

14. Quiet Zones:
   a. Any Quiet Zone in a Standard or Regularity Section must be monitored by a Driving Standards Observer.
   b. The end of a Quiet Zone must be indicated by an end of QZ Board.
Sections
15. The following terminology and restrictions apply to all Road Rally Sections and no other title or description will be valid.
16. No Section will have a Flying Finish Time Control.
17. No Section will have any award for Competitors who equal or improve upon the Section time schedule or record the fastest times or least penalties on any Section.
18. At the start of any Section or Special Test held in whole or in part on private property the Organisers must provide a Medium Spill Kit.

Standard Sections
19. A Standard Section may not use the same stretch of road more than once nor include any intermediate Time Controls. Where a Standard Section is timed to the second it must not:
   a. Pass through any area that has more than 20 occupied dwellings within 300m radius of the route unless written agreement is given by all the householders within that area and the ASN has given its permission.
   b. Join or cross any A-class road except where there is a manned control at which Competitors must stop at the junction.
   c. Start on or use an A-class road for more than 200m continuously.
   d. Start the first car before 23.59hrs and the last car including any lateness must finish 1/2 hour before sunrise.
   e. Include any area or point where Competitors are required to observe special restrictions as to their driving behaviour except for observing signs warning of natural hazards. Quiet Zones or other restrictions are specifically forbidden.
20. Organisers may erect signs warning of natural hazards but they must be removed after the Events.
21. Standard Sections must not include any road with a 30 or 40mph limit without the express permission of the RLO.
22. Standard Sections must not require Competitors to average more than 30mph.
23. If timed to less than a minute then Standard Sections must not include more than 250m of private property other than Footpaths and Bridleways and Restricted Byways for which approval has been granted by the landowner and the Highway Authority where appropriate.

Neutral Sections
24. A Neutral Section must be used to take Competitors through a PR-sensitive or densely populated area.
25. Must be completed by Competitors without the use of auxiliary lighting except as permitted by law in conditions of poor visibility. Organisers must remind Competitors of this requirement in their Official Documents.
26. Neutral Sections must not:
   a. Be timed to less than one minute.
   b. Permit Competitors to make up time on the public road.
   c. Have any lateness Penalty applied except for Maximum Lateness.
   d. Have an average speed of more than 20mph except on M, A or B class roads.

Regularity Sections
27. The locations of the Start and Finish of Regularity Sections must be given to Competitors in advance.

2025 National Competition Rules Chapter 13 Appendix 4 Road Events – Routes and Sections
28. Each Regularity Section must contain at least one Intermediate Time Control the location of which must not be given to Competitors in advance.

29. Competitors must be advised in writing before entering such a section whether they are required to stop at Intermediate Time Controls which should be identified by a control board.

30. Adherence to the time schedule in a Regularity Section will be assessed by comparing the time of arrival at any Intermediate Time Control or the Finish Time Control with the time of arrival at the immediate preceding Time Control. Timing whether or not the Vehicle is required to stop will be at the moment of the Vehicle entering the relevant Time Control area.

31. Penalties must be specified in the Official Documents and must be imposed for stopping within sight of but outside the control area of any Intermediate Time Control and the Finish Time Control.

32. Competitors should not be required to maintain an average speed in excess of 30mph.

33. May only be included in the following rallies as defined by Permit:
   a. Historic Road
   b. Endurance Road
   c. Targa Road
   d. Navigation
   e. Veteran
   f. Vintage
   g. Economy.

34. Consistency Tests may only be run under a Historic Road Rally Permit and at a Venue with a current ASN Track Licence. Written ASN approval must be obtained before the Events for all Consistency Tests by submitting detailed diagrams and written explanations of their format and finishing procedures.

Transport Sections
35. A Transport Section is used to transport Competitors between other types of section where the route is not PR sensitive or densely populated.

36. These Sections must not be timed to less than one minute nor less than four miles in length and must not have any lateness penalty applied other than for maximum lateness.
   a. They must comply with App. 5 Art.46 and breach of this Regulation will be penalised in accordance with App. 7 (I).

37. If using roads where a 30mph or 40mph limit is in force then a lower average speed must be imposed depending on the proportion of restricted roads in the Section.

Special Tests
38. Written ASN approval for any Special Tests must be obtained before the Events by submitting detailed diagrams including all roads on the test venue, distances between manoeuvres, overhead images of the land being used, written details of the terrain being used and WhatThreeWords locations for the Test Start and Test Finish in addition to explanations of their format and finishing procedures before the Event.

39. These tests must be designed so that no Competitor can be expected to exceed an average speed of 30mph or 40mph for Endurance Road Rallies.

40. No benefit must accrue to any Competitor who exceeds this speed.
41. Test finishes must be arranged so that there can be no possibility of a Competitor completing a test whilst a previous Competitor blocks the Finish.

42. Flying Finishes are not permitted. Stop lines must be clearly defined on route instructions and with stop boards on the test. The board must have minimum dimensions of 76cm x 61cm.

43. Vehicles must comply with the relevant Technical Regulations appropriate to the type and or class of Vehicle (App. 15).

44. Passengers may not be carried in the rear seats of open Vehicles.

45. Rallies with Special Tests may not permit Vehicles of commercial type such as vans / pickups.

46. Tests must be designed and laid out to ensure Vehicles are not able to be driven towards each other. See the Club Toolkit for further guidance on this.
CHAPTER 13 RALLY

APPENDIX 5

Road Events - Controls and Timing Including Results

1. This Appendix must be read in conjunction with all applicable Appendices.

Controls Documentation

2. All documentation issued by the Organisers have the same force as the Official Documents. Along with the requirements of Chapter 3 Art.30 the Route Card or Time Card must specify the following:
   a. A description of each section (Standard Neutral Transport Regularity etc).
   b. The time allowed to traverse the route between each time Control and all the information necessary to enable Competitors to comply with the average speed limits applicable to the entire Route including those provided by the Official Documents.
   c. What information the Organisers require to be recorded by Competitors and the location of Controls (but not Route Check recorded by Competitors and the location of Controls (but not Route Checks) at which these records will be made.
   d. The location of check points established by the Organisers to observe Competitor maintenance of a set speed and / or time schedule and / or Route will not be disclosed but Competitors must be notified in the Official Documents of the fact of such check points being deployed so as to enable compliance.
   e. Which checks will be manned by Officials except checks established in accordance with c. above.
   f. Which portions of the route will be timed to less than one minute.
   g. Any ‘out of bounds’ areas to be respected.
   h. The areas where the Organisers require Competitors to observe special driving restrictions (ie Quiet Zones).
   i. The order in which Controls and Checks must be visited.
   j. Controls checks and test sites must open at least 15 minutes before the due time of arrival of the first Vehicle and close 30 minutes after the due time of arrival of the last Vehicle unless the Official Documents specify otherwise.

3. The Official Documents will specify what penalties will be applied for stopping within sight of any Control and for early or late arrival at any Control on a Regularity Section.

4. Timing related penalties are provided at App.7 for Road Scheduled Time Events and at App.8 for Road Target Timed Events. Organisers acting through the relevant Judicial body may also apply penalties pursuant to Chapters 2 -5 of the NCR.

5. If at any Control or Check due to be operated by Officials the Officials are not present during the whole period when the Competitors may report then all performances at that point will be ignored in compiling the results except where the Check Control is operated by an appointed Judge of Fact or DSO when Check Control may operated on a random basis.

6. All performances will be ignored if a Control or Check is not sited at the location specified in Official Documents.
7. The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place rests with the Competitor.

8. Should any entry on a Time Card not be legible or not appear authentic it can be considered not to have been made.

9. Organisers must refer to Marshals’ check sheets in case of doubt.

10. If there is a discrepancy between the time allowance shown by the Organisers on a Time Card and that shown on any other document then the Time Card value will be taken to be correct unless previously amended in an official bulletin.

11. It is an offence for any Competitor to continue in an Event until the information required to achieve conformity with the Event time / speed schedule is provided by the Organisers in Official Documents.

Types of Control or Route Check

12. An unmanned Check to prove a Competitor’s adherence to the correct route.

13. Proof of passage will entail the Competitor recording the symbols from a Code Board that must be placed facing oncoming Rally Vehicles.

14. The Code Board will be not less than 315 sq cm and will show not more than five black numbers or letters (or a combination of both up to a maximum of seven) and be the right way up on a contrasting background.

15. The size of the letters and numbers will be not less than 79mm with a minimum of 12mm stroke width.

Passage Control

16. A manned Control established to prove a Competitor’s adherence to the correct route.

17. It cannot be located less than 500m from any other manned Control.

18. The only information permitted to be recorded is the Marshal’s signature or stamp and the authentication of the records held by the Competitor.

Time Control

19. A manned Control established to record the time of a Competitor who must come to a stop for the purpose.

20. It can additionally record the direction of approach and departure of the Competitor.

21. The only other information permitted to be recorded by the Marshal is the authentication of the records held by the Competitor.

22. These records to be valid must be signed by the Marshal with the Competitor not being required to make any entry on the Time Card.

Main Time Control

23. Organisers may designate certain Time Controls (Arts.19 – 22 above) such as Start Controls and Restart Controls as Main Time Controls (MTCs).

24. Competitors failing to visit or reporting outside their Maximum Lateness at MTCs will be considered to have retired.

25. Early or late arrival or departure will be penalised in accordance with App.7.e or f.

26. An example of all Official Boards must be on display at documentation for the Event.
Timing

27. All Sections must be timed according to the requirements of Scheduled Time by watches that read to correct GMT / BST time of day.

Stop / Go Control

28. A manned Control where Competitors are required to stop in line with at least a pair of course markers. Crews must not be held they should stop and then be immediately ‘released’ by the Marshal when safe to do so.

TIMING

Definitions for Scheduled Timing

29. Standard Time is the time of day a notional Competitor number zero would be due at any Control or Check.

30. Scheduled Time is the actual time of day each Competitor is required to be at any specific point.

31. Scheduled Time can be calculated for any point by taking a Competitor’s Competition Number multiplying by the time interval between Competitors at the start and adding the result to the standard time at that point.

32. Delay Allowance is an allowance free of Penalty granted to specific Competitors following a delay under the instructions of an authorised Official of the Event. Any Delay Allowance must be recorded in writing on the Competitor’s Time Card by that Official.

33. Due Time is the time a Competitor is due at any Control or Check inclusive of any previous lateness.

34. Penalised Time is the difference between Due Time and an earlier or later arrival time.

35. Penalty Free Lateness allows a Competitor late at one Control to be an equivalent amount late at a succeeding Control without incurring further Penalty.

36. Outside Total Lateness (OTL) is the point where a Competitor is considered not to have visited a Control or Check being more than 30 minutes past the Scheduled Time (including any Delay Allowance) unless the Official Documents specify a different period.

37. The time of arrival at or departure from a Control other than intermediate and final Controls of Regularity Sections (where App.4 Arts. 27 – 34 apply) will be the time at which the Time Card is presented by the Competitor concerned providing all crew members and Vehicles are within the Control area.

38. Exceptions to Art. 37 above are:

a. In the Event of a competing Vehicle obstructing other Competitors through being halted or unduly slowed down near a Control the Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.

b. In the Event of a Competitor presenting a Time Card to Officials at a time when the Vehicle is outside the Control area the Officials have discretion as to whether or not to make a record on the Time Card.

39. The onus of presenting the Time Card rests with the Competitor.

40. The time of reporting at Controls will be recorded to the preceding whole minute when penalties are imposed per minute (for example nine minutes 59 seconds will be recorded as nine minutes.)

41. When a Penalty is imposed for timekeeping error of less than one minute the time will be recorded to the preceding second.

42. Where a Control at the end of a Section timed to the second also forms the start of a Section timed to the minute the time of departure will be considered as being the same as arrival but ignoring any seconds.
43. The **Organisers** can require any **Competitor** who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a **Control** or official halt.

44. **Competitors** may themselves reduce lateness without **Penalty** in the following ways providing the **Section** is not defined as Neutral and unless either forbidden to do so by the **Official Documents** or if by so doing they commit a breach of **Art.46** below:

   a. By reporting at any **Control** following one at which a penalty was applied for lateness at any time not earlier than Scheduled Time.

   b. By missing a **Control** or **Controls**. The **Competitor** will be penalised in accordance with **App.7 (a)** or (b) for every Control missed. On rejoining the route at a **Control** at the end of **Standard Section** the **Competitor** will be permitted to restart without further **Penalty** at any time between their original **Scheduled Time** and their **Maximum Permitted Lateness** in relation to their original **Scheduled Time**. If the rejoining **Control** is at the end of a **Neutral Section** and the **Competitor** has missed the **Control** at the beginning of a **Neutral Section** they will only be permitted to restart without further **Penalty** at their official corrected time based on the time of arrival at the last **Control** visited within **Maximum Lateness**.

   c. If the need arises for an **Organiser** to extend **Maximum Permitted Lateness** this can only be done at a point on the route at which **Competitors** are required to report to avoid **Disqualification**. **Maximum Permitted Lateness** can then only be extended for the following part of the route and cannot be applied retrospectively for earlier **Sections**.

These provisions are subject to standard condition 4 of the **Motor Vehicles (Competitions and Trials) Regulations** where applicable.

45. No **Penalty Free Lateness** or official delay allowance that has been either reduced or foregone as permitted by **Art.43 above** can be reclaimed by this does not exclude fresh claims based on new circumstances.

46. A **Competitor** found to have traversed a distance greater than four miles between two consecutive time **Controls** in less than three-quarters of the time specified by the official time schedule will be penalised in accordance with **App.7 (l)**. In calculating the penalty any fraction of minute will be ignored. The 3/4 rule does not apply to sections of less than 8 minutes scheduled duration.

This **Regulation** does not preclude the **Organisers** providing specific sections for time recovery. For example:

   a. In a nine-minute section a **Penalty** is imposed if a **Competitor** completes a **Section** in less than six minutes.

   b. In a 10-minute section – seven minutes.

   c. In an 11-minute section – eight minutes.

   d. In a 12-minute section – nine minutes.

47. Times will be recorded to whole minutes unless the **Official Documents** state otherwise.

48. Any portions of the **Event** to be timed to seconds will be clearly indicated in the **Route** or **Time Cards**.

49. Any timing to less than one minute will be recorded on equipment as detailed in **App.2 Arts.32 – 36**.

50. **Competitors** will be timed by the official timepieces in the charge of **Officials** unless the **Official Documents** state that watches carried by the **Competitors** can be used.

51. If **Competitor**’s own watches are used they must be of a size and type to enable the dial to be read clearly and must be sealed.

52. The requirements for sealing watches must be stated in the **Official Documents**.
53. The Organisers may reject any watch that cannot be satisfactorily sealed or read.

54. If any sealed watch varies from Official Time by more than one minute the Competitor concerned will be timed by official clocks from then on unless the Official Documents make provision for the replacement or re-setting of the watch concerned.

Results

55. To be classified as a finisher the Competitor must report to all Main Time Controls and unless otherwise stated in the Official Documents at least two-thirds of the Controls listed in the Route Card or Time Card.

56. The Competitor must report to the final Control if that is not an MTC and within the Maximum Lateness specified and with the same crew in the same Vehicle in which that crew started.

57. Competitors at the conclusion of their Competition must sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property or alternatively give details of any such incident. Non-compliance will be penalised by Disqualification and must be reported to the ASN for further disciplinary action.

58. Competitors who retire will be required to submit a form to the Event Secretary within 72 hours of the Event. Failure to return a form may result in a fine of up to the relevant maximum permitted under the NCR from time to time.

59. For the purposes of considering Disqualification, Vehicle damage will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens windows lamps and bumpers) above the horizontal plane at the wheel centre.

60. Competitors will start with zero fails and/or marks. Classification will be made from Competitors who have incurred the least number of fails.

61. Competitors who have incurred an equal number of fails will be classified by reference to total marks lost.

62. In the Event of a tie the Competitor who has completed the greater portion of the Competition from the Start including Tests (if any) without Penalty (or if both incurred Penalty at the same point then with the lesser Penalty) will be judged the winner unless another method of resolving ties is specified in the Official Documents.
CHAPTER 13 RALLY

APPENDIX 6

Exemption of Permit Events
1. This Appendix must be read in conjunction with all applicable Appendices.
2. This Appendix applies to all of:
   a. Road Safety Events and
   b. Treasure Hunts and
   c. Veteran Car Rallies (or Runs)
   d. Economy Runs.

Road Safety Events
3. Must comply with the following:
   a. They must not have a route which exceeds 150 miles on the Public Highway except in special circumstances.
   b. The marking system on the road section must only be in respect of observance of the law or the Highway Code.
   c. They must not have any timing on the road sections other than that necessary to determine the duration of the Competition.
   d. If any Tests of driving ability are included they must not exceed 100m in length.
   e. If timed Tests are included the speed of the Vehicles must not be the sole determining factor and at least an equal number of untimed Tests must also be included.
   f. All tests whether timed or untimed must include an element of maneuvering skill or judgement on the part of the Driver in addition to testing the capabilities of the Vehicle.
   g. The title of the Event must clearly indicate its connection with road safety.

Treasure Hunts
4. Must comply with the following:
   a. No merit must attach to being the first to arrive at the Finish or at any other point.
   b. Competitors must not be required to arrive at any point other than the Finish at or by a specific time.
   c. Where an overall time limit is set for the Event it must be possible to win without exceeding an average speed of 10mph from Start to Finish.
   d. Competitors must not be required to travel more than 100 miles on a highway or to perform any task or solve any problem that is likely to inconvenience or offend anyone not taking part in the Event.

Veteran Car Rallies (or Runs)
5. These must comply with the following:
   a. If they are run in accordance with b. and d. below it will be exempt from the PR requirements of App.19 and Public Relations work need only be undertaken by prominent advertising in the area of the route.
   b. They must allow Competitors to set their own average speeds subject to a maximum average of 24mph between Start and Finish (or Rest Halt).
c. They must have no intermediate timing points between the Start and Finish (or Rest Halt) and must have only passage controls along their route.

d. Competitors’ route instructions should be given in the form of descriptive notes only.

Economy Runs

6. If held on or using private land Economy Runs must obtain ASN prior written permission before any public announcement is made.
## CHAPTER 13 RALLY

### APPENDIX 7

Road Scheduled Time Events

### Penalties

**Summary of Penalties to be Applied on Scheduled Timed Events**

1. Performance will be assessed in one of the methods listed, either by time **Penalty** or by the ’fails’ system. The **Official Documents** must specify which system is to be used.

2. *These penalties may be increased by the **Official Documents**; they may not be reduced.

3. **The penalty may be increased if stated in the **Official Documents**.

4. The items in italics may not be varied by the **Rally Organisers**.

<table>
<thead>
<tr>
<th>(a) Not reporting or reporting <strong>OTL</strong> at a <strong>Main Time Control</strong></th>
<th>Time</th>
<th>Fails</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>(b)</em> Not reporting or reporting <strong>OTL</strong> at any other <strong>Time Control</strong></td>
<td>30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td><em>(c)</em> Not complying with the <strong>Route Card</strong> including visiting a <strong>Control</strong> more than once</td>
<td>15 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td><em>(d)</em> Not reporting at <strong>Passage Control</strong> or providing proof of visiting a <strong>Route Check</strong></td>
<td>5 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td><em>(e)</em> Arrival before scheduled time at the end of a <strong>Standard Section</strong></td>
<td>2 minutes per minute</td>
<td></td>
</tr>
<tr>
<td><em>(f)</em> Arrival after due time at the end of a <strong>Standard Section</strong></td>
<td>1 minute per minute</td>
<td></td>
</tr>
<tr>
<td><em>(g)</em> Arrival before due time at the end of a <strong>Neutral Section</strong></td>
<td>30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td><em>(h)</em> Arrival before due time at an <strong>Intermediate Control</strong> or <strong>Finish Control</strong> of a <strong>Regularity Section</strong></td>
<td>Actual time early</td>
<td></td>
</tr>
<tr>
<td><em>(j)</em> Arrival after due time at an intermediate control or finish control of a Regularity Section. Exceptionally at a single intermediate or finish control of a Regularity Section held between 07.00 and 22.00hrs this penalty may be reduced.</td>
<td>Actual time late</td>
<td></td>
</tr>
<tr>
<td><em>(k)</em> Breach of any statutory requirement concerning the use of a motor vehicle</td>
<td>30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td><em>(l)</em> Contravention of <strong>App.5 Art.46</strong> <strong>First Offence</strong></td>
<td>30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td><em>Second Offence</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(m)</em> Excessive speed or driving likely to bring motor sport into disrepute</td>
<td><strong>Disqualified</strong></td>
<td></td>
</tr>
<tr>
<td><em>(n)</em> Excessive <strong>Noise</strong></td>
<td><strong>Disqualified</strong></td>
<td></td>
</tr>
<tr>
<td><em>(o)</em> Receiving assistance contrary to <strong>App.3 Art.13 (d)</strong></td>
<td><strong>Disqualified</strong></td>
<td></td>
</tr>
<tr>
<td><em>(p)</em> Breach of <strong>App.3 Art.13.c</strong> (intercoms); <strong>App.15 Art.43</strong> (Registration Plates)</td>
<td><strong>Disqualified</strong></td>
<td></td>
</tr>
<tr>
<td><em>(q)</em> Breach of <strong>App.4 Arts.6 – 9 inclusive; App.5 Arts.56 and 58; App.9 Arts.15 - 20</strong></td>
<td><strong>Disqualified</strong></td>
<td></td>
</tr>
</tbody>
</table>
Penalties left to the discretion of the Clerk of the Course which may go as far as Disqualification.

a. Failure to follow the instructions of an Official.

b. Further breaches of (k).

c. Breaches of Regulations referred to in Chapter 2.
CHAPTER 13 RALLY

APPENDIX 8

Target Timed Events

Penalties

Summary of Penalties to be Applied on Target Timed Events

1. Competitors will start with zero penalties.
2. *The Supplementary Regulations must state positively whether the Penalty for lateness is to be applied. If not stated any such lateness will be penalty-free.
3. Performance will be assessed as follows:

<table>
<thead>
<tr>
<th>Event Description</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) (i) Not reporting or reporting OTL at a Control; Multi-Venue Stage Rallies</td>
<td>Retired 15 Minutes plus stage maximum per stage</td>
</tr>
<tr>
<td>Or Not completing or missing a Stage</td>
<td></td>
</tr>
<tr>
<td>(ii) Single Venue Stage Rallies (inc Rally Timed Trials)</td>
<td>30 minutes per stage or MTC/TC</td>
</tr>
<tr>
<td>(b) Not complying with a requirement of the Road Book</td>
<td>10 minutes</td>
</tr>
<tr>
<td>(c) Not performing a Stage correctly</td>
<td>Stage maximum</td>
</tr>
</tbody>
</table>
| (d) Not attempting or being ready to attempt a stage when instructed to do so     | 1st Offence - 10 minutes
|                                                                                  | 2nd Offence - Disqualification                                           |
| (e) Making a false start at a Special Stage                                       | 1st Offence – 10 seconds (plus actual false start time) 2nd Offence - 1 minute
|                                                                                  | 3rd Offence – 3 minutes Further Offences – at the Clerk of the Course’ discretion |
| (f) (i) Every second taken to complete a Special Stage where timing is to the    | 1 second                                                                |
| preceding whole second                                                           |                                                                         |
| (f) (ii) Every second and 10th of a second taken to complete a Special Stage      | 1 second and 10th of a second                                           |
| where timing is to the preceding whole 10th of a second                           |                                                                         |
| (g) For each minute under target time on a road Section or in a service area      | 1 minute                                                                |
| *(h) Only if specifically mentioned in the Official Documents, for each minute    | 10 seconds                                                              |
| over target time on a road Section or for each minute over Target Time in a      |                                                                         |
| service area                                                                      |                                                                         |
| (i) For each minute before or after due time at Main Time Control (out)           | 10 seconds                                                              |
| (k) Breach of any statutory requirement concerning the use of a motor vehicle     | 10 minutes                                                              |
| (l) Excessive speed or driving likely to bring motor sport into disrepute         | 10 minutes                                                              |
| (m) Excessive Noise                                                               | Disqualification & reported to the ASN                                  |
| (n) Receiving assistance contrary to App.18 Arts.4 - 14                           |                                                                         |
| (o) Breach of App.18 Art.3, Art.7 and Art.8.                                     | 10 minutes                                                              |
| (p) Breach of Regulations: App.9 Arts.18 - 23, App.5 Art.57, App.10 Art.8, Art.9,| Disqualification                                                      |
| Arts.12 – 16, Arts.28 – 39.                                                       |                                                                         |
| (q) Unauthorised use or possession of Pace Notes (App.10 Arts.46 - 47) or        | Disqualification & reported to the ASN                                  |
| unauthorised presence on a Stage (App.9 Art.7)                                    |                                                                         |
| (r) Failure to comply with App.10 Art.17 - 27                                     | Disqualification & reported to the ASN                                  |
| (s) Breach of Regulations: App.2 Art.73 or App.10 Art.34                          | Disqualification                                                        |
| (t) Breach of Regulation: App.18 Art.10                                           | Disqualification & reported to the ASN                                  |
Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification (Chapter 5 App 5 Arts.6 - 10).

(aa) Failure to follow the instructions of an official.
(bb) Further breaches of (b), (c), (d), (e), (k), (l), (m) or (n).
(cc) Repeated misbehaviour of service crew.
(dd) Reporting late for Scrutineering.
(ee) Misuse of SOS and/or OK boards.
(ff) Unauthorised testing or practicing (App.12 Art.29).
(gg) Causing an obstruction (App.2 Art.95).
(hh) Breaches of Regulations detailed in Chapter 2.
(ii) Failure to comply with control check-in procedures.
CHAPTER 13 RALLY

APPENDIX 9

Competitors Regulations including Licensing

1. This Appendix must be read in conjunction with all Applicable Appendices and NCR Chapters 1 and 2 and 6 to 9 and 24.

2. Competing Vehicles must comply with the appropriate Technical Regulations at Chapter 7 and Apps.15 – 17 of this Chapter.

3. Commercial Vehicles are not permitted in rallies except in accordance with Chapter 7 and where the time schedule is set to a lower average speed of 25mph compliant with MV(C&T)R.

4. Competitors and Vehicles must report for the Start and for scrutineering at the times stated in the Official Documents or risk being disqualified or forfeiting their starting position.

5. At Event Sign-On, Entrants, Drivers and Co-Driver or Navigators must produce for approval their Competition Licence and / or Club Membership Card and the name and address of their insurers covering any part of the Event on the Public Highway and an Entrants Licence.

6. Competitors on Historic Road Rallies must also present the DVLA registration document of their Vehicle as proof of its period authenticity. If the registration document is not sufficient verification then written authorisation from the ASN (or an ASN / FIA identity form) must be presented.

7. Any Competition Licence holder who Permits the unauthorised presence at any time of any Vehicle on a known or former Special Stage or on private property including land owned or managed by any of the Defence Infrastructure Organisation or Natural Resources Wales or Forestry and Land Scotland or the Forestry England or DAERA Forest Service NI will be Disqualified from any related Event and referred to the ASN National Court.

Necessary Licences

8. A Competitor must hold a current valid RTA licence appropriate to their vehicle on an Event.

9. Both Driver and Co-Driver or Navigator must hold and produce a valid Competition Licence for those rallies specified in the ASN Chart of Minimum Acceptable Licences as requiring a Competition Licence.

10. Exceptionally and for Clubmans Historic Road Rallies only Competitors who are not eligible to apply for an ASN Competition Licence may obtain an Historic Regularity Competitors Permit which use and validity is limited solely to that Rally.

11. Competitors must hold and produce a valid Club Membership Card for all Events of Interclub status or less.

12. If the Entrant is neither the Driver, Co-Driver or Navigator then they must hold and produce a valid Entrant’s Licence (See ASN Chart of Minimum Acceptable Entrant’s Licences).

13. To upgrade a Competition Licence refer to Chapter 6 or the notes accompanying the Licence application form.

Minimum Ages

14. Drivers must be at least 17 years old and hold a full RTA Licence for all Rallies.

15. Navigators (non-Drivers) on Rallies without Special Stages must be at least 12 years old and must be 16 years old on rallies with Special Stages.

2025 National Competition Rules Chapter 13 Appendix 9 Competitors Regulations including Licensing
16. Subject to Art.17 below no person under 16 years of age may be carried in a competing Vehicle during a Rally with Special Stages.

17. Exceptionally for Single Venue Stage Rallies taking place on a Venue that is currently or was previously a licensed Race or Speed or Kart Circuit or any airfield type Venue (disused or not) the minimum age for the Navigator is 14 years of age.

The Crew

18. Those people occupying any Vehicle will be collectively referred to as its crew.

19. Each Vehicle must carry at least one Passenger (as Navigator or Co-Driver) as well as the Driver.

20. Except in accordance with official approval or instructions the persons carried at the start must not be varied during the Event.

21. Only the nominated Driver and Co-Driver listed on the Official entry form can drive during a Competition unless the Official Documents specify otherwise.

22. No-one is allowed to travel in a competing Vehicle other than in an appropriate seat correctly fitted.

23. No competing Vehicle can carry more than one physically disabled person and whose participation must be authorised pursuant to Chapter 6.

Competition Numbers

24. Any means of identification fixed to a competing Vehicle for the Competition must be removed when the Competitor retires or is Disqualified from or completes the Event.

25. On Road Rallies the rally plates (if required by the Organisers) must be displayed at the front or rear of the Vehicle and on or just below the rear nearside window.

26. For Endurance Road and Targa Road Rallies rally plates must be displayed at the front or rear of the Vehicle and 2 x numbers for each rear side window which shall be 15cm high with a stroke width of at least 15mm coloured orange or yellow and may be reflective. These numbers shall be in place at the top of the rear side windows (or equivalent space on two-seater Vehicles).

27. On Special Stage Rallies the Organisers will specify in the Official Documents how Competitors must display their allocated Competition Number as follows:

   a. In accordance with Chapter 7 together with,

   b. Competition Numbers for each rear side window (or equivalent area on smaller Vehicles) which shall be 250mm high with a stroke width of at least 31.5mm and a minimum separation of not less than 31.5mm and coloured yellow or orange and which may be reflective.

   c. Further in the bottom of the rear screen (or equivalent space on two-seater cars) the Competition Number shall be displayed black numbers on a 180mm x 180mm white background. This number must be visible from the rear of the Vehicle at eye level but must not impede the rear view via the rear view mirror. Where a National Event follows an International Status Event they may use the International style numbering.

28. The numbers must be in position before the Vehicle is presented for scrutineering and will be subject to approval as to the position and legibility and size.

29. The Timekeepers may decline to record the time of any Vehicle whose Competition numbers are not readily
30. On Multi-Venue Stage Rallies rally plates must be displayed at the front and rear of the Vehicle.

31. On Single Venue Stage Rallies front and rear plates are at the Organisers discretion.
CHAPTER 13 RALLY

APPENDIX 10

Competitors Specific Regulations for Special Stage Rallies

1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter.

2. This Appendix covers the following defined categories of Event.

Special Stage Rally

3. A Rally containing Special Stages joined by linking sections that may use the Public Highway.

Special Stage

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

Single Venue Stage Rally

5. A Special Stage Rally which uses parts of stages more than four times during any day of the Event.

Historic Special Stage Rally

6. As Art.3 and 5 above but participation is limited to Vehicles complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.

Rally Time Trial

7. A Single Venue Stage Rally run over a Stage not greater than 4 miles in length

Applicable to All Special Stage Rallies

8. Competitors and associated service vehicles and personnel may only fit or use radio transceiving equipment and frequencies that are licensed according to Regulations issued by Ofcom.

9. Competitors and associated service vehicles and personnel must not use or carry any radio transmitting device that operates on or interferes with the ASN licensed Frequencies.

10. Contravention of Arts. 8 and 9 above will be penalised by Disqualification

11. Competitors must present at scrutineering a valid ASN Competition Car Log Book / Vehicle Passport obtainable from ASN Scrutineers by appointment.

12. In conjunction with scrutiny of the Vehicle Drivers’ and Co- Drivers’ crash helmets, FHR Devices and overalls must be produced for approval.

13. All crew members must wear a crash helmet bearing an ASN approval sticker and a safety belt throughout any Special Stage.

14. The crew must wear flame resistant overalls homologated to FIA 8856-2000 FIA 8856-2018 or FIA 1986 Standard and balaclavas to FIA 8856-2000 or FIA 8856-2018 Standard. Competitors are also strongly advised to wear Flame Resistant shoes, gloves, socks and underwear. Attention is drawn to Chapter. 9 in relation to
Competitor PPE.

15. The crew must wear FIA approved FHR Devices fitted in accordance with App.9.

16. Competitors are strongly recommended to carry a First Aid Kit.

17. Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm) with means to secure the board on display for oncoming Competitors.

18. In the case of an incident where urgent medical attention is required the red SOS sign must be displayed as quickly as possible to alert following Vehicles and aid any aircraft attempting to assist. Where present the crew must operate the SOS function on the Tracking Console.

19. Any crew that sees a red SOS sign displayed on a Vehicle or sees a major accident where both crew members are inside the Vehicle but not displaying the SOS sign must immediately and without exception stop to give assistance. Where present the crew must operate the SOS function on the Tracking Console in their own Vehicle and that of the crashed Vehicle where accessible.

20. All following Vehicles must also stop and the second Vehicle arriving at the scene must inform the next radio point.

21. Subsequent Vehicles must leave a clear route for emergency vehicles.

22. The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.

23. Any crew which is able to but fails to comply with Arts. 18 – 22 above may be Disqualified following a Judicial Hearing and reported to the ASN in accordance with but pursuant to the Judicial procedures provided by Chapter 2.

24. In the case of an incident where medical intervention is not required the OK sign must be clearly shown to following Vehicles and to any aircraft attempting to assist. If the crew leave the vehicle the OK sign must be left clearly visible to other Competitors. Where present the crew must operate the OK function button on the Tracking Console.

25. The Emergency Red Warning Triangle must be placed at least 100m down the stage appropriate to the approaching speed of following Competitors to provide a visible advanced warning.

26. Any crew failing to comply with Art. 24 above may be Disqualified following a Judicial Hearing and reported to the ASN in accordance with but pursuant to the Judicial procedures provided by Chapter 2.

27. Competitors who misuse the SOS or OK signs will be penalised in accordance with but pursuant to the Judicial procedures provided by Chapter 2 and may be reported to the ASN for further action.

28. Where a Tracking System is being used, a Competitor encountering a hazard other than described in Art. 19 above must operate the Hazard function on the Tracking Console and await further instructions from Officials.

29. Competitors who misuse the Hazard function may be Disqualified following a Judicial Hearing pursuant to Chapter 2 and reported to the ASN for further action.

30. A 'hazard' is defined as any situation or incident on a Special Stage which is considered to be creating a safety issue that affects the safe passage of Competitors through that Stage.

31. Competitors must conform to the Medical Requirements specified in Chapter 6.
32. All **Competitors** must comply with any instructions in the **Road Book** concerning stopping at road junctions and failure to comply will be penalised as provided at **App.8.b.** or **App.14.c.**

33. Crew members must not smoke during any stage.

34. During a **Special Stage** the prescribed route must be followed and all direction signs displayed are mandatory.

35. **Competitors** overshooting the **Stop line** at the end of any stage are forbidden to reverse back to the **Control**.

36. **Competitors** are forbidden to traverse any part of a **Special Stage** in the opposite direction to **Rally** traffic.

37. **Competitors** must not voluntarily leave the prescribed route of a **Special Stage** without the express permission of the **Stage Commander**.

38. On passing a **Red Signal** displayed by a **Marshal** wearing a **Marshals’ tabard** the crew MUST immediately and significantly reduce speed as well as being prepared to stop at any time.

39. At no time must a **Competitor** overtake any safety vehicle encountered on the **Special Stage** route. The crew must then follow the instructions of any **Marshals** and / or stage safety personnel and maintain a reduced non-competitive speed until leaving the **Special Stage**. Failure to comply with this rule may result in **Disqualification** following a **Judicial Hearing** and reported to the **ASN** in accordance with but pursuant to the Judicial procedures provided by **Chapter 2**.

40. **Competitors** must not continue until advised to do so by an **Official**.

41. **Competitors** may only attempt a **Special Stage** once.

42. Re-runs are not Permitted.

43. When manual timing is to be used for a **Special Stage** and following the **Stage Start Marshal’s** instruction that the **Competitor** is next to start the starting procedure is as follows:
   a. The **Marshal** should give a loud verbal indication of 30 seconds 15 seconds 10 seconds and 5 seconds to go and then count down orally each second 5-4-3-2-1-GO.
   b. Upon the signal **GO** a visual starting signal must be given which will normally be the raising of a flag from the bonnet (not the windscreen). Any other visual **Signal** to be used must be described in the **Event Official Documents**.

44. When automatic timing is used the **Official Documents** must detail the precise method which will be in operation with a clear description of the countdown method and the **Signal** to **GO**.

45. Making a false start will be penalised as per **App.8 Art.e** or **App.14 Art.f**.

46. If an automatic method of recording a false start is to be used the false start detector should be placed between 30cm and 40cm in front of the actual **Start Line** and the method of use and implementation must be described in the **Event Official Documents**. The timing system must be capable of recording the time that the car passes through the false start detector. These times must be made available to the **Organisers** with any **Competitors** recording a false start reported to the **Clerk of the Course** will be penalised as per **App.7 Art.e** or **App.8 Art.f**.

47. **Stages** where **Competitors** are required to start at intervals of less than one minute may dispense with the 30 seconds to go advance warning and this revised procedure must be advised in the **Official Documents**.

48. Any crew refusing to start a **Special Stage** at the time and in the position allocated will be penalised as per **App.14 Art.e** or **App.8 Art.d** which may be extended as far as **Disqualification** on the discretion of the **Clerk of the Course** in accordance with but pursuant to the **Judicial** procedures provided by **Chapter 2** whether the
Special Stage is run or not.

49. Unless specifically allowed by the Official Documents the use of or possession of Pace Notes or any other means of giving a Competitor advice relating to the traversing of a Special Stage on a Multi-Venue Stage Rally that has not been provided by the Organisers is forbidden. Minor annotations to supplied Subjective Route Notes are permitted but must not be rewritten into any other format. Contravention will be penalised in accordance with App.14 Art.r or App.8 Art.r.

50. On any Single Venue Stage Rally taking place on a Venue that is currently or was previously a licensed Race Speed or Kart Circuit or any airfield type Venue (disused or not) the use provision or possession of such information is prohibited and cannot be varied by the Official Documents except that:

a. This does not however preclude a crew from recording or annotating information during an Event on the route instructions issued by the Organisers for use later on in the same Event and

b. Neither does it preclude the use of Ordnance Survey maps of 1:25000 or 1:50000 scale along with others that are specified in the Official Documents as being necessary to complete the route but the only supplementary information that may be shown on the maps is information given by the Organisers (including route details).

51. Contravention of Art. 49 above will be penalised in accordance with App.7 Art.q or App.8 Art.r.
CHAPTER 13 RALLY

APPENDIX 11A

Specific Regulations for Special Stage Rallies

1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter in particular Appendix 1 and 2 and the ASN Stage Rally Safety Requirements as published on the ASN website www.motorsportuk.org of which all provisions are mandatory in the Organisation of Special Stage Rallies.

2. This Appendix comprising 11A and 11B for Single Venue Stage Rallies and Rally Time Trials covers the following defined categories of Event.

Special Stage Rally

3. A Rally containing Special Stages joined by linking sections that may use the Public Highway.

Special Stage

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

Single Venue Stage Rally

5. A Special Stage Rally which uses parts of stages more than four times during any day of the Event.

Historic Special Stage Rally

6. As above Arts. 3 and 5 but participation is limited to Vehicles complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.

7. Historic Vehicles in each of Categories 1, 2, 3 and 4 must compete in separate Classes with separate Class results and awards to give a clear distinction between the periods of Vehicles. Refer to Appendix 17 of this Chapter for the recommended classes.

Rally Time Trial

8. A Single Venue Stage Rally run over a Stage not greater than 4 miles in length.

Applicable Appendices

9. Appendix 12 applies in respect of Special Stage Routes and Controls.

10. Appendix 13 applies in respect of Special Stage Controls and Timing and Results.

11. Appendix 14 applies in respect of Scheduled Time Special Stage Event Penalties and Chapter 2 (Judicial).

12. Appendix 8 applies in respect of Target Timed Special Stage Event Penalties and Chapter 2 (Judicial).

13. Appendix 16 applies in respect of Special Stage Rally Cars.

14. Appendix 17 applies in respect of Technical Regulations for Historic Special Stage Rally Cars.

15. Appendix 18 applies in respect of Servicing and Organised Assistance.

2025 National Competition Rules Chapter 13 Appendix 11A Specific Regulations for Special Stage Rallies
16. **Appendix 20** applies in respect of medical and safety.

17. **Appendix 23** applies in respect of Drawings depicting.

18. **Chapter 2** applies generally in respect of **Judicial** and **Disciplinary** matters including **Protests** and **Appeals**.

19. **Chapters 3 to 5 inclusive** and **7 to 9 inclusive** apply to the extent applicable to this **Discipline**.

20. **Fees** and **Fines** are provided in **Chapter 1 App.2**.

21. Definitions are also provided in **Chapter 1 App.1**.
CHAPTER 13 RALLY

APPENDIX 11B

Specific Regulations for Single Venue Stage Rallies and Rally Time Trials

1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter in particular Appendix 1 and 2 and the ASN Stage Rally Safety Requirements as published on the ASN website www.motorsportuk.org of which all provisions are mandatory in the Organisation of Special Stage Rallies.

2. This Appendix 11B makes specific provisions for Single Venue Stage Rallies and Rally Time Trials.

Single Venue Stage Rallies

3. The Official Documents must state whether the Public Highway is being used or not.
4. No Stage route may be used more than twice.
5. For a Stage route to be recognised as different it must vary by at least 20% of the Stage route if run in the same direction or be reversed.
6. No part of a Stage may be used in any one direction more than 12 times during the Event.
7. A Co-Driver who has signed on must be carried in each competing Vehicle.
8. No practising is permitted.
9. Pace Notes or any other means of giving Competitors advice relating to traversing any Stage are prohibited except as provided by this Appendix 11B on a Single Venue Stage Rally taking place on a Venue that is currently or was previously a Race or Speed or Kart Circuit Licensed by the ASN or on any airfield type Venue whether in current use as an airfield or not.
10. By exception to Art. 9 above a crew is permitted during an Event to record or to annotate information on route instructions issued by the Organisers but solely for use later in the same Event.
11. By exception to Art. 9 above but subject to Art. 12 below Competitors are permitted to use Ordnance Survey maps of either 1:25000 or 1:50000 scale along with others that are specified in the Official Documents as being necessary to complete the Course.
12. The only supplementary information that may be shown on the maps referred to at Art.11 above is information given to Competitors in an Official Document by the Organisers including route details.
13. Any breach of Arts. 9 – 12 above shall result in Disqualification from the Event pursuant to the Judicial Procedures of Chapter 2 and referral to the ASN for consideration of further disciplinary action.
14. The Organisers must obtain written permission from the ASN in respect of any activity other than the Competition proposed to be held at the Event Venue to ensure that adequate insurance cover is provided.
15. PR work must be undertaken in accordance with App.19 of this Chapter irrespective of whether the Public Highway is to be used as part of any Event.
16. Fire Extinguishers must be available in any area defined as a Service Area and any area in which competing Vehicles are assembled awaiting their attempt at a Stage and at stop lines.
17. At Venues where spectators are encouraged to attend there must be a resident Spectator Safety Car equipped with a PA system and a radio on the frequency to be used on the Event.
Rally Time Trials

18. A Rally Time Trial is a Single Venue Special Stage Rally and must be run in accordance with the NCR as to Competitor eligibility and safety eligibility and Stage Rally Safety Requirements.

19. All Vehicles must comply with the Technical Regulations of Appendices 15, 16 and 17 as applicable.

20. The following specific provisions apply:
   a. No Passengers can be carried during either Practice or competitive runs UNLESS authorised by the ASN when a higher Permit Fee will be payable due to insurance considerations.
   b. The Course must not exceed a distance of 4 miles.
   c. The Clerk of the Course may authorise re-runs.
   d. Results need not be based on cumulative times but may be based on selective aggregate times (i.e. best 2 of 3 runs) or be purely on the best time achieved.
   e. The starting procedure must comply with that of a Stage but an arrival control is not required.
   f. Rally Time Trials are not valid for upgrading a Stage Rally Competition Licence.
CHAPTER 13 RALLY

APPENDIX 11C

Specific Regulations for Targa Road Rallies

1. Targa Road Rallies must comply with the following;
2. To be classified as a finisher a Competitor must report to all Main Time Controls and, unless otherwise stated in the Event Documents, attempt at least 75% of the tests listed in the Route Card or Time Card.
3. Not include any Standard Sections.
4. Regularity Sections may be included.
5. Classes to be set by Organisers.
6. No regular assistance organised in advance may be used by Competitors in Rallies defined in App.3 Arts.3 - 11 inclusive, except when permitted in the Event Official Documents for Targa Road Rallies taking place at a Single Venue.
7. Competitors are required to carry a First Aid Kit, high visibility vests or jackets, OK/SOS board, Spill Kit, warning triangle and for Events run during the hours of darkness a torch.
8. The use of in car cameras, is forbidden on any public road sections. Organisers may not sanction, encourage or facilitate the filming of Events taking part on the Public Highway. The use of in car cameras (fitting must be specifically approved by a Scrutineer) is allowed where Official Documents expressly permit this. A copy of any recording must be provided to the ASN if requested.
9. The Vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use Regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens). In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Chapter 7 all Vehicles competing in Road Rallies must comply with the appropriate part of the following: Body. Vehicles of commercial type, such as vans / pickups (Chapter 7 App.2 Art.76) are not permitted.
10. Be currently registered and taxed as a private car, unless specific Event regulations relax the requirement for taxation, by virtue of the entire Event taking place wholly on private property.
11. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.
12. Front seats may be improved or replaced.
13. The trim including the door cards and rear seat may be cut to allow the fitting of a safety cage.
14. If equipped with a non-standard fuel tank it must be separated from the Driver / Passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.
15. Full harness seat belts may be fitted.
16. Guards may be fitted beneath the Vehicle to provide protection from damage.

Engines and Transmissions

17. Vehicle engines must have:
a. A maximum of four cylinders.
b. A maximum of two carburettor chokes (two single or one double).
c. A maximum of one camshaft per bank of cylinders.

18. Engines with more than one camshaft per bank of cylinders may be used providing that:
   a. any replacement engine comprises a block and cylinder head from the same engine family.
   b. they were originally fitted with fuel injection, and;
   c. that fuel injection system complete with the inlet manifold and throttle body is retained unmodified except as permitted in Art.19.c.

19. It is permitted to make the following modifications to affect installation;
   a. alternative engine mountings, sump pan and exhaust manifolds are permitted;
   b. it is permitted to relocate ancillaries such as alternators and steering pumps.
   c. it is permitted to change the orientation of the otherwise unmodified inlet manifold.

20. For petrol engines under 1500cc and diesel engines under 2000cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified and other than the replacement of the air filter element.

21. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type.

22. A standard Wankel unit will be considered as three cylinders – twin Wankel units are prohibited.

23. Engines must comply with the silencing levels Chapter 5 App.8, Chapter 7 App.8 Arts.9 – 15 and App.1 Arts.27 – 34 of this Chapter and have induction air filter elements fitted that ensure the Vehicle complies with noise regulations Chapter 7 App.8 Arts.9 - 15.

24. The only type of manual transmission permitted is an H shift pattern. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the Vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific Vehicle model.

25. The number and location of the driven wheels must remain as original to the model of car.

Wheels and Tyres
26. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch. A maximum of six tyres can be used by a crew during an Event unless the Official Documents state otherwise.

27. Vehicles must be fitted with tyres that are always legal for use on the Public Highway.

28. Tyres must comply with Chapter 8 App.4 Art.15.

29. Vehicles must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted by Official Documents.

Electrical Systems
30. Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in Official Documents. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the Event.

31. Light pods are not permitted.
32. A headlamp must provide the main beam and dipped beam functions.
33. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of Vehicles built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.
34. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.
35. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.
36. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.
37. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the Event.
38. Vehicles must have all lights fitted and used according to motor Vehicle lighting regulations.
39. External navigational or Marshal lights are not permitted.
40. For Events taking place wholly between half an hour before sunrise and half an hour after sunset App.15 Art.5, Art.26, Art.27 and Art.35 do not apply. App.15 Art.38 is relaxed to permit advertising not exceeding 1250 sq cm in total. Also, it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer’s make or model, or the name of the Event, or a recognised Motor Club, or a registered national charity, provided that this does not affect the Driver’s view.

Miscellaneous
41. Vehicles may not use racing style numbers, nor have any advertising except for Event sponsor decals which must be incorporated within the Rally plate.
42. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Chapter 1 App.1 (Nomenclature and Definitions).
43. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present.
44. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.
CHAPTER 13 RALLY

APPENDIX 12

Special Stage Routes and Sections

1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter.

Documentation

2. The Road Book or Time Card must indicate:
   a. The description of each Section (Road Section, Special Stage, Service Area, Regroup etc).
   b. The time allowed to traverse the route between each Time Control and all the information necessary to enable Competitors to comply with their speed obligations.
   c. What information the Organisers require to be recorded and the places at which these records will be made except for those manned randomly including by Judges of Fact and DSOs.
   d. Which checks will be manned by Officials except for checks established by Judges of Fact and DSOs.
   e. Which portions of the Route will be timed to less than one minute.
   f. Any 'out of bounds' areas to be respected.
   g. The position of any junction at which the Competitor is required to stop.
   h. The areas where Competitors are required to observe special restrictions as to driving behaviour (i.e. Quiet Zones etc).
   i. The order in which controls and checks must be visited.

Route

3. The onus of following the correct route rests with the Competitor who must visit Controls and Checks in the order set out in the Road Book unless otherwise specified.

4. No private road must be used by Competitors unless specific permission to do so is given in the Road Book.

5. A Control or Check shall be considered to extend for 50m around the actual point at which Officials are making their records unless clearly visible signs are displayed to define a different area.

6. If the direction of approach to, or departure from, a control or check is specified, then any non-compliance with the requirement or passing the control or check when travelling in other than the specified direction or visiting the Control or Check more than once, may involve a Penalty.

7. Officials will be on duty at all Controls.

8. If at any control the Officials are not present during the whole period when a Competitor can report then all performances at that point will be ignored in compiling the results except for any penalty applied relating to excessive Noise or speed / driving standards.

9. All performances will also be ignored if a Control or Check is not sited at the location specified in the Official Documents.

10. The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place rests with the Competitor.

11. If any entry on a Time Card is not legible or appears not authentic it may be considered not to have been made. Organisers may refer to Marshals' check sheets in case of doubt.

12. If there is a discrepancy between the time allowance shown by the Organisers on the Time Cards and that
shown on any other document the **Time Card** will be taken to be correct unless previously amended in an official bulletin.

13. It is not permitted to define the route of a **Special Stage** by grid references or any other method requiring **Competitors** to choose their own route.

14. Any **Flying Finish** should be located at a point where **Vehicles** can be expected to be travelling slowly because of a preceding bend or hazard.

15. The **Flying Finish** line must be at least 200m before the stop line which must be at least 100m before any **Public Highway**. Bad weather slippery conditions and the potential speed of **Vehicles** crossing the **Flying Finish** line may require these distances to be extended.

16. The area between the **Flying Finish** and the stop line should so far as practical be free from bends sharp or deceptive corners or hazards such as gates etc. This area is prohibited to spectators.

17. **Officials** must be clearly identifiable and wherever possible:
   a. Be placed in sight of all signs and arrows and at prohibited areas.
   b. Be placed where the public are expected to arrive to watch the stage.
   c. Have some pre-arranged system for warning spectators of the approach of **Vehicles**.
   d. Be under the control of a **Sector Marshal** if appropriate.

18. Where a **Special Stage** forms a continuous circuit **Competitors** must not be required to complete more than two laps.

19. **Organisers** must allow at least 100m separation from the start of the stage before **Competitors** join other **Vehicles** already on the **Stage** (Arts.54 – 58).

20. On any **Stage Rally** which is not run under a **Single Venue Stage Rally Permit** the maximum number of competitive passes in any one direction over any **Stage** or any part of a **Stage** is limited to four.

21. Stage timing throughout an **Event** will be to the preceding second if manual timing is to be used.

22. Automatic timing can be to the preceding 1/10th of a second but only if the intention to do so is stated in the **Official Documents**.

23. The timing of any **Section** must be recorded in a way that **Competitors** can verify its correctness. This must prohibit the 'setting back' of the section finish watch.

24. The only timing that can be considered is from the **Standing Start** to the **Flying Finish** line.

25. No **Competitor** may gain an advantage by exceeding the specified average speed.

26. The time based on this average shall be referred to as the **Stage Bogey Time**.

27. **Competitors** must not be started from any stage start at intervals of less than one minute unless in accordance with the following procedures:

28. Authorisation for **Stage Starts** of between 30 seconds and one minute interval must be obtained in writing from the **ASN** and will only be considered when the following information has been submitted:
   a. The individual **Stage** name and number and location.
   b. The length of the **Stage**.
   c. The type of surface (forest tarmac etc).
   d. The average width of the road.
   e. Diagram(s) of the **Venue** showing **Stage** routes and safety provisions.
   f. The number of times **Competitors** are attempting the stage.
   g. If the **Competitors** are attempting the stage more than once the time interval between their first and second
run and the possibility of catching previous Competitors.
h. Whether Competitors attempting their second run will be interposed with those still attempting their first.
i. Whether the Stage has a split route and if so then how far this is into the stage. On unsealed surfaces the stage must not consist of more than 2.5 miles of common route.
j. Whether extreme weather (e.g., heavy rain, dust, etc.) will adversely affect a fair Competition.
k. Competitors have been seeded by performance without dispensation in accordance with these Regulations.
l. Suitable timing arrangements have been made at the Finish Line.

29. No practising or testing is permitted on any Special Stage before any Event unless specifically authorised in writing by the ASN.

30. Any access to any part of a stage whether from a car park or through entrances must be protected by warning notices as specified in and is subject to the requirements of Chapter 3.

31. There must be a copy of the Safety Code on display at all entrances where the public are likely to enter and in areas considered to be hazardous including escape routes and prohibited areas.

32. When an admission charge is made for public attendance or where significant numbers of the public are expected to attend suitable arrangements must be made by the Organisers for dealing with the first-aid requirements of spectators.

33. Where the nature of the venue is such that it is either impractical to apply such precautions or access by the public cannot reasonably be controlled then only a car park charge may be levied. ASN approval is not required when imposing this charge.

34. On Events where there is a published programme or where information is published which gives details of the location of Special Stages a copy of the Safety Code for the guidance of spectators must be included.

35. Means of access onto the stage must be closed by barriers and signs sufficient to prevent any non-competing vehicle gaining access. Warning notices as detailed in Chapter 3 must be displayed.

36. It should also be impossible for anyone on foot to get on to any stage through normal access roads or tracks without complying with all of the following:
   a. Being aware of it
   b. Having been seen by an Official
   c. Having seen a warning notice

Types of Section

37. The following terminology and restrictions apply to all stage rally sections. No other title or description is valid:

Road Section

38. Any section of the route of a Special Stage Rally (excluding control and service areas) whether on the Public Highway or not which links Special Stages.

39. When on the Public Highway these sections must comply with the average speed requirements of App.2.

40. Competitors must not use any auxiliary lights in road sections except in conditions of reduced visibility as permitted by law. Any forward-facing lights additional to the headlight system sidelights and indicators are deemed to be auxiliary lights.
**Special Stage**

41. A section of a Rally on roads or land for which the Event has exclusive access or on public roads closed by Government legislation specifically Permitting closure for motor sporting purposes where the marking for maintaining a time schedule forms a part of the Competition.

**Special Stages**

42. Unless approved in writing by the ASN Special Stages must not include any checks or controls or other requirements that might require or encourage Competitors to stop during the stage. Applications shall be made in accordance with Art.28 above.

43. Special Stages must be over a distance of not less than half a mile and no stage may exceed 20 miles in length without written permission from the ASN.

44. If the stage is wholly on a sealed surface no Competitor should be able to achieve an average speed of more than 75mph. Subject to App.12 Art.47 the average speed may be increased to 80mph.

45. If the stage is run partly or wholly on unsealed surfaces no Competitor should be able to achieve an average speed of more than 70mph. Subject to App.12 Art.47 the average speed may be increased to 75mph.

46. Clerks of the Course and Event Safety Officers must attend a webinar hosted by the ASN (and provide evidence of attendance if requested) prior to receiving permission to utilise the increased average speeds specified above.

47. Special Stages must not use any sections of a Venue in opposite directions at the same time unless there is at least a 15m separation between the two routes with a continuous barrier to prevent a car crossing. Crossroads used twice must preserve this separation.

48. The barrier must consist of one or more of the following:
   a. tyres permanently joined in threes
   b. straw or silage bales, wrapped or unwrapped
   c. recticel or similar barriers
   d. earthbanks or similar immovable objects.

49. Motorway cones or blocking tapes are not suitable for the purposes of Art. 45 and Art. 46 above.

50. Special Stages must not use any currently or previously licensed Race Speed or Kart Circuit nor any airfield (disused or not) unless the ASN has specifically approved in writing the stage layouts and safety precautions. Applications must be made in accordance with Art.28 above.

51. These Stages must not be routed closer than 75m to any parked aircraft unless there is a solid physical barrier at the edge of the course protecting the aircraft and a gap of 45m from the barrier to the aircraft.

52. At the start of every Special Stage the Organisers must provide a Medium Spill Kit.

**Arrows and Signs**

53. The correct route should be indicated to Competitors by arrows and signs and by physical blockage of all but the correct road. These indications shall wherever possible be consistent with Appendix 23 Drawing 5 and with the following:
   a. Arrowing must be reduced to a minimum and placed only at junctions. Really acute bends or hazards where a drastic reduction in speed is required should be marked by a caution or bend sign. Arrows must not be used to define chicanes. A chevron board Appendix 23 Drawing 4 showing the entry to the chicane must be placed in the full view of Competitors. This board must have minimum dimensions of 76cm x 61cm.
b. Arrows should be placed approximately 1.2m from the ground. Wherever possible arrows shall be of Day-Glo red or orange and must be easily visible to Competitors. To avoid confusion multiple signs on one post should be avoided.

c. Advance warning arrows for junctions must be placed 100m (plus or minus 10m where visibility is reduced) before the junction.

d. Two arrows should be visible on any junction fixed to form a ‘gate’ through which Competitors will pass. Arrows may be angled to show the severity of the junction indicated by one of four basic positions vertical horizontal raised or lowered by 45°. An example of the method used must be shown to Competitors before the Event.

e. A wrong direction must be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road must be visibly blocked by appropriate means except as provided for in Art.53.f below. Alternatively but only on closed road stages the No Entry Sign may be replaced by a Chevron Board and tape as shown in Appendix 23 Drawing 6.

f. In the case of wholly tarmac stages that are run on public roads closed for the purpose under Government legislation the preceding regulations apply to all road junctions. It is not mandatory to block off private driveways unless through the layout of the stage the Organisers consider that they would constitute a hazard for Competitors. In these circumstances they must be blocked off with tape and at least a No Entry board displayed and notified as in Art. 53.g below.

g. Along with the arrows and signs displayed on the Special Stage each Competitor must be issued with a Tulip diagram of each stage showing location or hazard numbers or letters and indicating the intermediate mileages between junctions and danger spots or hazards and the direction to be taken.

h. For stages on airfield-type venues it is permissible to substitute a detailed sketch diagram. This diagram must be approved by the ASN before the Event. This approval will constitute automatic permission to dispense with Tulip diagrams.

i. The warning signs for each location or hazard detailed in the sketch map or Tulip diagram must display the corresponding location or hazard number or letter.

j. Hazards should be indicated by a single exclamation sign between 50m/100m before the hazard.

54. If a section of road is used twice on stages where the route divides or where two roads merge the junction itself should be clearly marked by a white board at least 76cm x 61cm illustrating the junction and the figures on this board must be at least 15cm high.

55. The junction must be preceded by a similar diagrammatic sign in advance of Motorway type Countdown Boards with diagonal bands positioned approximately 100m and 200m before the junction in accordance with Appendix 23 Drawing number 6.

56. Judges of Fact should be placed at any split junction to note and report for penalty any Competitor overshooting and reversing back against the route of Rally traffic.

57. Where stage routes merge on a lapping stage then the angle between the two roads (prior to the common route) must be no more than 45° to each other and on joining run separately but in parallel for at least 100m before merging and Signs should be shown to Competitors. These signs must have a minimum size of 76cm x 61cm.

58. In respect of Art.57 above at the point of merge Competitors furthest into stage will have priority and all Competitors must merge in such a way that it does not constitute a danger or hinder other drivers.
59. **Radio Point** signs complying with Appendix 23 Drawing number 8 must be displayed at and before all **Mandatory Radio Points** detailed in the **Road Book** as issued to **Competitors** other than at those locations signed in accordance with Art. 57 above.

60. Applicable to Multi Venue Stage Rally events only;

**Chicanes**

61. **Chicanes** must be constructed with a minimum of 4 elements (Art.63 below) which must maintain a distance of 10m between the outer edge of each element in accordance with App.23 Diagram 5.

62. Subject to Art.63 below **Chicanes** must be constructed with rectangular or round bales which can be wrapped but must not be tied together with a protective sleeve.

63. Where **Organisers** require **Chicanes** of alternative design and construction methods to those in Art.61 and Art.67, due to the limitations of the proposed location or requirement to change the course of the **Vehicle**, these will be considered by means of email application to the **ASN** with the following information;
   a. Location
   b. Proposed number of elements
   c. Proposed construction methods
   d. Reason for application

64. All **Chicanes** must utilise countdown boards that are blue in colour positioned at 200m and 100m in advance of the **Chicane** as outlined in App.23 Drawing 4.

65. It is acceptable to position **Chicanes** on roads narrower than 4.26m in width but as with all road widths it is important that **Chicanes** are to be positioned in a way that does not force the competing **Vehicle** off the road in order to enter or exit. Their design must meet the above construction requirements.

66. It is recommended that there are no poles, trees, pillars or other hazards at the entry and exit point of the **Chicane**. If such hazards are positioned at the entry or exit of the **Chicane** there is to be additional protection added using bales.

**Bus Stop Chicanes**

67. ‘Bus Stop’ type **Chicanes** made of a minimum of one element are to follow the proposed construction methods outlined above. Additionally, it is recommended that there are no poles, trees, pillars or other hazards at the entry or exit point of the **Chicane**. If these features are positioned at the entry or exit of the **Chicane** there is to be additional protection added using bales.

**Recce**

68. Prior to reconnaissance, **Chicanes** must be marked on the road using semi-permanent paint that is easily visible in wet weather conditions (white to be the preferred colour). **Events** are to use a stencil that mirrors the size of the element where safe to do so. A board 100m prior to the location, and /or a sign identifying the first element and the side of the road of entry should also be in position.

**Approval Process – Closed Road Multi Venue Events only**

69. **Safety Delegate** must be provided with **Stage Set-up Notes** including all **Chicane** details at least 2 months prior to the **Event** preferably accompanied by a high quality video indicating the exact location to confirm proposed positioning and construction of **Chicanes** (subject to Art.63.).
70. Where changes to Chicanes are proposed following the presentation of Chicane details to the Safety Delegate the Organisers must provide a further high-quality video to the Safety Delegate for their review and approval prior to their arrival on Events.

71. On approval of the Safety Delegate the proposed Chicanes can then be approved by the ASN Head of Rallying.
CHAPTER 13 RALLY

APPENDIX 13

Special Stage Controls and Timing and Penalties

1. This Appendix must be read in conjunction with all applicable Appendices in this Chapter.

Documentation

2. The Road Book or Time Card must indicate:
   a. The description of each Section (Road Section, Special Stage, Service Area, Regroup etc).
   b. The time allowed to traverse the route between each Time Control and all the information necessary to enable Competitors to comply with their speed obligations.
   c. What information the Organisers require to be recorded and the places at which these records will be made except for those manned randomly including by Judges of Fact and DSOs.
   d. Which checks will be manned by Officials except for checks established by Judges of Fact and DSOs.
   e. Which portions of the Route will be timed to less than one minute.
   f. Any 'out of bounds' areas to be respected.
   g. The position of any junction at which the Competitor is required to stop.
   h. The areas where Competitors are required to observe special restrictions as to driving behaviour (i.e. Quiet Zones etc).
   i. The order in which Controls and checks must be visited.

Controls

3. Controls will open 15 minutes before the due time of arrival of the first Vehicle and close on the direction of the Clerk of the Course considering the due time of arrival of the last competing Vehicle.

4. The Official Documents may specify a different opening period.

5. The time of arrival at or departure from a Control will be the time at which the Time Card is presented by the Competitor concerned providing all crew members and Vehicle are within the Control area.

6. At all Controls the Time Card is to be completed manually by a Marshal.

7. Control Procedures:
   a. The check-in procedure begins at the moment the car enters the time Control area.
   b. The actual timing and entry of the time on the Time Card may only be carried out if the two crew members and the Vehicle are within the Control area. Between entering the Control area and the Control the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
   c. The check-in time shall correspond to the exact moment at which one of the crew members hands the Time Card to the appropriate Marshal who will enter on the card the actual time at which the card was handed in and nothing else.
   d. The target check-in time is the responsibility of the Crew alone who may consult the official clock.
   e. The Crew will incur a penalty for early arrival if the Vehicle enters the Control area before the minute preceding the target check in minute. The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

(Example: A Vehicle has left the previous stage finish at 11.04.40 on a section for which the target time is
nine minutes. It is therefore due at the next time Control at 11.13. It arrives at the yellow advance Control board at 11.08 stopping before the yellow board. The Vehicle is permitted to enter the Control area at any time after 11.12.00. The Time Card may be handed in at any time between 11.13.00 and 11.13.59 and a time of 11.13 will be recorded.)

f. If it is found that a Crew has not observed the rules for the check-in procedure the Marshal at the Control must make this the subject of a written report to be sent to the Clerk of the Course for consideration of the application of penalties.

8. The time of reporting at Controls will be recorded to the preceding whole minute when penalties are imposed per minute (for example 09 minutes 59 seconds will be recorded as 09 minutes).

9. Where a Control at the end of a section timed to the second (or to the second and part thereof) also forms the start of a section timed to the minute the time of departure will be considered as being the same as arrival but ignoring any seconds or parts thereof.

10. Competitors must not leave the Special Stage Arrival Control unless ready to start a Special Stage.

11. Exceptions to Art. 7 above are:
   a. In the event of a competing Vehicle obstructing other Competitors through being halted or unduly slowed down near a Control the Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.
   b. In the event of a Competitor presenting a Time Card to Officials at a time when the Vehicle is outside the Control area the Officials have discretion as to whether or not to make a record on the Time Card.
   c. At the end of a Rally or of any day of a Rally Competitors are allowed to check in in advance of their due time. This must be specifically authorised by the Rally Organisers in the Official Documents or an official bulletin. Competitors arriving early must have their due time entered on the Time Card; those arriving later than their due time must have their actual time of arrival entered.

Main Controls

12. Are situated at the Start and Finish of a Rally immediately before and after any Rest Halt and at any other specified point. At a Main Control after a Rest Halt Competitors will (unless the Official Documents specify otherwise) restart at one minute intervals:
   a. In number order or
   b. In the order of their arrival at the Main Control preceding the Rest Halt or
   c. In the order of their arrival at some other preceding Control or
   d. In the order of General Classification at a specified point if interim results are available.

   The method used must be specified in an Official Instruction. Each Competitor must be given a due starting time from any Main Control (Out) and any difference between this time and their actual starting time will be counted towards cumulative lateness and a Time Penalty applied (unless the Official Documents specify otherwise).

Regrouping Controls

13. The Road Book will specify these Controls where Competitors not Disqualified by having more than the Maximum Permitted Lateness at the Control will start the next section with zero lateness.
Special Stage Arrival Control

14. At this Time Control a Marshal enters a Competitor’s time of arrival and the provisional starting time for a Special Stage which must be a minimum of three minutes after the arrival time in order to allow the crew to prepare for the stage.

15. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé.

16. At the Special Stage Start the Marshal will enter the actual Start time which will normally correspond with the provisional Start time. The Start will then be given in accordance with the standard start procedure deployed by the Organisers on the Event.

Special Stage Finish Control

17. Competitors will receive their Special Stage Finish Times in hours minutes and seconds at the Special Stage Finish Control. This time in hours and minutes will be the start time for the next section.

Timing

18. All Special Stage Rallies may use either Target Timing or Scheduled Timing.

19. An ASN or Regional Association approved Rally Timekeeper must be appointed as a Chief Timekeeper for all Stage Rallies that use manual timing.

20. Stage Rallies intending to use any form of automatic timing must appoint an ASN-approved Rally Timekeeper of National Rally or higher grade who holds a Certificate of Competence issued by the manufacturer of the equipment to be used.

21. Times will be recorded to whole minutes on all sections except Special Stages which will be timed to the nearest preceding whole second unless the Official Documents specify that timing will be to the nearest preceding 1/10th of a second. Penalties will be applied in accordance with App.8(f) or App.14(g) as applicable.

22. All Timekeepers will be Judges of Fact in respect of time recorded.

Target Timing

23. Definitions for Target Timing
   a. Target Time is the time specified to cover the distance between two consecutive Controls. A Competitor can calculate Due Time of Arrival at any Time Control by adding the Target Time for the section to the actual time of departure from the preceding Time Control. Each period of time shall be treated individually and no penalties incurred will apply to any subsequent section. However lateness taken over Target Time on Road Sections and Special Stages is cumulative and cannot be reduced.
   b. Bogey Time is the time specified for a Competitor to complete a Special Stage without incurring penalty.
   c. Stage Maximum Time is the maximum time penalty that can be applied on a Special Stage and will be the Target Time for the stage. It must be specified on the Time Card.
   d. Cumulative Lateness is the sum of times in excess of Target Time taken over each section and once lost cannot be regained.
   e. Maximum Permitted Lateness is the amount of Cumulative Lateness which if exceeded from the previous Main Control will result in a Competitor being deemed to have retired. This will be 30 minutes unless the Official Documents specify a different period which may not be less than 15 minutes for rallies where part of the itinerary uses public roads open to the public.
f. **Penalty-free Cumulative Lateness.** The **Official Documents** must specify the amount of Cumulative Lateness if any is allowed free of penalty before a **Competitor** will be penalised.

g. **Dead Time** is the authorised time between booking in at the end of one Target-timed section and the commencement of the next section. The time must be spent entirely within a **Control** zone. Dead time will have no effect on penalties or **Cumulative Lateness** incurred elsewhere.

h. **Delay Allowance** is a penalty-free allowance granted to specific **Competitors** following a delay under the instructions of an authorised **Official**. It has the effect of extending the Target Time for those **Competitors** on that Section only. Such delay allowance must be recorded in writing on a **Competitor's Time Card** by the **Official**.

**Scheduled Timing**

24. Definitions for Scheduled Timing

a. **Standard Time** is the time of day a notional **Competitor number zero would be due at any Control or check.**

b. **Scheduled Time** is the actual time of day each **Competitor** is required to be at any specific point.

c. **Scheduled Time** can be calculated for any point by taking a **Competitor's Competition Number** multiplying by the time interval between **Competitors** at the start and adding the result to the standard time at that point.

d. **Delay Allowance** is an allowance free of penalty granted to specific **Competitors** following a delay under the instructions of an authorised **Official of the Event.** Any Delay Allowance must be recorded in writing on the **Competitor's Time Card** by that **Official.**

e. **Due Time** is the time a **Competitor** is due at any Control or check inclusive of any previous lateness.

f. **Penalised Time** is the difference between **Due Time** and an earlier or later arrival time.

g. **Penalty Free Lateness** allows a **Competitor** late at one **Control** to be an equivalent amount late at a succeeding **Control** without incurring further penalty.

h. **Outside Total Lateness (OTL)** is the point where a **Competitor** is considered not to have visited a **Control or check being more than 30 minutes past the Scheduled Time** (including any delay allowance) unless the **Official Documents** specify a different period which may not be less than 15 minutes for rallies where part of the itinerary traverses public roads open to the public.

25. The **Organisers** can require any **Competitor** who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a **Control** or official halt.

26. **Competitors** may themselves reduce lateness without penalty in the following ways unless either forbidden to do so by the **Official Documents** or if by so doing they commit a breach of **Art. 27 below**:

a. By reporting at any **Control** following one at which a penalty was applied for lateness at any time not earlier than **Scheduled Time**.

b. By missing a **Control** or **Controls**. The **Competitor** will be penalised in accordance with **App. 14 (a) or (b)** for every **Control** missed. On rejoining the route at a **Control** at the end of a **Road Section** the **Competitor** will be permitted to restart without further penalty at any time between their original **Scheduled Time** and their **Maximum Permitted Lateness** in relation to their original **Scheduled Time**.

c. If the need arises for an **Organiser** to extend **Maximum Permitted Lateness** this can only be done at a
point on the route at which Competitors are required to report to avoid Disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

These provisions are subject to Standard Condition 4 of the Motor Vehicles (Competitions and Trials) Regulations where applicable.

27. No Penalty Free Lateness or official delay allowance that has been either reduced or foregone as permitted by Art. 25 above can be reclaimed but this does not exclude fresh claims based on new circumstances.

28. A Competitor found to have traversed a distance greater than four miles between two consecutive time Controls in less than three-quarters of the time ['the ¾ Rule'] specified by the official time schedule will be penalised by the addition of 30 minutes for the first offence and Disqualification for a second offence (see App.14). In calculating the penalty any fraction of minute will be ignored. The ¾ rule does not apply to sections of less than 8 minutes scheduled duration.

This Regulation does not preclude the Organisers providing specific sections for time recovery for example:

   a. In a nine minute section a penalty is imposed if a Competitor completes a section in less than six minutes.
   b. In a 10 minute section – seven minutes.
   c. In an 11 minute section – eight minutes.
   d. In a 12 minute section – nine minutes.

29. Times will be recorded to whole minutes unless the Official Documents state otherwise.

30. Any timing to less than one minute will be recorded on equipment under the Control of the Chief Timekeeper.

31. Competitors will be timed by the official timepieces in the charge of Officials unless the Official Documents state that watches carried by the Competitors can be used.

32. The definitions of the following terms are as provided at Art. 23 above.

   a. Bogey Time
   b. Stage Maximum Time

33. The definitions of the following terms are provided at Arts. 12-14 above.

   a. Main Time Controls
   b. Regrouping Controls
   c. Special Stage Arrival Control
   d. Special Stage Finish Control

Penalties

34. Competitors will receive penalties on Special Stages as follows:

   a. Under Bogey: Penalty = Bogey Time
   b. Over Bogey but under Stage Maximum time: Penalty = Actual time taken
   c. Over Stage Maximum: Penalty = Stage Maximum Time

35. Organisers may require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a Control or official halt.

36. If the need arises for an Organiser to extend Maximum Permitted Lateness this can only be done at a point on
the route at which Competitors are required to report to avoid Disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for the earlier sections. These provisions are subject to Standard Condition 4 of the Motor Vehicles (Competitions and Trials) Regulations where they apply.

37. No Penalty-Free Lateness or official delay allowance that has been either reduced or foregone as permitted by these Regulations may be reclaimed but this does not exclude fresh claims based on new circumstances.

Target Timed Penalty Schedule
38. See Appendix 8.

Scheduled Time Penalty Schedule
39. See Appendix 14.

40. For the avoidance of doubt the application of penalties under this Appendix does not preclude the application of penalties for breach of NCR pursuant to Chapter 2.
CHAPTER 13 RALLY

APPENDIX 14

Special Stage Event Penalties Schedule

**Penalties**

**SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIMED SPECIAL STAGE RALLIES**

- Performance will be assessed by one of the methods listed, either by time penalty or by the 'fails' system.
  - The *Official Documents* must specify which system is to be used.
- *These penalties may be increased by the *Official Documents*; they may not be reduced.
- **The penalty may be increased if stated in the *Official Documents*.

The items in italics may not be varied by the *Rally Organisers*.

<table>
<thead>
<tr>
<th>Event Description</th>
<th>Time Penalties</th>
<th>Fails Penalties</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Not reporting or reporting OTL at a Main Time Control</td>
<td>Retired</td>
<td></td>
</tr>
<tr>
<td>(b) Not reporting or reporting OTL at any other Time Control</td>
<td>30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td>(c) Not complying with a requirement of the <em>Road Book</em></td>
<td>10 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td>(d) Not performing a <em>Stage</em> correctly</td>
<td>Stage Maximum</td>
<td></td>
</tr>
<tr>
<td>(e) Not attempting or being ready to attempt a stage when instructed to do so</td>
<td>1st Offence - 10 minutes</td>
<td>2nd Offence - Disqualification</td>
</tr>
<tr>
<td>(f) Making a false start at a <em>Special Stage</em></td>
<td>1st Offence - 10 seconds (plus actual false start time)</td>
<td>2nd Offence - 1 minute</td>
</tr>
<tr>
<td>(g) (i) Every second taken to complete a <em>Special Stage</em> where timing is to the preceding whole second</td>
<td>1 second</td>
<td></td>
</tr>
<tr>
<td>(g) (ii) Every second and 10th of a second taken to complete a <em>Special Stage</em> where timing is to the preceding whole 10th of a second</td>
<td>1 second and 10th of a second</td>
<td></td>
</tr>
<tr>
<td>(h) For each minute under target time on a road <em>Section</em> or in a service area</td>
<td>1 minute</td>
<td></td>
</tr>
<tr>
<td>(i) Only if specifically mentioned in the <em>Official Documents</em>, for each minute after due time on a road <em>Section</em> or for each minute over due time in a service area</td>
<td>10 seconds</td>
<td></td>
</tr>
<tr>
<td>(j) For each minute before or after due time at <em>Main Time Control</em> (out)</td>
<td>10 second</td>
<td>1 Fail</td>
</tr>
<tr>
<td>(k) Breach of any statutory requirement concerning the use of a motor vehicle</td>
<td>10 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>(l) Contravention of <em>App.5 Art.46</em></td>
<td><em>First Offence</em> 30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td></td>
<td><em>Second Offence</em> Disqualification</td>
<td></td>
</tr>
<tr>
<td>(m) Excessive speed or driving likely to bring motor sport into disrepute</td>
<td>Disqualification</td>
<td></td>
</tr>
<tr>
<td>(n) Excessive sound</td>
<td>Disqualification</td>
<td></td>
</tr>
<tr>
<td>(o) Receiving assistance contrary to <em>App.18 Arts.4 - 15</em></td>
<td>Disqualification</td>
<td></td>
</tr>
</tbody>
</table>
Penalties left to the discretion of the Clerk of the Course which may go as far as Disqualification

(q) Failure to follow the instructions of an Official.

(r) Further breaches of (j)

(s) Breaches of Regulations detailed in Chapter 2.
CHAPTER 13 RALLY

APPENDIX 15

Technical Regulations – Road and Endurance Road and Historic Road Rally Cars

PART A – ALL CARS EXCEPT WHERE STATED

1. The Vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes lighting tyres warning devices rear view mirrors silencers speedometers wings and windscreens).

2. In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Chapter 7 (Competitors Vehicles and Vehicle Safety Equipment) and to the extent relevant Chapter 8 (Fuel and Tyres and Testing). All Vehicles competing in Road Rallies must comply with the appropriate part of the following:

Body

3. Bodywork must represent the manufacturer’s original profile and may include any optional extras available directly from the manufacturer.

4. Bumpers must be fitted.

5. Paintwork must be one colour or manufacturer’s original colour scheme. No primer is to be visible.

6. Vehicles must not have wheel arch extensions unless fitted by the manufacturer as a standard item to the body shape.

7. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.

8. Front seats may be improved or replaced.

9. The trim including the rear seat may be cut to allow the fitting of a safety cage.

10. If equipped with a non-standard fuel tank it must be separated from the Driver / Passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.

11. Full harness seat belts may be fitted.

12. Guards may be fitted beneath the vehicle to provide protection from damage.

Engines and Transmissions

13. Vehicle engines must have:
   a. A maximum of four cylinders.
   b. A maximum of two carburettor chokes (two single or one double).
   c. A maximum of one camshaft per bank of cylinders.

14. Engines with more than one camshaft per bank of cylinders may be used providing that:
   a. Any replacement engine comprises a block and cylinder head from the same engine family.
   b. They were originally fitted with fuel injection and
   c. that the fuel injection system complete with inlet manifold and throttle body is retained unmodified
15. In respect of Art. 14 above it is permitted to make the following modifications to effect installation:
   a. Alternative engine mountings, sump pan and exhaust manifolds.
   b. Relocation of ancillaries such as alternators and steering pumps.
   c. To change the orientation of the otherwise unmodified inlet manifold.

16. For diesel and petrol engines under 1500cc actual capacity forced induction is permitted providing that the complete original induction system is retained unmodified other than the replacement of the air filter element.

17. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type.

18. A standard Wankel unit will be considered as three cylinders. Twin Wankel units are prohibited.

19. Engines must comply with the silencing **Noise** levels and have induction air filter elements fitted that ensure the vehicle complies with noise regulations.

20. Only H shift pattern manual transmissions are permitted. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific **Vehicle** model.

21. The number and location of the driven wheels must remain as original to the model of **Vehicle**.

**Wheels and Tyres**

22. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch.

23. **Vehicles** must be fitted with tyres that are always legal for use on the **Public Highway**.

24. Tyres must comply with **Chapter 8 App.4 Arts.12 – 16**.

25. **Vehicles** must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments other than chains if permitted by the **Official Documents**.

**Electrical Systems**

26. **Vehicles** must have a maximum of four forward facing beams as well as side and indicator lights unless further restrictions are specified in the **Official Documents**.

27. Light pods are not permitted.

28. A headlamp must provide the main beam and dipped beam functions.

29. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

30. A headlamp may consist of a single reflector with a dual filament bulb or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

31. Auxiliary lamps unless fitted by the manufacturer as standard equipment using gas discharge or LED
technology are not permitted and gas discharge or LED headlamp units may not be retro-fitted.

32. Auxiliary lights must not be used in neutral Sections except in poor visibility as permitted by law.
33. Where more than four beams are fitted as standard only four may be used and the remainder must be rendered unusable for the duration of the Event.
34. Vehicles must have all lights fitted and used according to Motor Vehicle Lighting Regulations.
35. External navigational or Marshal lights are not permitted.
36. For Events taking place wholly between half an hour before sunrise and half an hour after sunset Arts 25 and 32 and 34 above do not apply.
37. Art. 38 below is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer’s make or model, or the name of the Event, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver’s view.

Miscellaneous
38. Vehicles may not use racing style numbers nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.
39. Vehicles must be equipped with an effective method of stopping fuel supply operable by the Driver when normally seated (the ignition switch would normally cover this requirement).
40. Vehicles must use pump fuel as defined in Chapter 8.
41. Brakes are free but must comply with Construction and Use Regulations.
42. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (see App. 23 Drawing number 1).
43. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.
44. Where an Event includes any Section or Special Test held wholly or in part on private property all Vehicles must carry a Small Spill Kit complying with the NCR and which is recommended for events held wholly on the Public Highway.
45. For Road Rallies Navigation Rallies and Targa Road Rallies held between 07.00 and 22.00hrs Arts. 5 and 26 and 27 and 35 above do not apply and Art. 38 is relaxed to permit advertising not exceeding 1250 sq cm in total.

ENDURANCE ROAD RALLY
46. In addition to Arts. 1 – 45 these Vehicles must comply with the following Arts. 47 – 60 inclusive.
47. Standard production specification engines limited to 1400cc naturally aspirated petrol, 2000cc naturally aspirated diesel and 1400cc forced induction diesel are permitted.
48. The exhaust system is free but must retain the original exhaust manifold.
49. Where originally fitted with a catalytic converter the standard part must be retained.
50. The transmission must be as originally fitted to the model of vehicle.
51. Any changes to the gearbox or final drive are prohibited.
52. The suspension type and mountings must remain the same as that fitted by the manufacturer.
53. The shock absorbers may be of any make and may be uprated from standard.
54. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the manufacturer.
55. Springs are free but must retain their original location.
56. Bushes may be changed for similar polymer materials but rose-joints or similar metal joints are prohibited.
57. Vehicles must be fitted with rollover protection of a minimum conforming to Chapter 7 App.14 Diagram 10 and seat belts conforming to Chapter 7 App.7 Art.36. Sunroofs must either be fitted with safety film conforming to Chapter 7 App.2 Arts.77 – 78 or comply with Chapter 12 App.13 Art.45.
58. Brake fluid pads and linings and stone protection are free.
59. For daylight Endurance Road Rallies it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model or the name of the Event or a recognised Motor Club or a registered national charity provided that this does not affect the Driver's view.
60. Must use tyres from Chapter 8 List 4.
61. All vehicles must carry a Small Spill Kit complying with the NCR.

HISTORIC ROAD RALLY CARS
Series Production Cars
62. Note: In this section the term MODEL refers to all variants of the same family of cars. To avoid misunderstanding competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.
63. Historic Road Rally Cars are categorised in the following periods. A Vehicle will be dated by the specification presented and not necessarily by the date of build or registration:
   a. Historic Category 1 Road Rally Cars. Vehicles of a specification valid before 1 January 1968 and compliant with all of: Art. 4 above (except Sports Cars which need not be fitted with bumpers) and Art. 9 and Art. 18 and Art. 21 and Art. 25 (also see Art. 68 below).
   b. Historic Category 2 Road Rally Car. Vehicles of a specification valid between 1 January 1968 and 31 December 1974 and compliant with Arts. 4 – 45 above inclusive (see also Art. 68 below).
   c. Historic Category 3 Road Rally Cars. Vehicles of a specification valid between 1 January 1975 and 31 December 1981 compliant with their FIA Group 1 or 3 homologation papers or be a Series Production Car and comply with Arts. 4 – 43 above inclusive (see also Art. 68 below).
Historic Category 2 and 3 Road Rally Cars are permitted to use matt black bonnets and wing tops subject to Art. 64 below.
   d. Historic Category 4(a) Road Rally Cars. Vehicles of a specification valid between 1 January 1982 and 31 December 1985 or Historic Category 4(b) Road Rally Cars. Vehicles of a specification valid between 1 January 1986 and 31 December 1990 compliant with their FIA Group A or N homologation papers or be a Series Production Car and comply with Arts. 4 – 45 above inclusive (see also Art. 68 below).
   e. Vehicles homologated in FIA Group A are permitted provided they are in standard production specification the only modifications permitted (see also Art. 64 below) are to dampers springs and brake friction material. Individual Vehicles will only be accepted after receiving ASN approval.
   f. FIA Appendix K to the International Sporting Code: Historic Road Rally Cars fully compliant with the current
FIA Appendix K categories T (Touring Car/Group 1/Group N) and GT (Grand Touring Cars/Group 3) only. These Vehicles must have been issued with a valid FIA Historic Technical Passport (HTP) or Historic Regularity Car Pass (HRCP) and must always fully comply with the document and the current FIA Appendix K.

Permitted Modifications

64. Only period modifications used in rallying on the particular make and model of Vehicle are permitted for Historic Road Rally Cars.

65. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars before 1 January 1975 in the case of Historic Category 2 Road Rally Cars before 31 December 1981 in the case of Historic Category 3 Road Rally Cars before 31st December 1985 in the case of Historic Category 4(a) Road Rally Cars or before 31st December 1990 in the case of Historic Category 4(b) Road Rally Cars.

66. Roof vents are only permitted subject to the above.

Recommended Classes

67. Along with the mandatory Historic Road Rally Classes requirements classes can be introduced based on capacity and/or age of Vehicle. It is recommended that they be the same as for Historic Stage Rallies.

68. Certain waivers may be available for Historic Road Rally Cars entered in Road Rallies and Rallies with Special Tests solely for vehicles manufactured before 31st December 1946.

69. The ASN may also grant discretionary waivers for Historic Road Rally Cars complying with Art. 63 above in respect of Arts. 13 – 16 above as appropriate for Road Rallies and Rallies with Special Tests held between 07.00 and 22.00hrs providing an Historic Grade Eligibility Scrutineer is appointed.

70. Application for waivers must be made to the ASN by the Organisers of the specific Event giving full details of the waivers sought.

71. Any such waivers will be exclusive to an individual Motor Club and the nominated Event.

72. Exceptionally the ASN may grant a written dispensation to use non-original parts from a different model or parts from a later period provided that the use of these parts does not confer an advantage in either performance or reliability and the Decision of the ASN is final and not susceptible to any form of Appeal. The ASN will consider written requests from Competitors who are unable to source vital components.

Engine

73. Forced induction is permitted if by means of a mechanically driven supercharger or by an exhaust driven turbocharger if fitted as original equipment by the Vehicle manufacturer. Such Vehicles will be classified as having an engine capacity increased 70%.

74. Induction air filter elements must be fitted that ensure the Vehicle complies with noise regulations.

75. Exceptionally and with the permission of the Chief Scrutineer those Vehicles for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

Wheels Tyres and Brakes

76. Vehicles must always be fitted with tyres that are legal for use on the Public Highway.
77. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter and by 1 inch (25.4mm) on nominal width. The resultant track measurement must not differ from the original by more than 1 inch.

78. Rims must not exceed 6 inches.

79. The minimum diameter permitted is 15 inches unless a smaller diameter was fitted as original equipment.

80. The tyre section as marked on the side wall in millimetres or inches must not differ by more than 1 inch (25.4mm) from that originally fitted.

81. The fitting of tyres with an aspect ratio of less than 65% is prohibited.

82. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the Vehicle.

83. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (See Drawing 1 App.23).

84. For Vehicles in Categories 2 or 3 or 4 Arts. 78 and 81 do not apply where OE specification wheels are wider and tyre sections are less than those specified therein.

Miscellaneous

85. Vehicles must not use racing style numbers nor carry advertising other than event sponsor decals. Pump Fuel must be used as defined in Chapter 1 App.1 (Nomenclature and Definitions).

86. Where an Event includes any Section or Special Test held wholly or in part on private property all Vehicles must carry a Small Spill Kit complying with NCR Regulations and which is recommended for Events held wholly on the Public Highway.

87. Standard Production Cars compliant with Art. 63.c and d. must comply with Arts. 64 to 86 inclusive and the following regulations:
   a. Body (External). No changes or additions may be made to the side or plan silhouettes to that offered by the manufacturers in either standard form or manufacturer's optional extra form. The replacement of any body panel with one constructed of different material from that fitted by the manufacturer is prohibited. Front and rear bumpers must be retained and be of the same dimensions and constructed of the same material as those fitted by the manufacturer. The fitting of any form of additional wheel arch extension is prohibited.
   b. Engine. The engine fitted must in all respects conform to that fitted by the manufacturer for the model of Vehicle.
      To ensure oil and / or fuel are not deposited on the Public Highway sumpguards and tankguards may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the Vehicle.
   c. Transmission. The gearbox shall be that as fitted to the model of Vehicle. Changes to the gearbox or final drive ratio other than those permitted by Art. 65 are prohibited.
CHAPTER 13 RALLY

APPENDIX 16

TECHNICAL REGULATIONS – SPECIAL STAGE RALLY CARS

1. In addition to complying with Chapters 7 and 8 all cars competing in Stage Rallies must comply with the appropriate parts of the following:

2. Vehicles issued with a CCLB before 1st January 2009 refer to Arts 17 – 19 below.

Special Stage Rallies

Cars Eligible

3. All cars must comply with Chapters 7 and 8 and all statutory regulations concerning the construction and use of Vehicles. In addition cars must:
   a. Be currently registered and taxed as a private car unless specific Event regulations relax the requirement for taxation by virtue of the entire Event taking place wholly on private property.
   b. Have registration documents and a valid MOT Certificate where required by law. These documents must be produced at scrutineering for all Events irrespective of whether or not part of the Event takes place on the Public Highway.
   c. Have a valid ASN Competition Car Log Book / Vehicle Passport that must be produced at scrutineering.
   d. Display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.
   e. All Vehicles must carry a Small Spill Kit complying with ASN Regulations.

4. Category 1: Those that have been homologated in Groups ‘A’ or ‘N’ of the FIA Appendix ‘J’ or Groups 1 2 3 or 4 of the 1981 FIA Appendix ‘J’ Non homologated Series Production Cars or Specialist Rally Cars.
   a. A Specialist Rally Car is a Vehicle of which at least 20 examples are manufactured within a consecutive twelve month period and is fitted with a Series Production Car Engine or Specialist Competition Engine.
   b. Modifications are free withinASN Vehicle Regulations and where permitted as defined below in Arts. 20 -86.
   c. The Vehicle must be in the configuration as supplied by the manufacturer with the engine (any Series Production Car Engine or Specialist Competition Engine) in the original location.
   d. Vehicles must retain the original number of and location of driven wheels Front Wheel Drive (FWD) Rear Wheel Drive (RWD) or Four Wheel Drive (4WD) except where a 4WD car other than a Specialist Rally Car is converted to Two Wheel Drive (2WD) without structural alteration.

5. Category 2: Any Vehicle not complying with Art. 4.a – d. above that may be authorised for use at the discretion of the ASN including Vehicles homologated and remaining fully compliant with FIA R/GT regulations.
   a. Such authorisation will only be granted for Vehicles which retain the original manufacturer’s Chassis / bodywork / unitary construction.
   b. Substitution by a space frame Chassis will not be accepted.
2025 National Competition Rules Chapter 13 Appendix 16 Technical Regulations – Special Stage Rally Cars

c. Original manufacturer's bodywork must be utilised.
d. Any modifications homologated by the FIA may be incorporated.
e. Replica copies of manufacturers homologated body parts / aerodynamic devices will not be accepted.
f. Manufacturers of very low volume numbers of Vehicles will be able to apply for baseline specification registration prior to sale to individual customers.
g. The conversion of front wheel drive Vehicles to rear wheel drive (or four wheel drive) or of rear wheel drive Vehicles to four wheel drive is permitted subject to the bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art.279.10.3.10 and shown in FIA Appendix J Drawings 279-1 and 279-2. Where rear wheel drive Vehicles are converted to four wheel drive the bodyshell forward of the front bulkhead may be modified solely to allow fitment of front driveshafts.
h. All materials added must be ferrous and must also be welded to the Chassis / bodywork / unitary construction.
i. Doors and windscreen must remain in the manufacturer’s original material.
j. Vehicles must be fitted with an engine in compliance with Arts 34 – 43 below and if forced induction is used the turbo / super charger must comply with Art. 39 below.
k. The Vehicle may not be used in Competition until the Competition Car Log Book / Vehicle Passport has been validated by the ASN and returned to the Vehicle owner.

6. Category 3: Aluminium or Steel monocoque 2-wheel drive normally aspirated petrol or forced induction diesel production cars of a model first made on or after 1st January 1991.

a. All external panels including bumpers must be of the original shape and material. Side and rear windows may be replaced by plastic which must be mounted in the original mountings Articles 19 – 32 apply except for Articles 21, 22, 23, 24 and 26 below.
b. Carpets headlining soundproofing and rear seat may be removed front seats to Art. 77 below. All other interior trim may be removed except for the door cards / trim which must be retained and fitted in the original location. Steering wheel may be changed. All other controls switches and dash must be retained and fitted in the original location.

7. Engine must comply with Art. 42 below regarding oil systems and the following;

a. Original induction system including air filters with a restrictor fitted upstream of the throttle body in compliance with FIA App J Article 256 every Vehicle will have a specified restrictor diameter which may be altered at any time.
b. Only the parts controlling the quantity of fuel delivered may be changed.
c. Standard exhaust manifold and systems must be retained standard stroke maximum over bore +0.60 mm.
d. Camshaft valves and pistons are free.

8. Original transmission must be retained using any optional or homologated ratios. Free differentials may be replaced by mechanical limited slip differentials. Unless fitted as standard active differentials are not permitted.

9. Suspension must comply with Arts.46.a – j below inclusive except that parts and systems forbidden by Art. 46 (i) and (j) are permitted when fitted as original or optional equipment by the manufacturer

10. Wheels and tyres must comply with Arts. 47 – 60 below inclusive except for the following;
11. Wheels must be the original width Art. 50 below does not apply and wheel diameter is free.

12. Brakes must be of original specification and comply with the following:
   a. Friction material free backplates may be removed or deformed
   b. ABS may be disconnected
   c. a hydraulic hand brake is permitted.

13. Minimum Vehicle weight will be as per the manufacturer’s data for that model.

14. Under shields sump and tank guards strut braces may be fitted.

15. The following apply as written:
   a. Fuel Systems with Arts. 63 – 65 below
   b. Electrical systems with Art. 66.
   c. Safety items with Arts. 71 – 84.

16. The Vehicle may not be used in competition until the Vehicle Passport has been validated by the ASN and returned to the Vehicle owner.

17. Stage Rally Cars with a CCLB / VP issued before 1st January 2009 and which complied with H265 or H266 of the 2008 regulations (contact the ASN for details) must comply with Art.3, Art.21, Art.28, Art.29, Art.31, Art.33, Art.39, Arts.48 – 62, Arts.63 – 64, Arts.65 – 67, Art.68 and Arts.73 - 86 from 1st January 2012. CCLBs/VPs for these vehicles remain valid until such time as the vehicle requires a full re-inspection following rebuilding but may be returned to Motorsport UK for updating ownership colour and other minor details.

18. Stage Rally Cars with a CCLB/VP issued before 1st January 2009 and which complied with H267 of the 2008 regulations (contact the ASN for details) must comply with Art.3, Arts.6 – 15, Art.21, Art.28, Art.29, Art.31, Art.33, Art.39, Art.48 – 62, Arts.63 – 64, Arts.65 – 67, Art.68 and Arts.73 - 86 from 1st January 2012 and must have been re-inspected and issued with a new CCLB / VP prior to that date.

19. Stage Rally Cars with a CCLB/VP issued before 1st January 2009 must comply with Arts. 30 and 32 below.

Body

20. The term body includes bodywork bodyshell unitary construction.

21. Must have a bulkhead between any fuel tank and filler and Driver / Passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of a bulkhead between passenger and luggage compartment an additional bulkhead must be fitted. Additional fuel tank protection may be required on inspection to obtain a Competition Car Log Book.

22. All bodysheells inclusive of removable panels and parts must be of the Vehicle manufacturer’s specified materials specifications and minimum thickness except for bonnet front wings bumpers hatchbacks tailgates and boot lids which may be of alternative materials. Seam welding and localised gussets/reinforcement is permitted.

23. Except for Vehicles accepted under Category 2 front wings and rear wings/rear quarter panels and inner wings may be modified solely for the purpose of fitting wheel arch extensions.

24. Except for Vehicles accepted under Category 2 (see Art.5.g above) and cars with modifications conforming
to their homologation papers (Art.5 above) floor pans bulkheads and transmission tunnels may not be modified other than by localised alteration to accommodate the fitting of an alternative engine and/or gearbox and/or differential and/or axle seats and exhaust.

25. Provision of access holes purely to facilitate use of an alternative or modified gearbox control system and/or braking system is permitted.

26. The internal routing of pipes and wires and safety equipment is permitted.

27. The conversion of left to right hand drive is permitted including necessary accompanying modifications.

28. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid material permanently fitted in place.

29. Windscreens to be of laminated type only.

30. Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film. The thickness of this film must not be greater than 100 microns.

31. Where advertising is allowed on windscreens it must not obscure the driver’s vision nor cover more than one third of the depth of the visual area of the windscren.

32. The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory.

33. Towing eyes of adequate strength and size must be fitted to or carried for fitting to the front and rear of the Vehicle. They must be painted a distinctive and contrasting colour.

**Engine**

34. Must comply with the following specification and actual capacity limits:

35. **Production Car Engines:**

   a. Petrol engines with a maximum of six cylinders forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor and diesel engines with forced induction up to 2500cc with a 37mm restrictor.

   b. Naturally aspirated with a maximum of six cylinders and more than 2 valves per cylinder – up to 3000cc.

   c. Naturally aspirated with a maximum of six cylinders and a maximum of 2 valves per cylinder – up to 3500cc.

   d. Rover V8 pushrod engines up to 4000cc utilising the original Rover head castings and limited to either a maximum of 4 carburettor chokes or a single throttle body and the original plenum chamber.

36. **Metro 6R4** 2500cc and 2800cc (Single Plenum) engines complying with **ASN** Specification exclusive to 6R4s.

37. **Specialist Competition Engines:**

   a. Naturally aspirated.

   b. No more than four cylinders.

   c. No more than four valves per cylinder.
d. Maximum capacity of 2500cc.

38. Production Car Engines with a maximum of 2 rotors:
   a. Rotary engine equivalence 1.7. Forced induction rotary engines equivalence \((1.7 \times 1.7)\) = 2.89.
   b. Rotary engines will be considered equivalent to 4 valves per cylinder petrol engines in respect of the maximum engine capacity including the application of equivalency factor a. above.

39. Forced Induction engines must be fitted with a restrictor at a maximum of 50mm from the extremes of the compressor blades. The restrictor orifice to be to the dimensions currently in force in FIA Appendix 'J'. Where there are two forms of forced induction fitted the restrictor must not exceed the appropriate FIA Appendix 'J' dimensions. Provision must be made for fitting seals to the unit(s). A fee is payable for the sealing of turbo chargers.

40. Except for Vehicles accepted under Category 2 a Vehicle may be fitted with a different engine not exceeding 25% increase of the capacity of the model when it was supplied as original equipment by its manufacturer.

41. The engine capacity of FIA R/GT cars complying with Category 2 shall be limited to the current FIA Regulations.

42. Historic Rally Cars that are fully compliant with Appendix 17 are permitted without a restriction on engine capacity in Stage Rallies.

43. Engine Oil Systems – Unless equipped with a closed loop system a Catch tank of at least a one litre capacity to be incorporated in the oil breather system.

Transmission and Gear Selection Systems

44. The transmission system is free including gear selection system which may be modified or replaced by an alternative system.

45. The use of active front and rear differentials i.e. any system acting directly on the differential adjustments is forbidden except for cars originally homologated by the FIA. Only entirely mechanical systems are allowed. None of the parameters of the front and rear differentials can be modified except with the help of tools when the Vehicle is stopped.

46. Passive viscous differentials are considered mechanical and are permitted.

Suspension

47. Except for Vehicles accepted under Category 2 and Vehicles with modifications conforming to their homologation papers (Art. 4 above):
   a. The suspension must retain the operating principle and utilise the mounting points as provided by the vehicle manufacturer.
   b. Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used is the same material as the chassis/bodywork and follows the original shape and is in contact with it.
   c. Springs shock absorbers anti-roll bars and control arms and links may be uprated.
   d. Only mechanically operated anti-roll bar systems are authorised.
   e. The anti-roll setting can only be adjusted directly by the driver using an exclusively mechanical system without external power.
   f. Any connection between dampers is forbidden.
g. Any connections between front and rear anti-roll bars are forbidden.

h. The ride height must be adjustable only with the use of tools and when the car is immobile.

i. Any servo control activating a power circuit acting directly or indirectly on the suspension parts is forbidden.

j. Any electronic control system for the shock absorbers is forbidden.

Wheels and Tyres

48. Not be fitted with spiked or studded tyres or any non-skid attachments other than chains if permitted in the Official Documents.

49. Have all spare wheels securely fastened in position.

50. Have complete wheels (flange + rim + tyre) free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in relation to the cubic capacity of the Vehicle:
   a. Up to and including 1600 cc: 8in
   b. Over 1600 cc: 9in.

51. Note: Wheel widths relate to the capacity of the Vehicle inclusive of the forced induction coefficient.

52. Rim diameters may be increased or decreased by up to a maximum of 2in but the rim diameter must not exceed 18in.

53. Wheels do not necessarily have to be the same diameter.

54. The complete wheel shall be measured with the tyre at normal running pressure.

55. The measurement of the width will be taken at the widest point of the complete wheel above hub level.

56. Wheel fixing by bolts may be freely changed to fixing by pins and nuts.

57. Must have tyres complying with Chapter 8.

58. The approved quantity of tyres must be detailed in the Official Documents. The maximum number allowed will not exceed 10 tyres (unsealed surfaces) and 12 tyres (sealed surfaces and all Single Venue Stage Rallies not covered by a Master Agreement) for Rallies up to 45 planned competitive miles. For Events over 45 planned competitive miles an additional 2 tyres may be added for each return to service after 45 planned competitive miles during the Event, but these may not be used prior to the relevant service point.

   a. In the event of an extreme weather event (defined as: Temperatures over 28c for a 24 hour period), the Clerk of the Course may request the ASN Steward to suspend the tyre allowance on the grounds of safety.

   b. Where there is significantly heavy rainfall and the Clerk of the Course (of a Sealed surface Event and all Single Venue Stage Rallies not covered by a Master Agreement) issues a Bulletin declaring a ‘wet’ Event, the use of wet tyres will be permitted outside of the specified allowance on the grounds of safety.

59. The use of any device for maintaining the performance of the tyre with an internal pressure equal to or greater than atmospheric pressure is forbidden.

60. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

61. The use of tyre heating devices is prohibited.
62. For all unsealed surface **Stage Rallies** approved by the ASN pursuant to App.1 Arts.10 and 11 (forest estates) only those tyres specified in Chapter 8 List 6 are permitted.

**Braking Systems**

63. Braking systems may be modified including fitment of uprated components conversion of drum brakes to disc brakes and use of alternative friction materials.

64. The use of non-metallic brake discs is not permitted.

**Fuel Systems**

65. If the filler cap is of the quick release type or where the **Vehicle** has been fitted with a non-standard filler be fitted with a recessed fuel filler cap.

66. Fuel lines may be installed within the **Driver / Passenger** compartment on safety grounds.

67. Cars must be fitted with a self-seal connector of a type complying with Chapter 7.

**Electrical**

68. There are restrictions concerning the use of auxiliary lights which are detailed in the sporting regulations.

**Vehicle Weight Limits**

69. All homologated **Vehicles** must conform to the minimum weights stated in their homologation documents.

70. All non-homologated **Vehicles** must conform to the minimum weights in the table below. The only exceptions are vehicles that have a specified minimum weight recorded in their **ASN Competition Car Log Book / Vehicle Passport**.

<table>
<thead>
<tr>
<th>Car Capacity</th>
<th>2WD Specialist Rally Cars</th>
<th>4WD Specialist Rally Cars</th>
<th>up to 3/1/1981</th>
<th>up to 4WD Specialist Rally Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 1000cc</td>
<td>660kg</td>
<td>655kg</td>
<td>620kg</td>
<td></td>
</tr>
<tr>
<td>Up to 1400cc</td>
<td>700kg</td>
<td>700kg</td>
<td>670kg</td>
<td></td>
</tr>
<tr>
<td>Up to 1600cc</td>
<td>770kg</td>
<td>740kg</td>
<td>720kg</td>
<td></td>
</tr>
<tr>
<td>Up to 2000cc</td>
<td>850kg</td>
<td>810kg</td>
<td>770kg</td>
<td></td>
</tr>
<tr>
<td>Up to 2500cc</td>
<td>1080kg</td>
<td>880kg</td>
<td>880kg</td>
<td></td>
</tr>
<tr>
<td>Up to 3000cc</td>
<td>1150kg</td>
<td>945kg</td>
<td></td>
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<td>Up to 3500cc</td>
<td>1230kg</td>
<td>1005kg</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 4000cc</td>
<td>1310kg</td>
<td>1075kg</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

71. The checking of **Vehicle** weights will be as set out in FIA Appendix J.

72. Note. Minimum weights relate to the cubic capacity of the car inclusive of the forced induction coefficient.

**Safety**
73. Have as a minimum a ROPS complying with Chapter 7 App.3 and Chapter 7 App.13 Diagram 14 or 15 and longitudinal door bars complying with Chapter 7 App.3 Arts.42 - 45 (side sections Chapter 7 App.13 Diagram 18.

74. For Vehicles not issued with a Vehicle Passport or Competition Car Log Book prior to 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:
   a. Roof Reinforcement complying with Chapter 7 App.3 Art.46 and Chapter 7 App.13 Diagram 19.a, b., c. or d.
   b. Windscreen Pillar Reinforcement complying with Chapter 7 App.3 Arts.49 – 50 on each side if Chapter 7 App.13 Diagram 69 dimension ‘A’ is greater than 200mm.

75. Be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver and the Co-Driver when normally seated with seat belts fastened.

76. Be equipped with an external circuit breaker complying with Chapter 7 App.5 Art.13 – 14.

77. Have currently FIA Homologated seat belts complying with Chapter 7 App.7 (four, five or six point).

78. Be equipped with fire extinguishers complying with Chapter 7 and also all the relevant parts of Chapter 7 App.6. The Driver and Co-Driver must each be able to activate the extinguisher when normally seated with seat belts fastened.

79. Be fitted with front seats that were FIA Homologated to FIA Standard 8855-1999 8862-2009 or 8855-2001 at the time of manufacture (but excluding seats for which the FIA Homologation was withdrawn) complying with Chapter 7 App.7 Arts.21 - 24

80. For National Events FIA Homologated seats manufactured to FIA Standard 8855-1999 or 8855-2001 may be used for up to two years beyond the expiration of the original homologation label validity.

81. FIA Homologated seats manufactured to FIA Standard 8862- 2009 may be used until 31st December of the year stated on the label.

82. Have substantial underbody protection covering any area of a fuel tank exposed to running damage.

83. Be equipped with high-intensity horns that can be operated by the Driver and the Co-Driver.

84. Competing Vehicles must carry an Emergency Red Warning Triangle (ECE 27) and an SOS / OK Board.

85. If a camera is carried the fitting must be specifically approved by a Scrutineer.

86. Belt cutter(s) must be carried on board at all times. Both driver and co-driver must be able to reach a belt cutter when seated with their harness fastened.
CHAPTER 13 RALLY

APPENDIX 17

Technical Regulations – Historic Special Stage Rally Cars

1. In addition to complying with Chapter 7 and Chapter 8 where applicable all Vehicles competing in Historic Special Stage Rallies must comply with the Regulations in or referred to in this Appendix. Exceptions are referred to below at Art. 3.

The principles of Historic Special Stage Rally Cars Regulations

2. The ASN has created the Regulations in this Appendix so that Historic Cars may be used for Competitions under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology. Historic Competition is not simply another formula in which to acquire trophies it is a specific Category in which an essential ingredient is devotion to the cars and to their history and period specifications. Historic Motor Sport therefore enables the active celebration of the history of the Motor Car.

3. Historic Special Stage Rally Vehicles must comply with Special Stage Rally Technical regulations with the following exceptions Appendix 16 Arts: 4 and 5 and 33-37 inclusive and 39 and 43 and 46 and 47 – 61 inclusive and 68 and 71.

4. Cars Eligible

a. Historic Stage Rally Cars are categorised in the following periods. A Vehicle will be dated by the specification presented and not necessarily by the date of build or registration:

i. Historic Category 1 Rally Cars: Vehicles of a specification valid before 1 January 1968.


iii. Historic Category 3 Rally Cars: Vehicles homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Vehicles in Category 3 must comply with their Homologation.

iv. Historic Category 4a Rally Cars: Vehicles homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any Vehicles that were regulated out by the FIA in period from rallies for safety reasons. Vehicles in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book. Vehicles homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP) and must always conform with that document and with the current FIA Appendix K.

v. Historic Category 4b Rally Cars: Vehicles homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any Vehicles that were regulated out by the FIA in period from rallies for safety reasons. Vehicles in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and must have been issued with a valid FIA Historic Technical Passport (HTP) and must always conform with this document and the current FIA Appendix K.
vi. FIA Appendix K to the International Sporting Code: Historic Rally Cars fully compliant with the current FIA Appendix K. Cars must have been issued with a valid FIA Historic Technical Passport (HTP) and always conformed with that document and with the current FIA Appendix K. Vehicles are exempt from the requirement to hold and present at scrutineering an ASN Competition Car Logbook or Vehicle Passport.

Historic Categories 1, 2, 3 and 4

5. A validated Historic Rally Vehicle Identity Form (HRVIF) in addition to a CCLB must be obtained from the ASN and both must be presented at scrutineering. No Vehicle is permitted to compete on an Event unless those documents are presented at scrutineering. The HRVIF is the definitive document for the technical specification of the vehicle for which it has been issued.

6. The HRVIF will remain valid for a period of 10 years from the date of issue and must be renewed whenever the registered owner of the Vehicle changes.

7. Vehicles in any of the Categories registered after the appropriate date may be permitted to hold an HRVIF in the absolute discretion of the ASN. An applicant for HRVIF for such a car must provide documentary evidence to the ASN Technical Department with the identity form application to show that the specific Vehicle (not model) was manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer and any documents relative to the Vehicle and any information available concerning Chassis and engine numbers and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the ASN may issue an Historic Rally Vehicle Identity Form which must be presented at scrutineering with the registration document in accordance with Art. 5 above.

8. Category 3 and Category 4 Vehicles must also present their Homologation forms at scrutineering or they will not be allowed to compete.

9. Upon issue of the validated HRVIF the applicant will be issued with two individually numbered ASN Registered Historic Rally Vehicle stickers (see App.21 Drawing Number 7). These stickers are a visual affirmation of conformity with these Regulations and therefore must be affixed to the Vehicle one per side located on the rear section of the front wing and failure to respect this requirement is a breach of these Regulations and will render the Vehicle ineligible to compete and the Competitor subject to Judicial action.

10. A Licenced Eligibility Scrutineer may remove the ASN stickers (see App.21 Drawing Number 7) if the Vehicle is found not to comply with any of the provisions of this Appendix 17.

Permitted Modifications

11. Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3 and 4 Rally Cars. The modifications must be detailed on the HRVIF and be duly ratified by the ASN.

12. Modifications are only allowed if they were available before:
   a. 1 January 1968 for Historic Category 1 Rally Cars.
   b. 1 January 1975 for Historic Category 2 Rally Cars.
   c. 1 January 1982 for Historic Category 3 Rally Cars. 1 January 1986 for Historic
d. Category 4a Rally Cars. 1 January 1991 for Historic Category 4b Rally Cars.

13. In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

14. Exceptionally the ASN in its absolute discretion may grant a dispensation to use non-original parts and or parts from a different model and or parts from a later period provided that the use of these parts does not confer any advantage in either performance or reliability. The ASN will give consideration to written requests from Competitors who can evidence that they are unable to source vital components.

15. Competitors will be notified by means of an ASN Official Bulletin of any part subject to dispensation and a full list of dispensations will be published on the ASN website.

Recommended Classes

16. Historic Category 1 Rally Cars

- Pre-1.1.60.
  a. Class A1 up to 1200cc
  b. Class A2 1201cc up to 1500cc
  c. Class A3 Over 1501cc

- From 1.1.60 - 31.12.67
  d. Class B1 Up to 1000cc
  e. Class B2 1001cc up to 1300cc
  f. Class B3 1301cc up to 1600cc
  g. Class B4 1601cc up to 2000cc
  h. Class B5 2001cc up to 2500cc
  i. Class B6 Over 2501cc

17. Historic Category 2 Rally Cars. 1.1.68 - 31.12.74

- Class C1 Up to 1300cc
- Class C2 1301cc to 1600cc
- Class C3 1601cc to 2000cc
- Class C4 Over 2001cc
- Class C5 All cars having engines with both more than one camshaft and more than two valves per cylinder.
- All cars with a Rotary Engine.

18. Historic Category 3 Rally Cars. 1.1.75 - 31.12.81

- Class D1 Up to 1300cc
- Class D2 1301cc to 1600cc
- Class D3 1601cc to 2000cc
- Class D4 Over 2001cc
- Class D5 All cars having engines with both more than one camshaft and more than two valves per cylinder.
f. All cars with a Rotary Engine.

19. **Historic Rally Cars complying with FIA Appendix K.**

Classes as specified by Article 2.1 of the FIA European Historic Sporting Rally Championship Regulations.

20. **Historic Category 4a Rally Cars. 1.1.82 - 31.12.85**
   a. Class E1 Up to 1300cc
   b. Class E2 1301cc to 1600cc
   c. Class E3 1601cc to 2000cc
   d. Class E4 Over 2001cc

21. **Historic Category 4b Rally Cars. 1.1.86 - 31.12.90**
   a. Class F1 Up to 1300cc
   b. Class F2 1301cc to 1600cc
   c. Class F3 1601cc to 2000cc
   d. Class F4 Over 2001cc

**Engine**

22. Cylinder bores may be 60 thousandths of an inch oversize without affecting class eligibility.

23. Four-wheel drive vehicles fitted with forced induction are prohibited in Historic Categories 1, 2 and 3.

24. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer App.16 Art.35.a. Such Vehicles in Category 1, 2 and 3 will be classified as having an engine capacity increase of one third. Vehicles in Category 4a will be classified as having an engine capacity increase of 70% and must be fitted with a 34mm restrictor at a maximum of 50mm from the extremes of the compressor blades.

25. Engines must comply with ASN silencing levels. Exceptionally and with the permission of the Chief Scrutineer those cars for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

26. **Vehicles** in Category 4 equipped with rotary engines will be subject to an equivalency factor of 2:1.

**Safety**

27. **Vehicles** must be equipped with a safety rollover bar in accordance with Chapter 7 Arts. 1 – 62 and 66 -80 inclusive, and Chapter 7 Drawing 37 a) or b). Dotted lines signify optional features.

28. Door bars may be of single tube, crossed tube or twin tube design Chapter 7 App.13 Diagram 21 (g) or (h).

29. A single Diagonal Member is mandatory and a second Diagonal Member may be added to form crossed diagonals. Diagonals may be either installed across the Main Rollbar or between the Backstays.

30. Additional tubes for the mounting of harness shoulder straps are permitted.

31. All bars must remain within the confines of the Passenger compartment and must not be used as suspension pick-up point bracing unless the Competitor can prove that this was done in period to the specific model.

32. **Vehicles** in Category 4 must comply with App.16 Art.73 to 86.

33. Belt cutter(s) must always be carried on board during an Event. Both Driver and Co-Driver must be able to reach a belt cutter when seated with their harness fastened.

**Wheels Tyres and Brakes**
34. Wheels and tyres must be fitted in compliance with Chapter 8 List 3 and Arts 11 – 15 of this Appendix except as follows: Appendix 16 to this Chapter Arts: 48 and 49 and 51 and 53 - 55 and 57-61 and must conform with the following:
   a. For Categories 1, 2 and 3 the diameter of wheel may not differ from that originally fitted by more than 10%.
   b. For Categories 1, 2 and 3 the complete wheels (flange + rim + tyre) are free providing that they are housed within the permitted bodywork and that they do not exceed the following widths in relation to the cubic capacity of the Vehicle:
      i. Up to 1150 cc: 7in
      ii. Over 1150cc and up to 1600 cc: 8in
      iii. Over 1600 cc: 9in.
   c. For Category 4 and Vehicles competing under FIA Appendix K all wheels and tyres must comply fully with FIA Appendix K Regulations for Vehicles in Rallies.

35. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the Vehicle.

Miscellaneous
36. The use of gas discharge technology in any forward-facing lights either main beam or auxiliary or in any reversing light is not permitted.
37. Unless of the specification used in period for the specific make and model of Vehicle the use of light pods to individually mount or to mount auxiliary lights as one unit is not permitted.
38. Roof vents may only be fitted if of the same specification as those fitted to the particular make and model of the car in period.
39. Any underbody protection must be of period specification. A guard moulded closely to the vehicle floor pan fixed by bolting and/or adhesive may be fitted but must not extend beyond the front and rear axle centre lines and the outer 100mm on each side must not cover the vertical section of the outer sills.
CHAPTER 13 RALLY

APPENDIX 18

Servicing and Organised Assistance

1. This Appendix must be read in conjunction with all applicable Appendices to this Chapter.
2. Any breach of these Regulations may be treated as a breach of the NCR.
3. Organised assistance or Service anywhere other than in permitted areas is forbidden.
4. Organised assistance (service) may be Permitted on Special Stage Rallies if the Official Documents allow and providing that the Organisers have provided suitable service areas with Time Controls and a specific time allowance is permitted for Service.
5. Single Venue Stage Rallies must allocate a minimum time for Service.
6. An exception to Arts.4 and 5 above with regard to time allowances applies for retired cars intending to apply for a re-start permitted by the Official Documents.
7. Service of a competing Vehicle may only be carried out in permitted areas as defined under Art.4. In any area where Service is not permitted, the presence of service crew, or any vehicle from which equipment or parts are supplied or obtained, or the setting up or the collection or the use of equipment previously deposited, will be considered to be servicing.
8. Service vehicles may be required by the Official Documents or the Official Instructions to follow a prescribed route to and from service areas. All other areas would then be 'Out of Bounds' to service vehicles and crews.
9. Competitors may only refuel in areas which have been specifically designated by the Organisers or by using commercially available pump fuel dispensed directly from installed pumps at filling stations on the rally route. During refuelling, no one must be within the Vehicle and the engine must be stopped throughout any refuelling operation.
10. These Regulations do not prevent Competitors from making their own vehicles safe to drive and crews may work unassisted on their own Vehicles using equipment carried in their Vehicle in 'No Service Areas' except:
   a. Within 100m of any Control.
   b. Between a Special Stage Arrival Control and the Special Stage Start Control.
   c. In any Parc Fermé.
11. The only work permitted in these areas is the following (unassisted):
   Cleaning:
   a. lamp glasses
   b. windscreens
   c. windows
   d. identification markings and
   e. vehicle registration numbers.
12. Except in the areas listed above Competitors may also work on their Vehicle with the assistance of other Competitors or any nationally recognised breakdown service or commercial garage not associated with the Entrant and not organised in advance. Such service vehicles will not be allowed to enter official service areas.
13. Competitors are responsible for ensuring that their service crews understand and comply with Regulations.
and if official Service Plates are issued by the Organisers that at all times the official Service Plate is affixed to the service vehicle.

14. A Competitor may be fined or otherwise penalised by the Clerk of the Course if the crew of any service vehicle associated with their entry contravene any Regulation or any Official Instruction or act in a manner contrary to the interests of the Event or of the ASN or motor sport generally. Competitors may also be fined by the Clerk of the Course and/or Stewards and/or the ASN National Court but not otherwise penalised for breach of Road Traffic Laws by their service crews.

Service Areas

15. All Service Areas must be under the supervision of a Safety Officer who should have suitable means of contacting the Emergency Services.

16. Special care must be taken to ensure that Service Areas are kept secure from spectators and that all relevant aspects of Health and Safety Regulations are observed.

17. Adequate fire extinguishers must be available at the site.

General

18. No service assistance may be expected from Organisers. Competitors are responsible for ensuring that they are supplied with fuel, oil, water etc even though Organisers may give advice as to where such supplies may be obtained.

19. A Vehicle may not be moved other than by its own power except:
   a. By a ferry.
   b. By outside means for a minimum distance necessary to extricate it from difficulty.
   c. By gravity.
   d. By its crew.

20. During the course of an Event Competitors are not permitted to use or be directly or indirectly concerned in the use of helicopters or fixed-wing aircraft in the vicinity of the Event (whether in connection with servicing aerial surveillance or any other reason whatsoever) unless previous authority has been obtained from the ASN in writing pursuant to Arts. 21 - 23 below and in compliance with CAA regulations.

21. Before considering any application for authorisation the ASN must be satisfied that any liabilities they consider apply to the activities including indemnity cover for the ASN and the Event promoters and Organisers and the landowner have been made available by the operator on their behalf to specified minimum requirements.

22. Any application must be made at least 14 days before an Event.

23. In accordance with CAA regulations no helicopter or fixed-wing aircraft is allowed within 500ft of the route or within 3000ft of any large crowd.
## CHAPTER 13 RALLY

## APPENDIX 19

### PR Requirements Charts

#### Chart 1

<table>
<thead>
<tr>
<th>CODE</th>
<th>PR REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Personal visit to an adult member of household within 100m.</td>
</tr>
<tr>
<td>B</td>
<td>Letter to each householder within 100m.</td>
</tr>
<tr>
<td>C</td>
<td>Public notice.</td>
</tr>
<tr>
<td>D</td>
<td>Personally visit and obtain signature from an adult member of any household within 500m of any point where competitors are required to stop (i.e. any control or clue point). Consult RLO.</td>
</tr>
<tr>
<td>E</td>
<td>Personal visit to an adult member of household within 150m.</td>
</tr>
<tr>
<td>F</td>
<td>If timed to the second, not pass through any area which has in excess of 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all of the householders within that area and the Motorsport UK has given its permission.</td>
</tr>
<tr>
<td>G</td>
<td>Letter to each householder within 100m, unless the RLO agrees to a lesser requirement.</td>
</tr>
</tbody>
</table>

#### Chart 2

**ALL EVENTS TRAVERSING THE PUBLIC HIGHWAY**

<table>
<thead>
<tr>
<th>Permit</th>
<th>Section</th>
<th>Road Type</th>
<th>Time</th>
<th>PR</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROAD RALLY (inc. HISTORIC)</td>
<td>STANDARD (timed to second) inc.</td>
<td>All Classes (see 10.2)</td>
<td>23.59 to 1 hour</td>
<td>A(G) D</td>
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<tr>
<td></td>
<td>STANDARD (time to minute)</td>
<td>All Classes</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td>REGULARITY</td>
<td>A &amp; B Habitation</td>
<td>22.00 to 07.00</td>
<td>C D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow/White UCR/Private</td>
<td>24 hour</td>
<td>H D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A &amp; B Habitation</td>
<td>07.00 to 22.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td>TRANSPORT &amp; NEUTRAL</td>
<td>White/UCR/Private</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Habitation A, B &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>C D</td>
</tr>
<tr>
<td>ECONOMY, NAVIGATIONAL &amp; 12 CAR RALLIES (All types) VINTAGE (22.00 to 07.00)</td>
<td>STANDARD &amp; REGULARITY</td>
<td>A &amp; B Habitation</td>
<td>22.00 to 07.00</td>
<td>C D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A &amp; B Habitation</td>
<td>07.00 to 22.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow/White UCR/Private</td>
<td>24 hour</td>
<td>H D</td>
</tr>
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<td>Description</td>
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<td>Code B</td>
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<td>----------</td>
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<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>TRANSPORT &amp; NEUTRAL</td>
<td>White/UCR Private</td>
<td>24 hour</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Yellow</td>
<td>22.00 to 08.00</td>
<td>E</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>A, B, Habitation &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>E</td>
<td>D</td>
</tr>
<tr>
<td>VINTAGE (07.00 to 22.00)</td>
<td>ALL</td>
<td>07.00 to 22.00</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>VETERAN</td>
<td>ALL</td>
<td>24 hour</td>
<td>C</td>
<td>D</td>
</tr>
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<td>NAV. SCATTERS</td>
<td>ALL</td>
<td>24 hour</td>
<td>E</td>
<td>D</td>
</tr>
<tr>
<td>TREASURE HUNTS TOURING ASSMS.</td>
<td>ALL</td>
<td>24 hour</td>
<td>E</td>
<td>D</td>
</tr>
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<td>SPECIAL STAGE RALLIES including SINGLE VENUE STAGE RALLIES</td>
<td>ROAD</td>
<td>A &amp; B, Habitation</td>
<td>22.00 to 07.00</td>
<td>C</td>
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<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White/UCR/ Private</td>
<td>24 hour</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A, B, Yellow Habitation</td>
<td>07.00 to 22.00</td>
<td>E</td>
</tr>
<tr>
<td>ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY</td>
<td>ALL</td>
<td>24 hour</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>SPECIAL STAGE</td>
<td>Private or Roads Closed by appropriate</td>
<td>24 hour</td>
<td>F</td>
<td></td>
</tr>
<tr>
<td>CLASSIC TRIALS and ALL OTHER EVENTS USING THE PUBLIC HIGHWAY</td>
<td>White/UCR/ Private</td>
<td>24 hour</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>A, B, Habitation &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>C</td>
<td>D</td>
</tr>
</tbody>
</table>

For Codes see above in Chart 1
CHAPTER 13 RALLY

APPENDIX 20

Medical and Safety Cover

1. This Appendix must be read in conjunction with Chapter 1 Appendix 3 (Insurance) and Chapter 11 (Emergency Medical) of the NCR. Organisers must check that the arrangements for Events conform to the ASN attest requirements and any published guidance. In the event of any doubt then Organisers must check with the ASN Safety or Legal Departments.

Medical and Safety Cover

Single Venue Stage Rallies

2. At each Venue there must be a Doctor or ASN Registered Paramedic and an ASN Licensed Rescue Unit.

3. It is mandatory that an ASN Licensed Recovery Unit or a Commercially Operated Recovery Unit is placed at or near those stage start locations where a Rescue Unit is positioned.

4. The Chief Medical Officer or Chief Paramedic being a Doctor or ASN Registered Paramedic, is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for:
   a. the detailed organisation of doctors and
   b. the planning and deployment within stages and
   c. the organisation of ambulance meeting points and
   d. the notification of hospitals in relation to the stages.

5. The Doctor or ASN Registered Paramedic and Safety Officer in liaison with Stage Commanders must be aware of the evacuation routes from the stage and rendezvous points.

6. The Chief Medical Officer at the Event following consultation with the Clerk of the Course may appoint a deputy of suitable grade who could take over the Chief Medical Officer’s duties in an emergency.

Stage Rallies (other than Single Venue Stage Rallies)

7. At Clubman, Interclub and National Multi-Venue Stage Rallies there must be a Doctor or ASN Registered Paramedic and an ASN Licensed Rescue Unit at every Stage (or group of Stages (with a maximum three in close proximity to each other)).

8. A Chief Medical Officer or Chief Paramedic who must be a doctor or ASN Registered Paramedic, must be appointed who is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for:
   a. the detailed organisation of doctors,
   b. the planning and deployment within Stages
   c. the organisation of ambulance meeting points and
   d. the notification of hospitals in relation to the Stages.

9. The Chief Medical Officer at the Event or Chief Paramedic following consultation with the Clerk of the Course may appoint a deputy of suitable grade who could take over the Chief Medical Officer’s duties in an emergency.
10. Those Stages without the immediate presence of an ASN Rescue Unit should position an ASN Licensed SSU at the Stage start.

11. For every Stage over nine miles long in addition to the above and at a suitable mid-point there must be a Doctor or ASN Registered Paramedic and an ASN Licensed Rescue Unit or an ASN Licensed SSU.

12. It is mandatory that an ASN Licensed Recovery Unit or a Commercially Operated Recovery Unit is placed at or near those Stage start locations where a Rescue Unit is positioned.

International Stage Rallies (other than FIA Championships)

13. At every Stage start there must be:
   a. A Doctor or ASN Registered Paramedic.
   b. An ASN Licensed Rescue Unit.
   c. An ASN Licensed Recovery Unit or a Commercially Operated Recovery Unit.

For Stages over nine miles long these requirements must be repeated at a suitable mid-point.

International Stage Rallies (FIA Championship)

14. Medical and safety cover must be according to current FIA Regulations.

International and National Rallies

15. It is recommended that the Chief Medical Officer is appointed from the ASN Register and is approved for this grade of Rally.

16. A senior Medical Officer must be appointed on each Stage and be positioned at the Stage Start to work in close co-operation with and under the instructions of the Stage Commander.

General

17. ALL THE ABOVE REQUIREMENTS SHOULD BE REGARDED AS MINIMUM STANDARDS OF COVER AND HIGHER STANDARDS SHOULD ALWAYS BE AIMED FOR.

18. It is recommended that doctors carry all equipment that they feel necessary for the performance of their duties. The following is suggested:
   • Airways (two)
   • Cervical collar
   • Two large field dressings
   • Powerful hand torch
   • Space blanket
   • First aid kit.

19. It is recommended that Organisers make available a full resuscitation kit.

20. All accidents and incidents involving injury must be reported in writing by both the Medical Officer and Stage Commander to the Clerk of the Course.

21. A completed ASN report form signed by the Doctor must be sent to the Chief Medical Officer at the ASN.

Emergency Vehicles

22. There are three kinds of Rally emergency vehicles:
a. Rally Recovery Units.

b. Rescue Units.

c. Stage Safety Units (SSUs).

23. Their equipment and licensing criteria are listed in Chapter 5 Part 1 App.10 and Chapter 11.

24. To assist Organisers and maintain safety cover unless licensed vehicles are present SSUs should be used to provide rescue first aid and fire-fighting at an incident as quickly as practicable (i.e. starting from the beginning of the stage and proceeding in the direction of the Stage).

25. It is recommended that there is an SSU at each Stage Start.

Safety Cars

26. The only category of Safety Car that may be driven through a stage at near competitive speeds will be the Zero Car.

27. Safety Cars will be identified by carrying markings as specified in the ASN Safety Car Roles and Responsibilities e.g. Spectator Safety /000 / 00 / 0 and Sweeper as appropriate.

28. No other official car will carry such markings. All other sanctioned vehicles will be classified as Official Vehicles.

29. The Zero Car will be the last vehicle to traverse a stage before the first Competitor unless the Stage Commander or Clerk of the Course authorise otherwise.

30. The Zero Car will only stop in a Stage in the case of emergency.

31. Safety Cars must be fitted with an effective method of communicating with Rally Control.

32. Except for Class eligibility the Zero Car must pass the same pre-Event scrutiny as Competitors including Sound Testing.

33. There will only be two crew members in the Zero Car.

34. Where the Zero Car is a Competition Car then:

   a. It is strongly recommended that Zero Cars have a current Competition Car Log Book / Vehicle Passport.
   
   b. The crew members must wear overalls, helmets, FHRs and seat belts mandatory for Competitors.
   
   c. Fire extinguishers must be fitted and armed as for Competitors.

35. Crew members of each Safety Car must be signed-on Officials.

36. At least one crew member of each safety car team must have attended an ASN Safety Car Training Session.

37. At least one member of the Safety Car Team must have been involved in pre-Event planning.

38. All Safety Car Team members must be fully briefed on the safety plans for the Event.

39. No Driver who is barred from holding a Competition Licence or DVLA (or equivalent jurisdiction) driving licence can drive an Official or Safety or Zero Car or a Rally Emergency vehicle through a Special Stage.

40. Detailed Guidelines on ASN Safety Car Roles and Responsibilities are contained in the Stage Rally Safety Requirements published on the ASN Website and which supplement the above requirements.

Fire Extinguishers

41. Fire extinguishers must be available in any area defined as a Service Area and any area in which competing cars are assembled awaiting their attempt at a Stage and at Stage Stop Lines.
CHAPTER 13 RALLY

APPENDIX 21

Specific Regulations for Junior Rally Driver Championships

1. This Appendix must be read in conjunction with Chapters 1 – 9 and 11.
2. This Appendix modifies the relevant provisions of this Chapter 13.
3. The ASN may approve Championships for Junior Rally Drivers complying with the following:
4. All such Championships must appoint a Safeguarding Officer approved by the ASN and who shall attend all Championship Events.
5. All Events comprising the Championship must be individually permitted Single Venue Stage Rallies open only to Junior Rally Drivers.
6. Events may only take place at a single Venue and all Stages road sections and service areas must not cross or traverse any Public Highway including Footpaths / Bridleways / Restricted Byways / Byways Open to All Traffic or unclassified country roads.
7. Proposed Stage Diagrams must be submitted for authorisation at least 3 months prior to the Event in order for the ASN to inspect the Venue.
8. Drivers must be at least 14 years old and may continue as a Junior Rally Driver until 31st December in the year of their 17th birthday.
9. The Drivers Competition Licence shall be endorsed Junior Rally Formulae Only and will be held on their behalf by the Championship Co-ordinator.
10. Except with the consent of the ASN Chief Medical Officer Drivers must be of a minimum height of 1.4m.
11. Co-Driver must hold a valid Competition Licence and ideally be a licensed BARS Instructor.
12. Co-Driver must be 21 years or over not be a Parent / Guardian of the driver and meet the qualifications of a Stage Rally National 'A' Licence.
13. Vehicles must be Series Production Cars that are currently registered and taxed as a private car unless the specific Event Regulations relax the requirement for taxation by virtue of the entire Event taking place on private property.
14. The maximum engine capacity may not exceed 1200cc naturally aspirated.
15. The engine and transmission must be standard and unmodified.
CHAPTER 13 RALLY

APPENDIX 22

SPECIFIC REGULATIONS FOR SPECIAL STAGE PRACTICE / TRAINING EVENTS

1. Any practising or training Event at which members of an ASN registered Club are acting in a managing or controlling capacity as representatives require the specific permission of the ASN in the form of a Permit.

2. The ASN will not Permit more than one Club to organise such an Event.

3. The ASN will appoint an Observer to all Special Stage Rally Practice / Training Events and the appropriate fees will be charged.

4. Participants in all practice / training Events must sign the usual indemnity specified Chapter 3 as well as a declaration that their Vehicle is in a fit condition for the Event.

5. Permit Fees will be in accordance with current rate for an Interclub Permitted Event.

6. Insurance per capita fees will be payable at the maximum Special Stage rate per Competitor.

7. There must be no spectators and entry to the Venue must be controlled.

8. Stages must be organised to the requirements of Appendix 2 Part C and Appendix 12 Arts. 42 to 58 inclusive.

9. The definition of a Practising / Training Event must be complied with namely:
   a. No Competition.
   b. There must be no awards.
   c. The sole purpose is for crews to gain experience of their Vehicles.
   d. Times may be recorded but must not be published.
   e. Vehicles must not be started / released onto any Stage simultaneously.
   f. The only permitted revenue obtained by the Organiser shall be entry fees.

10. No more than six attempts at any one stage layout will be permitted.

11. Although no awards or published times are permitted the Organiser must set a Bogey Time for the Stage and this time and the length of the stage must be notified in writing to the participants.
CHAPTER 13 RALLY

APPENDIX 23

Rally Drawings

Drawing 1

50°

Drawing 2

CHICANE ENTRANCE BOARD

Examples of a typical chicane layout:

Drawing 3

Drawing 4

Legend:
- Single Filament Bulb, i.e. H1, H2, H3, H7 or similar
- Twin Filament Bulb, i.e. H4, H4B or similar
- Single Reflector
- Single Moulding containing single or multiple reflectors

This drawing is not exhaustive, but illustrates the most common permutations. Note any alternative layouts existing a chicane fitting these, typically clamped or spliced instead may not be operationalized.
Box with tape between ditches or hedges/walls

Block & No Entry sign (facing cars) set back from junction

No Warning Arrow if junctions are very close

Warning Arrow & Post Number sign on the side of the road where they are most visible. Between 50 - 100 metres before the junction

ARROW ANGLES & POSITIONS

No Entry Sign

Physical Block

Taped box extending beyond the road width to ditches, hedges, walls

Prohibited Area Sign (also to be used in other locations as required)
Approximately 100m before Radio Point

At Radio Point

Yellow background

Blue background

Beginning of Control Area (Stage Arrival)

At Stage Arrival Control

At Stage Start

Warning of Stage Finish (Both sides of track 100m prior to Flying Finish Line)

At Flying Finish Line (Both sides of track)

Countdown Boards (Evenly spaced between flying finish and stop line)

At the Stop Line

Yellow background

Red background

Yellow background

Red background

Yellow background

Red background

Drawing 7

Drawing 6 (Alternative to Drawing 5 without the use of box junctions)

Drawing 8
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 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 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 an 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.
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 1B 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 recommend 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. 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**

| Maximum width ahead of front wheels | 1500mm |
| Maximum width behind front wheels  | 1400mm |
| Maximum height of any part wider than 1100mm ahead of the front wheels | Not to exceed the top of the front wheel rim |
| Maximum height | 900mm from the ground |
| Maximum rear overhang | 1500mm behind rear wheel axis. |

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.

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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:

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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.

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.
Drag Racing
CHAPTER 15 DRAG RACING

This Chapter must be read in conjunction with Chapters 1 – 11.

The following Appendices comprise this Chapter:

App.1 Drag Racing Yearbook

General
1. Permits for Drag Race are issued at the sole discretion of the ASN and are dependent upon a valid Track Licence being in existence.
2. Except as provided by this Chapter Drag Race Events must comply with the relevant provisions of Chapters 1 – 11 and the Drag Race Yearbook.
3. The Drag Racing Yearbook applies and is Appendix 1 to this Chapter which may apply further limitations or requirements in addition to the following. The Drag Race Yearbook is NOT subject to the ASN stability regulations and amendments may be invoked as deemed necessary for the orderly conduct of the sport.
4. For any Technical or Safety criteria not provided for by these Specific Regulations the Official Documents must state the definitive source of reference.
5. Permits may be issued for a Drag Race or a Straightline Event which will be run in accordance with the Straightline Event Guidelines.
6. A Club will only be allowed to organise Events up to National status unless ASN has specifically approved an application for higher status.
7. If a Championship round is cancelled or changes its date due to reasons of safety or force majeure the Championship Organiser may arrange for an alternative Event or date for an Event to be included in their Championship calendar. Subject to Chapter 1 Art.4 only two such changes will be permitted during the duration of that particular Championship and the proposed amendment must be subject to ASN approval and will only be permitted if all registered Competitors have been advised and less than 15% (rounded up to the next whole number) of the Competitors registered for the Championship object to the change in writing. Competitors failing to respond within 4 weeks (28 days) from the date of the Organiser's written proposal to change being sent will be considered to agree to the change.

Officials and their duties
8. Unless stated hereafter Officials must comply with Chapter 5.
9. ASN Licensed Clerks of the Course, Timekeepers and Scrutineers appropriate to the grade of the Event must be appointed.
10. At all National and above Events there should be at least one licensed Deputy / Assistant Clerks of the Course in addition to the Clerk of the Course.
11. 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. Any Deputy Clerks must be licensed but Assistant Clerks need not necessarily be so.
12. The Race Director shall have the same responsibilities duties and powers of a Clerk of the Course and the
same discretion in the general conduct and control of the Event and the application of penalties for any infringement by participant or Vehicle.

13. Subject to the prescriptions of the NCR the decision of the Race Director shall be final.
14. Whenever possible there shall be at least two Timekeepers at Events.

Competitors
General
15. Unless stated hereafter Competitors must comply with Chapter 6
16. Participants shall be deemed to be any person within the meaning provided in Chapter 6 and Chapter 1 App.1.
17. The display of any identification, badge or pass will be deemed to identify the person concerned with the Entrant and will imply their acceptance of these Regulations.
18. Entrants and Drivers must ensure they have a Competition / Entrant Licence valid for the Event.
19. When signing on a valid Competition / Entrant Licence for Entrant and Driver must be produced.
20. For Drivers under the age of 18 years a PG Entrant Licence is required (Chapter 6).
21. The Official Documents must state what qualification is required to drive a specific category of Vehicle.
22. Where a Driver is required to make an observed run prior to taking part in the Competition it is the Drivers' responsibility to report this fact when signing on and await the instructions of the Race Director.
23. The Race Director may forbid a Driver to take part in the Competition for reasons of safety or any apparent deficiency in performance.
24. A Driver may not drive more than one Vehicle in any category at the same Event. Dual eliminator registration is prohibited subject to that permitted in the Drag Racing Book.
25. Any Driver deemed to have driven in a manner not compatible with general safety or whose behaviour or actions is prejudicial to the interests of the Organisers or motor sport generally may be immediately Disqualified from the Event (Chapter 2).

Competition Licence and Upgrading

Vehicles
27. Unless stated hereafter Vehicles must comply with Chapter 7.
28. Trucks or Commercial Vehicles are prohibited to take part in Drag Races without the prior approval of ASN. Series Production Truck Vehicles of up to 1 ton payload are permitted.
29. Junior Dragsters may not be included in any Event without the prior approval of the ASN.
30. Classification shall be as prescribed in the specific Class regulations contained within the Official Documents.
31. Except for Straightline Events annual registration of Vehicles and Drivers with each Organising Club may be required as stipulated in the Drag Racing Yearbook.
32. Where Registration is required it must be submitted on the official Race Vehicle Registration form issued by each Organising Club. Forms which are amended incomplete or defaced are invalid.
33. Re-registration may be required for any change made to the classification of a Vehicle.
34. Vehicles may be given a permanent race number for the year.
35. Numbers must be displayed in accordance with the specific Class format; affixed in such a way to ensure their
durability and legibility and be of sufficient contrast to their background. They shall be subject to the approval of the Chief Timekeeper.

36. The naming of a Vehicle will be subject to the approval of each Organising Club. Duplication of names will not be permitted.

37. Decals must be displayed as required by the Event or Organiser.

38. Vehicles must be in a clean and presentable condition throughout an Event. Personnel attending a competing Vehicle should be aware of the same considerations.

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

Scrutineering

40. Vehicles must be presented for Scrutineering and Practice at the times specified in the Official Documents.

41. No Vehicle is permitted to take part in Practice or a Race without the approval of the Chief Scrutineer.

42. 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.

43. 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. Furthermore, the Driver concerned may not drive again without the approval of the Chief Medical Officer of the Event.

44. Any Vehicle involved in an incident shall not be taken away from the Course without the prior authority of the Clerk of the Course.

45. The Race Director may require:
   a. The eligibility of an Entrant, Driver or Vehicle to be checked at any time or prescribed place before or during the Event or afterwards subject to the Entrant being notified not later than half an hour after the publication of a valid provisional Result.
   b. A Vehicle to be re-scrutineered at any time throughout the Event.
   c. A Vehicle to be dismantled to ensure it complies with the Regulations.
   d. An Entrant to supply such components and or samples as may be required.
   e. A Driver to be medically examined for reasons of safety.
   f. A Vehicle to Practice before its eligibility is verified.

Drivers

46. 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 goggles complying with Chapter 9 or where appropriate the specific Class regulations for Drag Races.

47. Overalls homologated to FIA 8856-2000, FIA 8856-2018 or FIA 1986 standard or in accordance with GSR10.10 of the Drag Racing Yearbook (App.1) are mandatory.

48. Competitors are required to wear flame-resistant gloves (Chapter 9) or in accordance with GSR10.10 of the Drag Racing Yearbook (App.1) standard.

49. An FIA approved FHR device fitted in accordance with FIA regulations is mandatory for all Classes where specified in the Drag Racing Yearbook.
50. All these items required by Arts. 46-49 above must be produced for inspection and approval at scrutineering.

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

**Pits Paddock and Track Fuel**

52. The handling and storage of Fuel must comply with the law and local fire regulations.

53. The Official Documents shall specify the safe refuelling requirements at Arts. 80 – 84 below.

54. The fuelling and draining of Vehicles outside a designated fuelling area is forbidden.

55. The engine must be stopped during fuelling and the Driver must vacate the Vehicle.

56. The Vehicle must be clear of any Fuel handling or storage when starting the engine.

57. The Entrant must ensure that throughout fuelling a person will stand by the Vehicle with an adequate fire extinguisher.

58. Engine starting and Warm-ups: It is mandatory for a Driver or competent crew member to be seated in the normal driving position at any time the engine is running.

**Medical and Rescue (see also Chapter 11)**

59. Ambulance and Staff. The Organisers in conjunction with the Event Chief Medical Officer will ensure that during practice sessions and competition the following are in attendance:
   a. Adequate first-aid staff (e.g. members of St. John Ambulance Association, British Red Cross Society or St. Andrew Ambulance Association).
   b. Ambulances should be equipped with basic resuscitation equipment and if possible a Casualty Immobiliser for handling a patient over difficult terrain. These ambulances to be reserved for use in connection with casualties arising from the Competition.
   c. It is important that the ambulance be so equipped that essential equipment does not have to be taken from any other Emergency Vehicle.

60. The minimum medical and rescue requirements (including Practice) are:
   a. One Doctor (or one ASN-Registered Paramedic) and one ambulance.
   b. The Rescue Unit and the Ambulance must be positioned to ensure unobstructed access to the Course as per the Track Licence.
   c. There must be a second emergency vehicle equipped specifically for firefighting with the following minimum equipment:
      i. 20lb (9kg) dry powder fire extinguishers.
      ii. fire resistant blankets 6ft x 6ft (2m x 2m). 2 pairs fire resistant / industrial gloves.

61. In an emergency the Event Chief Medical Officer may at their discretion designate as an ambulance any Vehicle they deem adequate for this purpose.

62. When public attendance is expected suitable arrangements must be made by the Organisers for dealing with the first-aid requirements of spectators not arising from the Event.

**Starting**

63. The Official Documents will specify:
   a. The starting Signal.
   b. The method of timing.
c. When timing commences.

64. **Vehicles** shall be started from a standing start with the engine running.

65. 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.

66. The finish line will be clearly indicated.

67. The number of **Vehicles** on a **Track** at any one time is that permitted by the **Track Licence**.

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

69. **Drivers** will be under **Starter’s Orders** when instructed by the **Official Starter** to ‘stage’ in accordance with ‘Staging’ procedure and requirements set out in the **Drag Racing Yearbook**.

70. After crossing the finishing line, competitors must slow down as appropriate and proceed as instructed.

**Qualification**

71. Except for **Straightline Events** a new **Driver** who has not previously held a **Competition Licence** will be subject to a cockpit orientation (blindfold) test.

72. A **Driver** may be required to make runs under observation at any time.

**Paddock and Track Regulations**

73. The spinning of wheels (tyre warming) will only be permitted in a designated area which should be clearly defined.

74. 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.

75. The crew is limited to the number as stipulated in the class regulations within the **Drag Racing Yearbook** in addition to the **Driver** and **Officials** allowed in attendance on each **Vehicle** in the identified starting area.

76. 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**.

**Penalties**

77. Any specific penalties mentioned in these regulations do not preclude the imposition of additional penalties as deemed appropriate.

**Instructions and Communications to Competitors**

78. Any additional instructions published will be an **Official Document** of the **Event** under these **Regulations**.

**Race Procedures**

79. In accordance with the requirements of the **Official Documents** of the **Event**.

**Refuelling**

80. Refuelling and work upon the cars other than by a **Driver** or **Officials** may only be carried out at the pits or in the **Paddock**.

81. The **Driver** shall vacate the **Vehicle** and the engine be stopped throughout any refuelling operation.

82. The **Entrant** shall ensure that throughout refuelling one person shall stand by the **Vehicle** with a fire
83. 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.

84. 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**.
Autocross
Rallycross
Off Road Racing
Chapter 16 Autocross, Rallycross and Off-Road Racing

PART A Autocross

App.1  Organisers Regulations
App.2  Medical and Rescue
App.3  Results
App.4  Competitors Regulations
App.5  Technical Regulation for Autocross and Clubcross

PART B Rallycross

App.6  Organisers Regulations
App.7  Medical and Rescue
App.8  Competitors Regulations
App.9  Technical Regulations
App.10 Rallycross Spaceframe Technical Regulations
App.11 Spaceframe Drawings

PART C Off Road Racing

App.12 Off Road Racing Specific Regulations
CHAPTER 16 AUTOCROSS AND RALLYCROSS

1. This Chapter must be read in conjunction with Chapters 1 – 11.
2. This Chapter is split into PART A (Autocross) and PART B (Rallycross) and PART C (Off Road Racing).
3. The following Appendices comprise PART A Autocross:
   - App.1 Organisers Regulations
   - App.2 Medical and Rescue
   - App.3 Results
   - App.4 Competitors Regulations
   - App.5 Technical Regulation for Autocross and Clubcross
4. The following Appendices comprisePART B Rallycross:
   - App.6 Organisers Regulations
   - App.7 Medical and Rescue
   - App.8 Competitors Regulations
   - App.9 Technical Regulations
   - App.10 Rallycross Spaceframe Technical Regulations
   - App.11 Spaceframe Drawings
5. The following Appendix comprise PART C Off Road Racing
   - App.12 Off Road Racing Specific Regulations
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART A AUTOCROSS

APPENDIX 1

Organisers Regulations
1. Permits for Autocross and Clubcross Events are issued at the sole discretion of the ASN and are subject to prior approval of the Track details.
2. A Club will only be allowed to organise an Autocross Event of up to Interclub status unless the ASN has specifically approved an application for higher status.
3. A Club will only be allowed to organise a Clubcross Event if in possession of a Clubman grade Permit.

Track Criteria
4. The requirement for a Track Licence will be waived, subject to approval of the Track Plan for the proposed Course.
5. The Track Plan must be submitted to the ASN for approval with the Permit application and must be on a sheet A4 scale or larger. It must include:
   a. Name of the Organising Club, date of Event and name of Venue.
   b. Length of Course (per lap).
   c. Length of longest straight.
   d. Position of the Start / Finish Line and direction of travel.
   e. Minimum width of Course.
   f. Position of paddock and spectator Enclosures and their distances from the Course.
   g. Type of fencing surrounding Enclosures (a post and rope fence is the minimum Permitted).
   h. Position and type of protective barriers.
   i. Distance from the Course to all boundary lines.
   j. Types of boundaries (i.e. hedge, fence, wire; if wire: mesh, plain or barbed).
   k. Type of Course markers.
   l. Number of Judges required to ensure that all Course markers can be overseen by a Judge.
   m. Siting of Timekeeper, Flag Marshals, fire, emergency and first aid equipment and ambulance.
   n. Number of Vehicles proposed to start consecutively (see Arts.39 – 46 below).

Course Layout
6. The Course should not include any straight exceeding 200m long, and all straights must be followed by a corner of at least 90°, off-setting the Course from its original line by at least twice the width of the Track.
7. The Start Line should be not less than 100m from the first corner.
8. The Finish Line should be situated so as not to allow competing Vehicles to be driven in a straight line from the Course to the paddock. Bales must protect the spectator and paddock areas where the entrance to the paddock is less than 30m from spectator Enclosures.
9. The paddock and any spectator Enclosures should not be less than 30m from the Course where there is no
barrier designed to halt a competing Vehicle travelling between these Enclosures and the Course.

a. Where there is a barrier, the distance should not be less than 25m all the way round corners, and 20m alongside straights.

b. The minimum acceptable barrier will be two rows of straw bales or equivalent, placed approximately half way between the Course and the Enclosures.

c. The rows of bales must be approximately 3m apart and if each row is not continuous, any gaps must not exceed the length of a bale.

10. Any Vehicles parked in an Enclosure must be at least 10m from the front of the Enclosure.

11. Any natural hazards, such as trees, ditches and fences must not be less than 20m from the Course or in the case of any strand or barbed wire fence not less than 30m from the Course (though where hazards on the inside of the Course are protected by straw bales or the equivalent a 10m clearance from the Track is sufficient).

12. Straw bales must not be used as Course markers.

13. Clubcross Courses must comply with Arts.7 - 12 of this Chapter and the following:

   a. The maximum length must not exceed 800 metres.

   b. The maximum length of any straight must not exceed 100m and all straights must be followed by a corner of at least 90° off setting the Course from its original line by at least twice the width of the Course.

Organisation

14. The Course must be defined by penalty markers placed on both sides of the Track.

15. The number of penalty markers must be kept to the minimum necessary to ensure that Vehicles keep to the Course.

16. All penalty markers must be supervised by a Judge of Fact who must be in a safe location.

17. Other markers can also be used to show the outline of the Course but the penalty markers must be at least twice the height and of a different colour to any other markers.

18. There must be an adequate supply of spare markers and sufficient Officials to ensure that any marker that is displaced is immediately reinstated.

19. The Course must not be changed once practice has commenced except as instructed by Stewards to improve safety.

20. Any such change should be made at an appropriate time when all Competitors will have an equal number of runs on the modified Course.

21. Competitors must be informed of any such change and given the opportunity to inspect and comment upon the modifications.

22. Only a visual communication system is mandatory.

23. At each corner of the Course, there should be at least one Flag Marshal as well as one Fire Marshal with an extinguisher to cope with a petrol or electrical fire.

24. In the paddock at least one 9kg dry powder or equivalent extinguisher, one fire resistant blanket and a pair of fire-resistant gloves should be available.

25. A Small Spill Kit must be available in the paddock area.
26. Only red flags will be issued to Marshals for signalling purposes.
27. If a heat is stopped by a red Signal it must be re-run.
28. Any Vehicle which had not started or which had retired from that heat may not take part in the rerun.
29. The appropriate local hospital authorities must be notified of the date and time of an Event, including Practice.
30. ASN Timekeepers and Scrutineers appropriate to the grade of the Event must be appointed.
31. It is strongly recommended that a breakdown vehicle capable of lifting at least two wheels of a competing Vehicle off the ground is in attendance.
32. Clubcross Events must not be timed to less than one second.
33. Timing should be by handheld watches and the appointment of an ASN-licensed Timekeeper is recommended.

Practice and Starts
34. All Competitors must be allowed three practice laps except where they are required to walk the Course before competitive runs begin (or are allowed to drive over it at noncompetitive speeds) when only two practice laps will be allowed.
35. The Official Documents must specify the starting Signal, the method of timing and when timing commences.
36. Vehicles will be started in groups from a standing start with engines running.
37. The Finish Line must be clearly indicated.
38. All Clubcross Competitors will be given the opportunity to walk the Course prior to competing but no practice runs will be allowed, with all runs counting towards the Competition.

Number of Starters
39. If the Course is less than 10m wide a maximum of two Vehicles can be started consecutively. The second Vehicle is started when the first has a lead of not less than 200m (or one-third of a lap, whichever is the lesser).
40. If the Course is less than 10m wide but over 600m long three Vehicles can run consecutively so long as they are started not less than 200m apart.
41. If the Course is less than 10m wide at any point but over 600m long two Vehicles can be started simultaneously and a second pair started when the slower Vehicle of the first pair is at least 300m from the Start Line.
42. If the Course is not less than 14m wide at any point and over 1200m long two Vehicles can be started simultaneously and a second pair started when the slower Vehicle of the first pair is at least 300m from the Start Line. A third pair can be started when the slower Vehicle of the second pair is at least 200m from the Start Line.
43. If the Course is not less than 15m wide at any point and over 600m long then a maximum of four Vehicles may be started simultaneously unless specific approval has first been given by the ASN.
44. The starting of Vehicles consecutively at 200m intervals is subject to there being reasonable visibility. Where visibility may be impaired Vehicles should be started at greater intervals or singly so that there is no possibility of overtaking.
45. In the interests of accurate timekeeping, and because of the difficulty of correctly lining up vehicles on a soft surface, vehicle-actuated starts are not permitted on non-metalled surfaces.

46. Only one Vehicle may run at a time in Clubcross Events.

Team Relays
47. In Autocross relay Events where Vehicles of more than one team are on the Course all Vehicles other than the first to start must be located in a safe position on the inside of the Course with their Drivers aboard.

48. Any Vehicle finishing except the last Vehicle of a team must do so by crossing a special line adjacent to but outside the Course proper. The Vehicle must then stop at a specified location and the Driver remain aboard until instructed by an Official to remove the Vehicle to the Paddock.

49. As soon as the front wheels of a finishing Vehicle cross this special line an Official will indicate with a green flag that the next team Vehicle can proceed. All Drivers joining the Course must do so with due regard to other Competitors already on the Course.

Awards
50. The maximum value of awards or benefits accrued to any Competitor in an Event must not exceed the following:
   a. Clubman and Interclub: £250
   b. National and International: No limit.

Scrutineering
51. No Vehicle may be driven in the Event until it has been approved by an ASN-Licenced Scrutineer at the Event.

52. If after approval any Vehicle is dismantled or modified or is involved in an accident in a way which may affect its safety or eligibility or any aerodynamic device is added or removed it must be represented for approval. The Entrant is responsible for seeking fresh approval.

53. Any Vehicle involved in an incident from which it is unable to proceed must not be touched by anybody 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.

54. Clubcross Vehicles must be scrutineered for basic safety preferably by an ASN-licensed Scrutineer.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART A AUTOCROSS

APPENDIX 2

Medical and Rescue Requirements
This Appendix should be read in conjunction with Chapter 11 Emergency and Medical Services.

1. The minimum course requirements are for one Doctor or ASN-registered Paramedic and one ambulance to be in attendance.

2. Ambulances should be equipped with basic resuscitation equipment and if possible a Casualty Immobiliser for handling patients over difficult terrain. This essential equipment should not have to be taken from any rescue vehicles which must remain at all times fully operational on the Course.

3. The ambulances must only be used in connection with casualties arising from the Competition.

4. The Organisers in conjunction with the Chief Medical Officer of the Event must ensure that during both Practice sessions and Competition adequate first-aid staff are in attendance (eg St John's or St Andrew Ambulance, Red Cross etc).

5. Clerks of the Course must have under their control either a licensed Rescue Vehicle or at least one emergency vehicle equipped with the following:
   - Bolt cutters
   - Pipe cutters capable of severing chassis tubes
   - Tin snips
   - Hacksaws complete with a quantity of blades
   - Pad saw complete with a quantity of blades
   - Spanners
   - Fire resistant blanket
   - Industrial gloves.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART A AUTOCROSS

APPENDIX 3

Results

Results – Autocross

1. To be classified as a finisher in a Competition a Competitor must complete at least one timed run.
2. Each Driver will be given two runs in the same Vehicle in each Class entered the faster run to count unless the Official Documents specify otherwise.
3. The Competitor who completes the Course fastest will be judged the winner.
4. Only an equal number of runs for all Competitors in the same Class will be counted. In the event of a tie between two or more Competitors the results of the next fastest run recorded by the Competitors concerned will be compared and so on.
5. If through their own error Drivers fail to record a time they are not entitled to a re-run.
6. In other circumstances (eg baulking) a re-run may be granted by the Clerk of the Course who may order that any penalties incurred in the initial run are applied to the re-run.
7. A Competitor’s time will be valid only if:
   a. All four wheels of the Vehicle are on the Course when it crosses the Finish Line
   b. The run is made in the correct period for the appropriate Class and no more than the appropriate number of timed runs has been made
   c. The Competitor has correctly complied with any starting Signal
   d. The Vehicle completes the correct Course without outside assistance.
8. Where the boundaries of a Course are defined by penalty markers (see App.1 Arts.14 – 18 to this Chapter), the following penalties will apply:
   a. If a Vehicle strikes a penalty marker five seconds is added to the Vehicle’s time for each marker touched
   b. If all four wheels of a Vehicle cross a straight line between any two markers no time is recorded and in addition the Vehicle must stop and not proceed until instructed to do so by an Official. Failure to stop may be deemed as driving in a manner incompatible with general safety (a breach of Chapter 2 App.1 Art.18).

Results – Clubcross

9. Competitors will be given the opportunity of a minimum of two runs the aggregate time of which will count for the results.
10. If more than two runs are permitted the worst time will be ignored and the aggregate of the remaining runs will count for the results.
11. The maximum number of runs must not exceed six.
12. All Competitors must have the opportunity to complete the same number of runs to count towards the results.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART A AUTOCROSS

APPENDIX 4

Competitors Regulations
1. Vehicles must be presented for scrutineering and Practice at the times specified in the Official Documents with any previous Scrutineering Labels removed.
2. Classes must be specified in the Official Documents.
3. Any Competitor not reporting as instructed may be fined, Disqualified or may forfeit any claim to a favourable starting position.
4. Vehicles being used must comply as follows:
   a. In Autocross with Technical Regulations Arts.1 – 45 of App.5 to this Chapter.
   b. In Clubcross with Art.86 of App.5 to this Chapter.
   c. In Junior Autocross with Arts.1 – 18 and 87 of App.5 to this Chapter.

Signing On
5. When signing on a Competition Licence valid for the Event must be produced (see Annex A Chart 2 Chapter 6).
6. For Competitors under the age of 18 years a PG Entrant Licence is required Chapter 6 App.3 Art.21 applies
7. Competitors must declare on their entry forms whether or not they have ever held a valid RTA licence.
8. Competitors aged 16 and above who have never held a valid RTA Licence must produce proof of having competed as a Driver in three Minicross or Clubcross Events or three other ASN-Permitted Events (such as Kart Racing, Autotests, Production Car Trials, etc), or show proof of having completed an approved driving course at a Race or Rally School recognised by the ASN.
9. Competitors having reached the year of their 14th birthday and above can compete in Minicross (grid size to be a maximum of four Vehicles) and Clubcross. In the case of Minicross new Competitors will have to drive observed laps prior to Practice. In the case of Clubcross they must drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other ASN-Permitted Events.
10. Competitors having reached the year of their 14th birthday and above may compete in Junior Autocross and may continue until the end of the year of their 17th birthday.
11. Grid size to be a maximum of four Vehicles, and may not include any Class other than Juniors.
12. New Competitors will have to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part, subject to the following:
   a. Vehicles will start singly and run over three laps.
   b. No Passengers are permitted in the Vehicle.
   c. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other ASN Permitted Events.
Drivers

13. The following items must be produced by Drivers for inspection and approval at Scrutineering and be worn throughout the Competition, properly fastened and positioned:

14. A crash helmet meeting all current regulations, which fits properly, is in a serviceable condition and bears an ASN approval sticker (Chapter 9 Arts.22 – 40).

15. Goggles or visor of splinter proof material (unless in a closed car with a full-size windscreen).

16. Flame-resistant overalls covering arms, legs and torso up to the neck. The use of a flame-resistant balaclava, socks, shoes and underwear is strongly recommended (Chapter 9 Arts.11 – 21).

17. Complete gloves (not mitts or gloves with open backs). The use of flame-resistant gloves is strongly recommended.

18. An FIA approved FHR device, fitted in accordance with FIA regulations, is recommended.

19. Only the Driver may be in a vehicle during the Competition or practice.

20. In Autocross and Clubcross events, the same Vehicle may compete for the same award, however it must be driven by different Drivers.

21. Vehicles will be identified by Competition Numbers allocated by the Organisers and displayed as specified in the Technical Regulations (J.4). The colour may be varied for different categories.

Licence Upgrading Criteria

CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART A AUTOCROSS

APPENDIX 5

Technical Regulations

Autocross and Clubcross Vehicles
1. Racing Cars are prohibited.

Body
2. If one bumper is removed then both must be along with all supports.
3. Reinforcing the front apron is not permitted.
4. Any undertray must be provided with drainage holes to prevent accumulation of liquids.

Wheels
5. At the start of each heat or Race, Vehicles must be fitted with mudflaps behind all four wheels extending to a minimum of 38mm either side of the tyre tread and to a maximum of 76mm above the ground.
6. All nuts securing roadwheels (except centre-lock types) must be made of steel and in thread contact over a minimum length of 1½ bolt/stud diameters.
7. Extended or composite wheel bolts/studs are prohibited.
8. The use of safety wheel nuts, to prevent wheels pulling over standard nuts, is strongly recommended.

Oil Systems
9. Any oil tank located outside the chassis or main structure of a Vehicle must be covered with a protective coating (e.g., GRP).

Fuel Systems
10. These should be equipped with an effective method of stopping fuel supply which can be operated by the Driver when seated normally with seat belt secured.

Electrical Systems
11. Vehicles should be equipped with an ignition cut-off switch having a clearly marked and positive ON-OFF position which can be operated by the Driver when normally seated with seat belt secured. It must also isolate electric fuel pumps.
12. Any forward-facing lamps of more than 32 sq cm surface area must be adequately protected against glass breakage.

Safety
13. Closed Vehicles must have a means of access on either side of the Passenger compartment which can be operated from inside or outside. Access must be sufficient to remove an occupant without interference from any door locking devices.

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14. They must have an operating windscreen wiper and washer system.

15. The following parts of Chapter 7 remain unmodified: Chassis, Seating, Suspension, Steering, Cooling, Weight / Ballast, Exhausts, Protecting Bulkheads.

16. Any single seat Special and non-centre seated Production based Vehicle without windows must be fitted with either arm restraints to SFI standard 3.3 or on the driver’s side (both sides for a single seat Special) one-piece protection net(s) affixed securely on the inside of the safety cage using a quick release system situated on the upper part.

17. The use of “clip” fixings is recommended.

18. The fixings of the net on the lower part must not be removable without the use of tools. These nets must be to SFI standard 27.1 or have the following characteristics:
   - Minimum width of the strips: 19 mm
   - Minimum size of the meshes: 25 x 25 mm
   - Maximum size of the meshes: 60 x 60 mm

   and when viewed from the side must reach from the centre of the steering wheel to the rearmost point of the seat on the side concerned and must protect the window opening to the centre of the steering wheel.

Miscellaneous

19. Vehicles must be fitted with at least one mirror of minimum surface area 50 sq cm securely mounted to give a clear view to the rear. The edges of the mirror must be protected by a suitable cover to help prevent injury in event of an accident.

20. Where advertising is allowed on windscreens this must not obscure the Driver’s vision nor reduce the minimum unobstructed vertical height to less than 250mm.

21. Vehicles must be presented at Scrutineering with all steering mechanisms, suspension linkages and flexible brake lines in a clean condition.

22. Four-wheel steering is permitted unless the Official Documents state to the contrary.

Autocross Vehicles

23. Categories and Classes are free but must be stated in the Official Documents. The following Classes are recommended and where used must comply with Arts. 24 to 79 below. Capacity splits must be specified in the Official Documents
   - A Economy – “standard” production saloon cars
   - B Rally Vehicles
   - C All other Vehicles based on production Vehicles
   - D Specials and all four-wheel drive Vehicles

24. Vehicles which have never been homologated but which comply with the Arts. 25 and 26 below are eligible for Class B.

25. Category 1. Those that have been homologated in Groups ‘A’ or ‘N’ of the FIA Appendix ‘J’, or Groups 1, 2, 3 or 4 of the 1981 FIA Appendix ‘J’, Non homologated Series Production Cars or Specialist Rally Cars
   a. A Specialist Rally Car is a Vehicle of which at least 20 examples are manufactured within a consecutive twelve month period and is fitted with a Series Production Car Engine or Specialist Competition Engine.
b. Modifications are free within the **ASN Vehicle Regulations**.

c. The **Vehicle** must be in the configuration as supplied by the manufacturer, with the engine (any **Series Production Car Engine** or **Specialist Competition Engine**) in the original location.

d. **Vehicles** must retain the original number of and location of driven wheels, Front Wheel Drive (FWD), Rear Wheel Drive (RWD) or Four Wheel Drive (4WD), except where a 4WD **Vehicle** other than a **Specialist Rally Car** is converted to Two Wheel Drive (2WD) without structural alteration.

26. **Category 2.** Any **Vehicle** not complying with **Arts.25.a – d below** that may be authorised for use at the discretion of the **ASN** including **Vehicles** homologated and remaining fully compliant with **FIA R/GT** regulations.

   a. Such authorisation will only be granted for **Vehicles** which retain the original manufacturer’s **Chassis** / bodywork / unitary construction.

   b. Substitution by a space frame **Chassis** will not be accepted.

   c. Original manufacturer’s bodywork must be utilised.

   d. Any modifications homologated by the **FIA** may be incorporated.

   e. Replica copies of manufacturers homologated body parts / aerodynamic devices will not be accepted.

   f. Manufacturers of very low volume numbers of **Vehicles** will be able to apply for baseline specification registration prior to sale to individual customers.

   g. The conversion of front wheel drive **Vehicles** to rear wheel drive (or four wheel drive) or of rear wheel drive **Vehicles** to four wheel drive is permitted subject to the bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art.279.10.3.10 and shown in FIA Appendix J Drawings 279-1 and 279-2. Additionally where rear wheel drive **Vehicles** are converted to four wheel drive the bodyshell forward of the front bulkhead may be modified solely to allow fitment of front driveshafts.

   h. All materials added must be ferrous and must also be welded to the **Chassis** / bodywork / unitary construction.

   i. Doors and windscreen must remain in the manufacturer’s original material.

   j. Cars must be fitted with an engine in compliance with **Arts.26.k – t below**.

**k. Production Car Engines:**

   i. Petrol engines with a maximum of six cylinders, forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor, and diesel engines with forced induction up to 2500cc with a 37mm restrictor.

   ii. Naturally aspirated with a maximum of six cylinders, and more than 2 valves per cylinder – up to 3000cc.

   iii. Naturally aspirated with a maximum of six cylinders, and a maximum of 2 valves per cylinder – up to 3500cc.

   iv. Rover V8 pushrod engines up to 4000cc, utilising the original Rover head castings, and limited to either a maximum of 4 carburettor chokes or a single throttle body and the original plenum chamber.

   l. Metro 6R4 2500cc and 2800cc (Single Plenum) engines complying with MSA Specification, exclusive to 6R4s.
m. **Specialist Competition Engines:**
   i. Naturally aspirated.
   ii. No more than four cylinders.
   iii. No more than four valves per cylinder.
   iv. Maximum capacity of 2,500cc.

n. **Production Car Engines with a maximum of 2 rotors.**
   i. Rotary engine equivalence 1.7. Forced induction rotary engines equivalence (1.7 x 1.7) = 2.89.
   j. Rotary engines will be considered equivalent to 4 valves per cylinder petrol engines in respect of the maximum engine capacity including the application of equivalency factor (a) above.

o. Forced Induction engines must be fitted with a restrictor at a maximum of 50mm from the extremes of the compressor blades. The restrictor orifice to be to the dimensions currently in force in FIA Appendix ‘J’. Where there are two forms of forced induction fitted, the restrictor must not exceed the appropriate FIA Appendix ‘J’ dimensions. Provision must be made for fitting seals to the unit(s). A fee if £3.00 is payable for the sealing of turbo chargers.

p. With the exception of cars accepted under Art.26.a - j a Vehicle may be fitted with a different engine, not exceeding 25% increase of the capacity of the model, when it was supplied as original equipment by its manufacturer.

q. The engine capacity of FIA R/GT cars complying with this Art.26.a - j shall be limited to the current FIA Regulations.

r. **Engine Oil Systems** – Unless equipped with a closed loop system, a Catch tank of at least a one litre capacity to be incorporated in the oil breather system.

s. If forced induction is used the turbo / super charger must comply with Art.26.o above.

t. The Vehicle may not be used in competition until the Competition Car Log Book / Vehicle Passport has been validated by the ASN and returned to the Vehicle owner.

27. Except for Classes A and B modifications are free within Vehicle Regulations.

28. **Class A Vehicles** must comply with the following requirements:
   a. The complete body shell, doors, boot or tailgate must be in production material, with no modification or lightening. Windscreens must comply with Art.60 - 65 below.
   b. No torque biasing, locked differentials or traction control devices are permitted.
   c. Interior trim and lights may be removed but standard dashboards must be retained. Additional instruments may be fitted.
   d. All seats apart from the Driver’s may be removed but the specification of the Driver’s seat may be changed.
   e. Wheel sizes are free.
   f. Wheel spacers are not permitted.
   g. Suspension operation must be as manufacturer’s specification.
   h. No four-wheel drive system is permitted.
   i. The engine block (which may be bored out) must be standard for the model of Vehicle with standard inlet and exhaust manifold. There can be a maximum of two chokes unless the Vehicle is fitted as standard with more than two chokes. Fuel injection is permitted if standard on the model.
j. A roll-over bar or roll cage may be fitted.

k. The manufacturer’s original gearbox and axle with all internals as originally supplied for that model of Vehicle must be retained and in their original positions.

l. Vehicles need not be taxed or insured

29. Class B requirements are detailed in Art. 30 below.

30. Road Rally Cars must be taxed and comply with Arts. 31 - 70. Stage Rally Cars must comply with Art. 25 and Art. 26 and Arts. 72 - 82. Stage cars need not be taxed but for either a Road or Stage Rally Car, a current MoT, where appropriate, must be produced if applicable. Any forward-facing lights must comply with Art. 12. Tyres must comply with Art. 97.

Road Rally Cars

31. The Vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes lighting tyres warning devices rear view mirrors silencers speedometers wings and windscreens).

32. In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Chapter 7 (Competitors Vehicles and Vehicle Safety Equipment) and to the extent relevant Chapter 8 (Fuel and Tyres and Testing). All Vehicles competing in Road Rallies must comply with the appropriate part of the following:

Body

33. Bodywork must represent the manufacturer’s original profile and may include any optional extras available directly from the manufacturer.

34. Bumpers must be fitted.

35. Paintwork must be one colour or manufacturer’s original colour scheme. No primer is to be visible.

36. Vehicles must not have wheel arch extensions unless fitted by the manufacturer as a standard item to the body shape.

37. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.

38. Front seats may be improved or replaced.

39. The trim including the rear seat may be cut to allow the fitting of a safety cage.

40. If equipped with a non-standard fuel tank it must be separated from the Driver / Passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.

41. Full harness seat belts may be fitted.

42. Guards may be fitted beneath the vehicle to provide protection from damage.

Engines and Transmissions

43. Vehicle engines must have:
   a. A maximum of four cylinders.
   b. A maximum of two carburettor chokes (two single or one double).
c. A maximum of one camshaft per bank of cylinders.

44. Engines with more than one camshaft per bank of cylinders may be used providing that:
   a. Any replacement engine comprises a block and cylinder head from the same engine family.
   b. they were originally fitted with fuel injection and
   c. that the fuel injection system complete with inlet manifold and throttle body is retained unmodified except as permitted in Art.45.c below.

45. In respect of Art. 14 above it is permitted to make the following modifications to effect installation:
   a. Alternative engine mountings, sump pan and exhaust manifolds.
   b. Relocation of ancillaries such as alternators and steering pumps.
   c. To change the orientation of the otherwise unmodified inlet manifold.

46. For diesel and petrol engines under 1500cc actual capacity forced induction is permitted providing that the complete original induction system is retained unmodified other than the replacement of the air filter element.

47. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type.

48. A standard Wankel unit will be considered as three cylinders. Twin Wankel units are prohibited.

49. Engines must comply with the silencing Noise levels and have induction air filter elements fitted that ensure the vehicle complies with noise regulations.

50. Only H shift pattern manual transmissions are permitted. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific Vehicle model.

51. The number and location of the driven wheels must remain as original to the model of Vehicle.

Wheels and Tyres
52. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch.

53. Vehicles must be fitted with tyres that are always legal for use on the Public Highway.

54. Tyres must comply with Chapter 8 App.4 Arts.12 – 16.

55. Vehicles must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted by the Official Documents.

Electrical Systems
56. Vehicles must have a maximum of four forward facing beams as well as side and indicator lights, unless further restrictions are specified in the Official Documents.

57. Light pods are not permitted.

58. A headlamp must provide the main beam and dipped beam functions.

59. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of Vehicles built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

60. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with
single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

61. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

62. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.

63. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

64. Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

65. External navigational or Marshal lights are not permitted.

66. For Events taking place wholly between half an hour before sunrise and half an hour after sunset Arts.56, 63, and 65 do not apply.

Miscellaneous

67. Vehicles may not use racing style numbers, nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.

68. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use Pump Fuel as defined in Chapter 1 App.1.

69. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal.

70. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations

Stage Rally Cars

71. Stage Rally Cars must comply with Arts.25 - 26 and the following:

72. Stage Rally Cars with a CCLB / VP issued before 1st January 2009, and which complied with H265 or H266 of the 2008 regulations, must comply with Arts.29.a – p. below from 1st January 2012. CCLBs / VPs for these vehicles remain valid until such time as the vehicle requires a full re-inspection following rebuilding, but may be returned to Motorsport UK for updating ownership, colour and other minor details:
   a. All cars must comply with Chapter 7 of these regulations, and all statutory regulations concerning the construction and use of vehicles. In addition Vehicles must:
   b. Be currently registered and taxed as a private car, unless specific event regulations relax the requirement for taxation, by virtue of the entire event taking place wholly on private property.
   c. Have registration documents and, where a car is required by law to have a certificate, a valid MOT Certificate where appropriate. These documents must be produced at scrutineering for all events, irrespective of whether or not part of the event takes place on the Public Highway.
   d. Have a valid ASN Competition Car Log Book/Vehicle Passport that must be produced at
scrutineering (Chapter 7 App.1 and App.12).

e. Display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.

f. All Vehicles must carry a small spill kit complying with Chapter 7 App.2 Art.85.

g. Have a bulkhead between any fuel tank and filler and driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of a bulkhead between passenger and luggage compartment, an additional bulkhead must be fitted. Additional fuel tank protection may be required.

h. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid material permanently fitted in place.

i. Windscreens to be of laminated type only.

j. Where advertising is allowed on windscreens it must not obscure the driver’s vision nor cover more than one third of the depth of the visual area of the windshield.

k. Towing eyes of adequate strength and size must be fitted to, or carried for fitting to, the front and rear of the vehicle. They must be painted a distinctive and contrasting colour

l. Forced Induction engines must be fitted with a restrictor at a maximum of 50mm from the extremes of the compressor blades. The restrictor orifice to be to the dimensions currently in force in FIA Appendix ’J’. Where there are two forms of forced induction fitted, the restrictor must not exceed the appropriate FIA Appendix ’J’ dimensions. Provision must be made for fitting seals to the unit(s). A fee of £3.00 is payable for the sealing of turbo chargers.

m. Not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted in the Official Documents.

n. Braking systems may be modified including fitment of uprated components, conversion of drum brakes to disc brakes and use of alternative friction materials.

o. If the filler cap is of the quick release type or where the vehicle has been fitted with a non-standard filler, be fitted with a recessed fuel filler cap.

p. There are restrictions concerning the use of auxiliary lights which are detailed in the sporting regulations.

73. Have, as a minimum, a ROPS complying with Chapter 7 App.3, Chapter 7 App.13 Diagram 14 or 15 and longitudinal door bars complying with Chapter 7 App.3 Arts42 – 45 (side sections Chapter 7 App.13 Diagram 18). For Vehicles not issued with a Vehicle Passport or Competition Car Log Book prior to 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:

a. Roof Reinforcement complying with Chapter 7 App.3 Art.46 and Chapter 7 App.13 Diagram 19 a., b., c., or d.

b. Windscreen Pillar Reinforcement complying with Chapter 7 App.3 Art.49 – 50 on each side if Chapter 7 App.13 Diagram 69 dimension “A” is greater than 200mm.

74. Be equipped with an internal switch that is capable of isolating all electrical circuits and completely
stopping the engine. The operating switch must be positioned so that it can be operated by the driver and the co-driver when normally seated with seat belts fastened.

75. Be equipped with an external circuit breaker complying with Chapter 7 App.5 Arts.13 – 18.
76. Have currently FIA Homologated seat belts complying with Chapter 7 App.7 Art.31, Art.32 or Art.33 (four, five or six point).
77. Be equipped with fire extinguishers complying with Chapter 7 App. 6 Arts.1 – 15, Arts.18 - 26 and 27 - 29. The driver and co-driver must each be able to activate the extinguisher when normally seated with seat belts fastened.
78. Be fitted with front seats that were FIA homologated to FIA Standard 8855-1999, 8862-2009 or 8855-2001 at the time of manufacture (but excluding seats for which the FIA homologation was withdrawn) complying with Chapter 7 App.7 Art.8. For National Events FIA homologated seats manufactured to FIA Standard 8855-1999 or 8855-2001 may be used for up to two years beyond the expiration of the original homologation label validity. FIA homologated seats manufactured to FIA Standard 8862-2009 may be used until 31st December of the year stated on the label.
79. Have substantial underbody protection covering any area of a fuel tank exposed to running damage.
80. Be equipped with high-intensity horns that can be operated by the driver and the co-driver.
81. If a camera is carried, the fitting must be specifically approved by a Scrutineer.
82. Belt cutter(s) must be carried on board at all times. Both driver and co-driver must be able to reach a belt cutter when seated with their harness fastened.

Body (including Aerodynamics)
83. Cars must be fitted with a laminated glass or polycarbonate windscreen or have a 2.5cm matrix wire mesh fitted over the whole of the windscreen aperture. If fitted with a glass or polycarbonate windscreen, the Vehicle must have an operative wiper / washer system. Where windscreen are removed, rear windows must also be removed. For open Vehicles, approved goggles / visors must be worn at all times.
84. If fitted with non-standard or lightened doors Vehicles must have an internal horizontal safety bar across each door aperture below the line of the window and at a suitable height to protect the Driver. This must not be integral with the door.
85. Any cover over the Passenger’s compartment alongside the Driver must be made of foldable material except where the Driver / Passenger compartment is separated by a stress-bearing solid Chassis member as part of the original design.
86. With the exception of Vehicles in Class D any Vehicle’s silhouette viewed inside elevation must remain unaltered above the wheel hub centres of the original Vehicle except for the engine bonnet / cover the shape of which can be altered.
87. In Class C the following are permitted to reduce weight:
   a. One-piece lightweight bonnet wing assemblies, providing adequate bracing is provided to replace lost strength
   b. Lightweight engine bonnet covers, boot lids and doors
   c. All non-stress-bearing internal components may be removed
88. Cars more extensively lightened than indicated above must be fitted with full roll-over bars to requirements
Engine
89. See Chapter 7 Appendix 2 Arts.32 – 34.

Brakes
90. Brakes must comply with Statutory Requirements as to the Construction of Motor Vehicles.
91. If there is no mechanical system available for braking on at least two wheels, two hydraulic systems are required so that in event of failure of one braking can be maintained on at least two wheels.
92. Vehicles constructed after 1930 must have brakes on all wheels.
93. When tested immediately prior to an Event the braking system on all Vehicles must work without impairing the Driver's control.
94. 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.
95. Brake balance adjusters must not be available for adjustment during running if they contravene Art.94 above.

Wheels
96. Any spare wheel must be securely fastened in position (a spare need not be carried unless specified in the Official Documents).

Tyres
97. Only tyres for use on the Public Highway by Vehicles or light commercial Vehicles are permitted. Slicks or any tyres that have been wholly or partly hand-cut are not allowed unless the Official Documents state otherwise.

Transmission
98. If fitted with front wheel drive, Vehicles must have an effective differential action between the driving wheels. Reverse gear is optional in Autocross Specials (Class D).

Oil Systems
99. In rear-engined Vehicle no part of the oil tank may be located to the rear of the gearbox casing.

Electrical Systems
100. It is permitted to remove all lamps. Vehicles in Classes C & D and all other Vehicles where the standard rear lights are removed or not functional must be equipped with two rear red warning lights with a minimum of 21W (or LED equivalent) each and an illuminated area of 60 sq cm. These must work with or replace the Vehicle brake light system at all times, must be between 600mm and 1500mm above the ground and must be clearly visible from behind. The fitting of generators is optional.

Silencing
101. Vehicles must comply with silencing levels in Chapter 7 Appendix 8 Arts. 9 – 15.
Safety

102. Safety Criteria, Chapter 7 App. 7 Art. 30 three point and Chapter 7 Art. 6 Arts. 5 - 6 (not necessarily plumbed in) are mandatory. Chapter 7 App. 3 Arts. 66 - 85, Chapter 7 App. 7 Art. 31 and Chapter 7 App. 5 Arts. 13 - 18 are strongly recommended.

Clubcross Vehicles

103. Only the following categories of Vehicle are allowed to compete in Clubcross Events. They must comply with the following:

a. Category 'A' Economy "Standard" Production Saloons. Cars must comply with Art. 28 above and the following:
   i. Maximum engine capacity: 2000cc
   ii. Forced Induction is prohibited
   iii. Four Wheel Drive is prohibited
   iv. Tyres must comply with Art. 103.e. below.

b. Category 'B' Road Saloon Cars:
   i. Maximum engine capacity: 2000cc
   ii. Forced Induction is prohibited
   iii. Four Wheel Drive is prohibited
   iv. Tyres must comply with Art. 103.e. below.

c. Category 'C' Minicross Cars:
   i. Cars must comply with Minicross Regulations
   ii. Tyres must comply with Art. 103.e. below.

d. Category 'D' Stock Hatch Cars:
   i. Vehicles must comply with Stock Rallycross Hatch Rallycross Regulations
   ii. Maximum engine capacity 1600cc
   iii. Tyres must comply with Art. 103.e. below.

e. Only highway pattern tyres are permitted (i.e. not off-road, on/off-road or winter pattern).

Junior Autocross Vehicles

104. The only category of Vehicle permitted in Junior Autocross Events are those complying with the following:

a. The engine must be naturally aspirated and must not have a capacity exceeding 1400cc.

b. Must be production Vehicles, front or rear wheel drive with standard unmodified engine in original position.

c. Must run induction systems, inlet manifolds and exhaust systems which are standard to the Vehicle.

d. Performance air filters and exhaust back boxes are permitted, but turbochargers or superchargers are not.

e. The dashboard is to remain as standard and in the original position, additional instruments may be fitted. All other interior trim may be removed. The Driver's seat must be a Competition Seat compatible with the requirements of Art. 104.k below.

f. Wheels are free.
g. Suspension is free but must use standard pick up points and locations.
h. Standard gearbox and differential applicable to the Vehicle must be used.
i. Modification or relocation of the petrol tank is free.
j. The silhouette of the Vehicle must not be altered.
k. Seat belts fitted in accordance with Chapter 7 App.7 Art.31. Four point (currently FIA homologated and with four separate fixing points) as a minimum are mandatory.
l. Must have no body kits, space framing or alterations, fibreglass or alloy panels to make the Vehicle lighter.
m. The windscreen may be of either laminated glass or plastic of the required thickness. No apertures will be permitted in windscreens. If fitted with a glass or plastic windscreen (Chapter 7 App.2 Arts.77 - 78), the Vehicle must have an operative wiper / washer system. It is permitted to replace all other windows with plastic of the required thickness.
n. Chapter 7 App.3 Arts 66 - 80, Chapter 7 App.14 Diagram 14 or 15 is mandatory.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART B RALLYCROSS

APPENDIX 6

Organisers Regulations

Permits for Rallycross

1. Permits for Rallycross Events are issued at the sole discretion of the ASN. Venues must have a valid Track Licence for Rallycross.
2. A Club will only be allowed to organise Events of up to Interclub status unless the ASN has specifically approved an application for higher status.
3. The Clerk of the Course for a Rallycross Event must hold a valid ASN Licence.
4. For Interclub and above status Permitted Events only, for venues authorised by the issued Track Licence to include Joker Laps, the Joker Lap may be used. Two Judges of Fact to be appointed to oversee its use.
5. In each qualifying heat and final, one of the laps must be the Joker Lap.

Joker Lap

6. Characteristics:
   a. Length: must be such that the time needed to cover a lap is at least 2 seconds longer than the best lap time achieved by a Super Car.
   b. Width: minimum 10 m, maximum 12 m.
   c. The entry and the exit cannot be on the racing line.
   d. Safety protection to separate the two roads must be in place. At the exit it must be possible for the Vehicles to be driving at the same speed as on the traditional Circuit.
   e. A Marshal Post will be put in place if judged necessary for safety reasons.
7. The Driver must enter or leave the Joker Lap section in such a way that does not constitute a danger or hinder other Drivers. At the exit of the Joker Lap section the Vehicles on the main track have priority.
8. Those Drivers who do not take the Joker Lap:
   a. In a Heat will receive a time penalty of 30 seconds. The penalty for Drivers who take it more than once will be decided by the Clerk of the Course.
   b. In a Final or who take it more than once will be classified last in that Final before the non-starters. If this concerns more than one Driver they will be classified in the order of their respective positions on the starting grid before the non-starters.

Scrutineering

9. No Vehicle may be driven in the Event until it has been approved by an ASN Scrutineer at the Event.
10. Vehicles must be presented for scrutineering at the time specified in the Official Documents with any previous Scrutineering Labels removed.
11. Any Competitor not reporting as instructed may be fined, disqualified or may forfeit any claim to a favourable starting position.
12. **Classes** must be specified in the **Official Documents.**

13. **Vehicles** being used must comply with **Technical Regulations** in App.9 Arts.1 – 8 and App.9 Art.54.c.

14. If after approval any **Vehicle** is dismantled or modified or is involved in an incident, in a way which may affect its safety or eligibility or any aerodynamic device is added or removed it must be represented for approval. The **Entrant** is responsible for seeking fresh approval.

15. Any **Vehicle** involved in an incident from which it is unable to proceed must not be touched by anybody 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.

**Drivers**

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

17. **Rallycross Drivers** must conform to the **Medical Requirements** specified in **Chapter 6**.

18. **Vehicles** will be identified by **Competition Numbers** allocated by the **Organisers** and displayed as specified in the **Technical Regulations** J.4 or in line with the following:
   a. The **Organisers** may, in addition to the number format provided in **Chapter 7 App.10**, also permit **Competition Numbers** to be moved to the rear side windows (above the **Drivers**' name) on the **Vehicle** in which case.
   b. The numbers for each rear side window shall be:
      i. a minimum of 200mm high
      ii. with a stroke width of at least 20mm
      iii. coloured reflective yellow.
   c. 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
      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.

The colour may be varied for different **Categories**.

19. **ASN** or **FIA Competition Car Log Books (CCLB) / Vehicle Passports** are required at all **Rallycross Events**. Any **ASN Competition Car Log Book** issued prior to 31st December 2016 will become invalid on 1st January 2022. All **Vehicles** will need to obtain a new **Vehicle Passport** valid for the 2022 season.

20. **Vehicles** will be permitted to carry radio transmitters or receivers where the **Official Documents** or Championship regulations allow, and only for the following:
   a. for **National** and above status **Permitted Events**
   b. for any **Junior Category** only a non-transmitting radio receiver tuned to the frequency of a single transmitting device which is under the direct and sole control of the **Clerk of the Course** is permitted.

The system is to be used solely for providing **Competitors** with instructions or warnings issued by the **Clerk of the Course**.

Where required **Ofcom licences** must be in place.
Medical and Rescue Requirements

21. The minimum Course requirements (including at Practice) are as follows:
   a. Rallycross: one Doctor or ASN-Licensed Paramedic, one ambulance and one licensed Rescue Unit crewed
      in accordance with Chapter 11 Art.20.
   b. Minicross: one Doctor or ASN-Licensed Paramedic, one ambulance and either one licensed Rescue Unit
      with licensed crew, or one emergency vehicle equipped as in 30.
   c. Where Minicross is organised within a Rallycross Event, the medical and rescue requirements stipulated
      for Rallycross also apply to the Minicross Competition within that Event.
   d. Ambulances should be equipped with basic resuscitation equipment and if possible a Casualty
      Immobiliser for handling patients over difficult terrain. This essential equipment should not have to be
      taken from any rescue vehicles which must remain at all times fully operational on the Course. The
      ambulances must only be used in connection with casualties arising from the Competition.
   e. The Organisers in conjunction with the Chief Medical Officer must ensure that during both Practice
      sessions and Competition adequate first aid staff are in attendance (eg St John or St Andrew Ambulance,
      Red Cross etc).

Practice and Starts

22. All Competitors must be allowed three practice laps.

23. Any Driver who has not previously competed over the Course within the preceding four weeks must
    complete at least one observed practice lap in the Vehicle to be raced.

24. The Official Documents must specify: the starting signal; the timing method; when timing commences; and
    the method of allocating starting positions.

25. Vehicles will be started from a standing start, with the engines running, and the Finish line must be clearly
    indicated.

26. The spinning of wheels (tyre cleaning) before the start is only permitted in the designated area clearly
    defined on the Track licence and should be under supervision of the start Marshals. It cannot be performed
    when a Marshal or any other person is standing in front or behind the Vehicle.

27. Judges of Fact may be appointed to adjudicate on:
   a. False starts.
   b. Not following correct course, or touching a marker.
   c. Baulking or contact.
   d. Noise.

Signals

28. Signals may be used as appropriate in accordance with Art.30 and 31 below.

29. A Yellow Signal gives warning of an incident and prohibits overtaking until the incident is passed.

30. 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.

31. 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. Yellow – ‘Waved’: Danger slow down sufficiently to ensure that full control of the Vehicle can be retained. No overtaking.
c. 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.
d. 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.
e. 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.
f. Black and White Chequered - End of Race or Practice.

32. Any race can be stopped at the sole discretion of the Clerk of the Course by ‘waving’ 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.

33. Re-runs will only be permitted at the discretion of the Clerk of the Course and:
   a. when a Red Signal has been shown during a Heat or Final, and / or
   b. when the end-of-race Signal is displayed inadvertently or otherwise before the leading Vehicle completes the scheduled number of laps.

34. Only the participants in the first start are entitled to participate in the re-run and must occupy the same place as for the previous start. In this case any possible warnings or penalties will however apply for the re-run.

35. Where a Driver in a Heat or Final causes a re-run the Driver concerned may be Disqualified from the results.

36. All other incidents will be treated as ‘Force Majeure’.

37. If a Heat or Final is stopped by a Red Signal and subsequently restarted any Driver who started in the original Heat or Final but who is not able to start in the re-run will be classified in front of any Drivers who did not start at all.

38. If not restarted the result will be based on the order of crossing the Finish Line at one lap less than at the time of the first showing of the Red Signal.

39. No work may be carried out on the grid unless on grounds of safety and only with the approval of the Scrutineer.

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

41. If no Vehicles are running under their own power the Clerk of the Course may order the end of race Signal to be displayed. The results will be declared on the relative positions of Vehicles at the time they last crossed the Finish Line under their own power.

42. Any race stopped before the leader has completed one lap will be declared a “No Contest” and available Vehicles will restart from their original grid positions.

Track Regulations
43. Any driver intending to leave the course shall signal their intention in good time and shall satisfy themselves that it is safe to do so.

44. The driver of any car leaving the course 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 manoeuvre is carried out safely and as near as possible to a point of exit.

45. Overtaking according to the circumstances may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted.
   
   I. Any Driver moving back towards the racing line having earlier defended their position off-line should leave at least one Vehicle width between their own Vehicle and the edge of the Track on the approach to the corner.

   II. 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.

   III. Any Driver who appears guilty of any of the above offences may be reported to the Clerk of the Course.

46. Should a Vehicle leave the Track for any reason and without prejudice to Art.47 below the Driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

47. Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of the Course and may entail the imposition of penalties up to and including the Disqualification of any Driver concerned.

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

49. Breaches of Art.50.a 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.

50. Track regulations as detailed in Arts.43 - 49 above, as appropriate, apply to Rallycross and Off Road Racing in addition to the following specific elements in respect of Rallycross Tracks:
   a. Drivers must use the Track at all times and may not leave the Track without a justifiable reason:
   b. The white lines, tyre stacks, marker poles or other devices identified by the Clerk of the Course during the briefing defining the track edges are considered to be part of the Track.
   c. The Clerk of the Course will identify during the Drivers Briefing and in written form the specific areas to be judged.
   d. A Driver will be judged to have left the Track if two wheels of the Vehicle go beyond the outer edge of any kerb, the white line or Track markers or should the Vehicle pass behind or substantially move any physical marker where there is no kerb.
   e. Pushing or other contact resulting in a lasting advantage is strictly prohibited.

51. Breaches of Art.50.d above may be penalised following a report by a Judge of Fact using the following scale of penalties over the course of the Event and notified by issue of a Clerks Decision in each instance which will detail where the breach occurred:
   1st breach – no penalty
2nd breach - warning
3rd breach – 5 second penalty added to session time
4th breach – 10 second penalty added to session time
5th breach – Disqualification

52. 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.

Results

53. The Official Documents will specify the method by which a winner is decided.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART B RALLYCROSS

APPENDIX 7

Medical and Rescue Requirements
This Appendix should be read in conjunction with Chapter 11 Emergency and Medical Services.

1. The minimum course requirements are for one Doctor or ASN-registered Paramedic and one ambulance to be in attendance.

2. Ambulances should be equipped with basic resuscitation equipment and if possible a Casualty Immobiliser for handling patients over difficult terrain. This essential equipment should not have to be taken from any rescue vehicles which must remain at all times fully operational on the Course.

3. The ambulances must only be used in connection with casualties arising from the Competition.

4. The Organisers in conjunction with the Chief Medical Officer of the Event must ensure that during both Practice sessions and Competition adequate first-aid staff are in attendance (eg St John's or St Andrew Ambulance, Red Cross etc).

5. Clerks of the Course must have under their control either a licensed Rescue Vehicle or at least one emergency vehicle equipped with the following:
   - Bolt cutters
   - Pipe cutters capable of severing chassis tubes
   - Tin snips
   - Hacksaws complete with a quantity of blades
   - Pad saw complete with a quantity of blades
   - Spanners
   - Fire resistant blanket
   - Industrial gloves.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART B RALLYCROSS

APPENDIX 8

Competitors Regulations

Signing On
1. When signing on a Competition Licence valid for the Event must be produced (see Table in Chapter 6).
2. Competitors must declare on their entry forms whether or not they have ever held a valid RTA licence.
3. Competitors aged 16 and above who have never held a valid RTA Licence must produce proof of having competed as a Driver in three Minicross or Clubcross Events, or three other ASN-Permitted Events (such as Kart Racing, Autotests, Production Car Trials, etc), or show proof of having completed an approved driving course at a Race or Rally School recognised by the ASN.
4. Competitors having reached the year of their 14th birthday may compete in Junior Rallycross and may continue until 31st December of the year of their 17th birthday:
   a. For Junior Rallycross maximum grid size to be as per Track Licence.
   b. New Competitors will have to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part. Vehicles will start singly and run over three laps. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other ASN-Permitted Events or having successfully completed an approved driving course at a Race or Rally School recognised by the ASN.
5. Any Driver competing in a Vehicle of 0.34bhp / kg or higher (excluding driver weight) and measured at the driven wheels must be the holder of an RS National Licence as a minimum.

Licence Upgrading Criteria

Scrutineering
7. *Vehicles must be presented for scrutineering and practice at the times specified in the Official Documents with any previous Scrutineering Labels removed. Classes must be specified in the Official Documents. Any Competitor not reporting as instructed may be fined, Disqualified or may forfeit any claim to a favourable starting position.
8. Vehicles being used must comply with Technical Regulations Appendix 9 to this Chapter.
9. If after approval any Vehicle is dismantled or modified or is involved in an accident in a way which may affect its safety or eligibility or any aerodynamic device is added or removed it must be represented for approval. The Entrant is responsible for seeking fresh approval.
10. Any Vehicle involved in an incident from which it is unable to proceed must not be touched by anybody 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.

Drivers
11. Any Driver who has not previously competed over the Course within the preceding four weeks must complete at least one observed practice lap in the Vehicle to be raced. Only the Driver may be in a Vehicle during the Competition or Practice.

12. Rallycross Drivers must conform to the Medical Requirements specified in Chapter 6.

13. Vehicles will be identified by Competition Numbers allocated by the Organisers and displayed as specified in the Technical Regulations (Chapter 7 App.10) or in line with the following:
   a. 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.
   b. Competition Numbers must be covered at all times when driving on the Public Highway.
   c. The Chief Timekeeper may decline to record the performance of any Vehicle whose Competition Numbers are not readily apparent to the lap recorders.
   d. 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 Vehicle a yellow square, 7in x 7in, with a black diagonal cross, with strokes 6in long and 1in wide.
   e. The Organisers may, in addition to the number format provided in Chapter 7 App.10, also permit Competition Numbers to be moved to the rear side windows (above the Drivers’ name) on the Vehicle in which case.
   f. The numbers for each rear side window shall be:
      i. a minimum of 200mm high
      ii. with a stroke width of at least 20mm
      iii. coloured reflective yellow.
   g. 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
      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.

The colour may be varied for different Categories.

14. The following items must be produced by Drivers for inspection and approval at Scrutineering and be worn throughout the Competition properly fastened and positioned:

15. A crash helmet meeting all current regulations, which fits properly, is in a serviceable condition and bears an ASN approval sticker (see Arts.22 – 40 of Chapter 9).

16. Goggles or visor of splinter proof material (unless in a closed car with a full-size windscreen).

17. Flame-resistant overalls covering arms, legs and torso up to the neck. The use of a flame resistant balaclava, socks, shoes and underwear is strongly recommended (Arts.11 – 21 of Chapter 9).

18. Complete gloves (not mitts or gloves with open backs). The use of flame-resistant gloves is strongly recommended.

19. An FIA approved FHR device fitted in accordance with FIA regulations is mandatory.
20. **Vehicles** will be permitted to carry radio transmitters or receivers where the **Official Documents** or **Championship Regulations** allow and only for the following.
   
   a. for **National** and above status **Permitted Events**
   
   b. for any **Junior Category** only a non-transmitting radio receiver tuned to the frequency of a single transmitting device which is under the direct and sole control of the **Clerk of the Course** is permitted. The system is to be used solely for providing **Competitors** with instructions or warnings issued by the **Clerk of the Course**.

21. Where required Ofcom licences must be in place.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART B RALLYCROSS

APPENDIX 9

Technical Regulations

**Rallycross Vehicles**

1. **Racing Cars** are prohibited.

2. **Vehicles** will be classified as detailed in the Official Documents. They must be of rigid construction and comply with the regulations below. They must have been homologated in Group N, A or B of FIA Appendix J or in groups 1, 2, 3 or 4 of 1981 FIA Appendix J (although homologation may have lapsed) or commercial vehicles specifically approved by the ASN.

3. **Vehicles** complying with current FIA Appendix J Article 279 regulations, in their entirety, are also permitted, even where homologation may have lapsed.

4. *Mass-produced non-homologated Vehicles may be accepted for events up to National level.*

5. **Rallycross Vehicles** in compliance with Chapter 16, Appendix 10 Part B and issued the Rallycross Space Frame Vehicle Identity Form (RXVIF). The Vehicle may not be used in Competition until the Vehicle Identity Form has been validated by the ASN and returned to the Vehicle owner.

6. **Rallycross Vehicles** of mixed construction being part Spaceframe, part Unitary Construction or other, issued with a Competition Car Log Book / Vehicle Passport prior to 31st December 2016 and complying with specific regulations approved by the ASN.

7. **Rallycross Spaceframe Vehicles** issued with a Competition Car Log Book / Vehicle Passport prior to 31st December 2016 complying with Championship Technical Regulations approved by the ASN (Art.46 applies).

8. **Rallycross** electric Vehicles specifically approved by the ASN. Additional safety training and requirements will be an integral element of the application and approval.

**Body (including Aerodynamics)**

9. The **Vehicle** must have a bulkhead separating the cockpit from the engine compartment. It must retain its original material and location compared to the standard car. Installing components up against or passing through this bulkhead is permitted providing nothing protrudes into the cockpit more than 200mm (as measured perpendicularly to the bulkhead). This will be measured at the point of intrusion, and parallel to the ground. If the protrusion includes the engine, the cam / valve cover may not extend further back than the forward most point of the windscreen aperture when viewed directly from above. For Scrutineering purposes a 13mm diameter hole must be drilled at the forward most point of the screen aperture.

10. Bumpers and supports if fitted must both be as originally fitted to the mass-produced vehicle. No reinforcing of bumpers or supports is permitted. If one bumper is removed, then both must be along with all supports.

11. Reinforcing the front apron is not permitted.

12. Any undertray must be provided with drainage holes to prevent accumulation of liquids.

13. The windscreen must be of either laminated glass or polycarbonate of the required thickness. No apertures will be permitted in windscreens. If fitted with a glass or polycarbonate windscreen the Vehicle must have an operative wiper/ washer system. All Drivers must wear approved goggles or visors, unless the Vehicle is fitted

2025 National Competition Rules Chapter 16 PART B Autocross Appendix 9 Technical Regulations
with a polycarbonate windscreen. A wire mesh stone guard adequately fitted to the bodywork and with a minimum matrix of 1in is permitted with any type of windscreen.

14. When viewed from above wheels must be covered by rigid material at all times. The outside shape of the original coachwork must be retained except around the wings.

15. Openings may be made in the bonnet or boot lid for ventilation providing they do not make mechanical components visible.

16. The **Bodywork** must be of the vehicle manufacturers specifications and minimum thickness with the exception of airboxes, radiators, front wings, rear wings / rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding, and localised gussets/ reinforcement is permitted.

**Engine**

17. The engine may be modified but the block must be from a mass-produced engine and must have the same number of cylinders as the original mass-produced engine for that **Vehicle**.

18. **Specialist Competition Engines** as defined in Chapter 1 App.1 (Nomenclature and Definitions) are also permitted.

19. The engine must be located within the original engine compartment.

20. Twin engine configurations are not permitted unless mass produced in that form.

**Oil Systems**

21. Oil systems must have catch tanks fitted.

22. Any oil tank located outside the chassis or main structure of a **Vehicle** must be covered with a protective coating (eg GRP).

**Fuel Systems**

23. These should be equipped with an effective method of stopping fuel supply which can be operated by the Driver when seated normally with seat belt secured.

**Transmission**

24. Transmissions can be modified.

25. The clutch and its control are free but automatic operation of the clutch is prohibited unless fitted by the manufacturer to that body style. The clutch must be operated by the Driver's feet, unless an alternative method of operation is fitted by the manufacturer to that body style. Modification for disabled Drivers permitted in accordance with Chapter 7 App.2 Art.3.

26. The final drive assembly, differentials, propshafts and driveshafts are free. Electronically-controlled systems are prohibited.

27. *The Official Documents may require four-wheel drive Vehicles to be subject to some form of handicap (not necessarily a delayed start).*

**Electrical Systems**

28. **Vehicles** should be equipped with an ignition cut-off switch, having a clearly marked and positive ON–OFF position, which can be operated by the Driver when normally seated with seat belt secured. It must also isolate electric fuel pumps.

29. Any forward-facing lamps of more than 32 sq cm surface area must be adequately protected against glass
breakage.

30. All lights may be removed but all Vehicles must be equipped with two rear red warning lights to be used in fog, with a minimum of 15W each and an illuminated area of 60 sq cm. These must work with or replace the car brake light system at all times, must be between 1150mm and 1500mm above the ground and must be clearly visible from behind.

31. Generators are optional but a self-starter system must be operable at all times.

**Brakes**

32. Brakes may be modified but an effective handbrake is obligatory. The handbrake may be modified for fly-off operation.

33. There must be at least two hydraulic systems so that if one fails braking is maintained on at least two wheels (not on the same side).

34. The braking system on all Vehicles must work without impairing the Driver's control when tested immediately prior to an Event. 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.

35. Brake balance adjusters must not be capable of adjustment during running if they contravene Art.34 above.

36. Anti-lock devices are prohibited but brake discs are free subject to being made of ferrous material.

**Wheels**

37. At the start of each Heat or Race, Vehicles must be fitted with mudflaps behind all four wheels extending to a minimum of 38mm either side of the tyre tread and to a maximum of 76mm above the ground.

38. All nuts securing roadwheels (except centre-lock types) must be made of steel and in thread contact over a minimum length of 1½bolt / stud diameters.

39. Extended or composite wheel bolts / studs are prohibited. The use of safety wheel nuts to prevent wheels pulling over standard nuts is strongly recommended.

40. Maximum wheel width on all Vehicles is 250mm (wheel width = flange + rim + tyre).

**Silencing**

41. Vehicles must comply with silencing levels in Chapter 7 App.8 Arts.9 – 15.

**Safety**

42. Closed Vehicles must have a means of access on either side of the Passenger compartment which can be operated from inside or outside. Access must be sufficient to remove an occupant without interference from any door locking devices. They must have an operating windscreen wiper and washer system.

43. Vehicles must comply with safety criteria in:
   a. Chapter 7 App.5 Arts.69 - 82, Chapter 7 App.13 Diagrams 14, 15 or 17 with door bars as shown in Diagram 18 mandatory.
   b. With the exception of Lotus Elise / Exige derivatives and Vauxhall VX220 the door bars on the driver's side must be in accordance with Chapter 7 App.13 Diagram 21.g, 21.h or 21.j.
   c. Harness: Chapter 7 App.7 Art.33 as a minimum.
   d. Fire extinguisher: Chapter 7 App. 6 Arts.1 – 15 or Arts.18 - 26 minimum.
   e. Chapter 7 App.5 Arts19- 22
e. Chapter 7 App. 5 Arts. 13 – 18
f. Chapter 7 App. 7 Art. 26 - 27

Miscellaneous

44. The following parts of Chapter 7 remain unmodified: Chassis, Suspension, Steering, Cooling, Weight/Ballast, Exhausts.

45. Active suspension, and any system which allows control of the spring flexibility, shock absorption or trim height when the car is moving, is prohibited unless fitted by the manufacturer to that body style.

46. ASN or FIA Competition Car Log Books / Vehicle Passports are required at all Rallycross Events. Any ASN Competition Car Log Book issued prior to 31st December 2016 became invalid on 1st January 2022 and will require a newly issued Vehicle Passport.

47. Vehicles must be fitted with at least one mirror of minimum surface area 50sq cm securely mounted to give a clear view to the rear. The edges of the mirror must be protected by a suitable cover to help prevent injury in event of an accident.

48. Where advertising is allowed on windscreens, this must not obscure the Driver’s vision nor reduce the minimum unobstructed vertical height to less than 250mm.

49. Vehicles must be presented at Scrutineering with all steering mechanisms, suspension linkages and flexible brake lines in a clean condition.

50. Four-wheel steering is permitted unless Official Documents state to the contrary.

51. Seats. Be fitted with a driver’s seat FIA Homologated and mounted in accordance with Chapter 7 App. 7 Art. 8 – 24.

52. For National Events FIA homologated seats manufactured to FIA Standard 8855-1999 may be used for up to two years beyond the expiration of the original homologation label validity. FIA homologated seats manufactured to FIA Standard 8862-2009 or 8855-2021 may be used until 31st December of the year stated on the label.

53. The heating of tyres or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no method of abnormally raising the temperature of tyres / wheels above the natural ambient temperature is allowed.

54. Vehicles must have:
   a. Internal bonnet locks removed and external positive locking fasteners fitted.
   b. Steering column locks rendered inoperative.
   c. Towing eyes of adequate strength and size fitted front and rear. These should be painted a contrasting bright colour.

55. The heating of tyres or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no method of abnormally raising the temperature of tyres/wheels above the natural ambient temperature is allowed.

56. If the engine/motor(s) is run with the drive engaged whilst the Vehicle does not have any of the driven wheels in direct contact with the ground the Vehicle must be securely supported on stands (not jacks) and:
   a. A competent person must be in the driver’s seat while the engine/motor(s) is running and
   b. There must be a safe zone around the Vehicle with only essential personnel admitted while the engine/motor(s) is running and
c. Each **Driver / Entrant** is responsible for controlling and managing the above obligations within their own paddock space and for briefing their own personnel on all matters of safe work practices.

**Junior Rallycross Vehicles**

d. The only **Category** of **Vehicle** permitted in **Junior Rallycross Events**, other than **Vehicles** complying with the MDA Junior Minicross Regulations (as approved by the **ASN**), are those complying with the following:

a. Be a **Series Production Car**, front or rear wheel drive complying with the provisions of Chapter 7 and Arts.1 – 54.

b. Be specifically authorised by the **ASN** by issue of a **Junior Rallycross Competition Car Log Book**. The **Vehicle** may not be used in **Competition** until the **Junior Rallycross Competition Car Log Book** has been validated by the **ASN** and returned to the **Vehicle** owner.

c. The engine must be naturally aspirated and must not have a capacity exceeding 1400cc.

d. The cylinder head and block must remain as originally supplied by the **Manufacturer** as a **Standard Part** for that model.

e. Where the **Vehicle** is fitted as standard with an **ECU** then that ECU must remain fitted and as specified by the **Championship Regulations**.

f. The engine cooling system must remain standard to the **Vehicle**.

g. Induction systems, inlet manifolds and exhaust systems must remain standard to the **Vehicle**.

h. Performance air filters and exhaust back boxes are permitted.

i. At any time the **ASN** may impose further restrictions to limit engine performance.

j. The silhouette of the **Vehicle** must not be altered.

k. The bodyshell must be of the vehicle manufacturers specifications and minimum thickness with the exception of rear wings / rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding, and localised gussets / reinforcement is permitted.

l. The dashboard is to remain as standard, in the original position and the standard instruments retained and operable.

m. All other interior trim must be removed including carpets, roof lining and passenger seats. Interior door panels may be replaced with an alternate non-flammable material.

n. All window glass to be replaced with polycarbonate, **Chapter 7 App.2 Art.78 applies**.

o. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid metallic material permanently fitted in place.

p. An interior rear view mirror must be fitted to the **Vehicle**.

q. All **Vehicles** must have substantial underbody protection covering any area of both the fuel tank and engine sump exposed to running damage.

r. The handbrake system is to remain as standard.

s. The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory.

T. Wheels must be of the standard production size and material applicable to the vehicle.

u. The steering column is to remain as standard but the steering column locks must be rendered inoperative.
v. Standard production gearbox and differential applicable to the Vehicle must be used.

w. The original method of suspension operation must be retained and utilise the mounting points as provided by the manufacturer. Shock absorbers and coil springs may be upgraded and adjustable.

**Safety**

e. In addition to the requirements of Arts.42 – 43 above and Chapter 7 Apps.3 and App.6:

   a. Double longitudinal door bars must be fitted to the drivers side of the roll cage in accordance with Chapter 7 App.13 Diagram 21.g, 21.h, 21.j.

   b. Fire Extinguisher: must be plumbed-in in accordance with Chapter 7 App.6 Arts.1 - 15 minimum.

**Historic Rallycross**

57. ASN has created the Regulations for Historic Rallycross so that Historic Cars may be used for Competitions under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology.

58. Historic Competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history. Historic Motor Sport enables the active celebration of the History of the Motor Car.

59. Historic Rallycross vehicles must comply with the regulations below and Rallycross Vehicle Technical regulations (Arts.1 - 54) with the exception of Engine (Arts.17 – 20).

**Cars Eligible**

60. Must have been Homologated or be a model commercially available before 31st December 1991.

61. A validated Historic Rallycross Vehicle Identity Form (HRXVIF) must be obtained from the ASN and presented at scrutineering. This will be the definitive document for the technical specification of the vehicle for which it has been issued. The HRXVIF will remain valid for a period of 10 years from the date of issue or such time as the registered owner of the vehicle changes if earlier.

62. Vehicles manufactured after the appropriate date may be permitted, providing that documentary evidence is submitted to the Motorsport UK with the identity form to show that the specific car (not model) is of the same specification as one manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer, documents relative to the vehicle, and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the ASN will issue an Historic Rallycross Vehicle Identity Form which must be presented at scrutineering.

**Permitted Modifications**

63. Only period modifications used in Rallycross on the particular make and model of Vehicle are permitted.

64. They should be detailed on the Historic Rallycross Vehicle Identity Form and duly ratified by the ASN.

65. In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

66. Exceptionally the ASN may grant a dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does nor confer an advantage in either performance or reliability. The ASN will consider written requests from Competitors who are unable to source
vital components.

**Engine**

67. The engine is free but the block must be from a *Series Production* or *FIA* homologated engine and must have the same number of cylinders as the original engine for that model. The engine must be located within the original engine compartment. Twin engine configurations are not permitted unless homologated in that form.

68. Standard Wankel units are considered as three cylinders, twin Wankel units as six cylinders.

69. Be equipped with a positive method of throttle closing in event of linkage failure, by means of an external spring to each throttle spindle.
CHAPTER 16 AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART B RALLYCROSS

APPENDIX 10

Rallycross Spaceframe Technical Regulations

These regulations are mandatory for all Spaceframe Vehicles. All vehicles must comply with Chapter 7, Rallycross Vehicles Appendix 8 Arts.1 - 54 unless where specified below:

General Technical Requirements and Exceptions

1. The use of magnesium or titanium alloy is not permitted, with the exception of titanium sheets which may only be used for heat shields.
2. All Spaceframe Vehicles must have an identification number stamped into a plate measuring 80mm x 20mm which must be welded to the centre of the underside of the main 'B' hoop.

Safety Requirements

3. As a minimum:
   a. ROPS door bars to Chapter 7 App.13 Diagram 21.a or 21.g or h are mandatory, on driver and passenger side.
   b. Where the door bar elements of the ROPS cross, a reinforcement for the bend or junction must be fitted in all four angles. This reinforcement must be made from bent sheet metal with a U shape the thickness of which must not be less than 1.0 mm. The ends of this gusset (point E) must be situated at a distance from the top of the angle (point S) of between 2 to 4 times the outer diameter of the biggest of the tubes joined. Appendix 11 Diagram 6. A cut-out is permitted at the top of the angle but its radius (R) must be no greater than 1.5 times the outer diameter of the biggest of the tubes joined. The flat sides of the gusset may have a hole, the diameter of which must not be greater than the outer diameter of the biggest of the tubes joined.
   c. A currently FIA homologated competition seat with appropriate mountings is mandatory in accordance with Chapter 7 App.7 Arts.8 – 24.
   d. All Vehicles must be fitted with an extinguisher system plumbed-in for discharge into both the engine compartment and the cockpit (Chapter 7 App.6 Arts.1 - 15).

Chassis and Bodywork

4. The Vehicle must have the Silhouette of a Series Production Car of a closed type.
5. The wheelbase will be as per the Series Production Car specification with a tolerance of ±0.5%. The vehicle width of the Series Production Car must be retained with a maximum permitted increase of 100mm.
6. The minimum elements of the Spaceframe are shown in App.11 Diagram 3.
7. The Drivers door must be of steel construction.
8. No element of the ROPS may pass through the space normally used for the front passenger; to allow driver extraction from either side of the car.
9. The floor frame is an integral part of the structure and the ‘A’ and ‘B’ main hoops must attach to it. The floor
frame must be constructed from either minimum 50mm x 2mm square box section or minimum 50mm x 2mm diameter tube material in accordance with Chapter 7 App.3 Arts.60 – 62. The floor must be made of either minimum 10mm composite, 1mm steel or 2mm aluminium alloy to be fixed to the top of the floor frame as defined in App.11 Diagram 2.

10. The forward most part of the Spaceframe must be at least 100mm behind the forward most part of the front bumper (App.11 Diagram 5)

11. The rear most part of the Spaceframe must be at least 100mm forward the rear most part of the rear bumper (App.11 Diagram 5).

12. The roof must be of either minimum 10mm composite, 1mm steel or 2mm alloy to be fixed to the top of the upper surface to protect the driver as defined in App.11 Diagram 3.

Main cage

13. The bulkheads (Chapter 7 App.2 Arts.6 - 9) must extend across the full width of the Spaceframe.

14. Bulkheads must be made of minimum 1mm steel and be welded to the Spaceframe.

15. For front bulkheads App.9 Art.9 of this Chapter applies.

16. No part of the rear bulkhead must be further forward than the rearmost part of the driver’s seat.

17. Cars with a front engine location must be constructed so that the rearmost part of the engine is at least 25mm in front of the front bulkhead.

18. In rear-engine cars the bulkhead must extend vertically to at least the same height as the highest part of the engine. From this point a polycarbonate window, minimum thickness 5mm may complete it, extending to the full height of the interior space as well as a horizontal cover extending to the rearmost part of the interior space (Chapter 7 App.2 Arts.10 – 11).

19. In either case the full bulkhead must completely isolate the driver from the engine compartment.

20. A similar bulkhead must isolate the engine and exhaust system from the fuel tank (Chapter 7 App.2 Arts.6 – 9)

21. No part of the engine may protrude through either the front or rear bulkheads (Chapter 7 App.2 Arts.10 – 11).

22. Power Transmission System / Flywheel Protection

23. The transmission tunnel frame will be fabricated from steel tubing with minimum dimensions of 25mm x 2mm (App.11 Diagram 4).

24. This frame to be reinforced (on the drivers’ side and top of tunnel), at the rear of the gearbox and at the clutch/flywheel area, for a minimum distance of 200mm (centre lines based on the front propshaft flange and 25mm rearward from the gearbox to engine mounting face) using minimum 2.6mm steel extensively welded to the inside of the frame. Using the same centre line for 300mm minimum 1.2mm steel will be extensively welded to the outside of the tunnel. The remainder of the tunnel may be covered by minimum 1mm steel or minimum 1.5mm aluminium.

25. Front wheel drive, the front bulkhead must be reinforced where the flywheel and drive shafts are directly in line with the driver.

Aerodynamic Devices

26. Must not exceed the overall limits of the original bodywork dimensions (Chapter 7 App.2 Arts.15 – 19).

27. Must not be wider than the widest part of the car’s bodywork or higher than the highest part of the roof.

28. Within these restrictions their design is free

Body panels

2025 National Competition Rules Chapter 16 PART B Autocross Appendix 10 Rallycross Spaceframe Technical Regulations
29. Door hinges must be of adequate strength.
30. Body material is free subject to Art.1 and Art.7 above.

**Engine**
31. App.9 Arts.17 and 19 apply.
32. Forced Induction engines must be fitted with a restrictor in compliance with FIA Appendix J, Article 279, Article 3.7.

**Suspension and Steering**
33. The operating method and the design of the suspension system are free.
34. Suspension parts may not be attached to the Spaceframe at those elements making up the major components of the ROPS i.e. main/front hoop and main braces.
35. The springing medium must not consist solely of bolts located through flexible bushes or mountings but may be of fluid type.
36. There must be movement of the wheels to give suspension in excess of any flexibility in the attachments.
37. Chromium plating of steel suspension members is prohibited.
38. All suspension members must be made of homogeneous metallic material.
39. All vehicles must be fitted with a steering column of a collapsible type.

**Fuel Tank / Fuel**
40. Fuel Systems must comply with Chapter 7 App.4.
41. No part of the fuel tank to be located less than 300mm from the bodyshell in both lateral and longitudinal directions, and must be outside the driver’s compartment, and be separated from the driver’s compartment by a metal firewall or container, both of which must be flameproof and liquid-proof.
42. Fuel fillers passing through the cockpit must be isolated and fitted with non-return valves at the fuel tank.

**Exhaust and Silencing**
43. The orifices of the exhaust pipes must be between 100mm and 450mm above the ground.
44. Exhaust gas may only exit at the end of the exhaust system.
45. All exhaust gasses including wastegate outlet must pass through the main exhaust system.
46. No part of the chassis may be used to evacuate exhaust gases.

**Weights**
47. The weight of the car is measured with the driver on board wearing their full racing apparel, and with the fluids remaining at the moment at which the measurement is taken.
48. The minimum weight must be:
   4 Wheel Drive 1300kg
   2 Wheel Drive 900kg.
CHAPTER 16 AUTOCROSS AND RALLYCROSS

PART C OFF ROAD RACING

APPENDIX 12

Off-Road Racing Specific Regulations

This Appendix must be read in conjunction with PART A and PART B of this Chapter.

Off-Road Racing

1. Off-Road Racing, which includes Cross Car (Art.11 below) and similar Events can only take place on a circuit complying with ASN Regulations.
2. The maximum number of Vehicles that can start a Race is limited to 12.
3. Events must comply with the provision for Rallycross particularly in relation to medical requirements.
4. Vehicle regulations must be laid down by the organising Clubs and approved by the ASN.
5. Competitors must comply with Chapters 6, 14 and 15 and with the Official Documents issued for the Event.
6. Vehicles must remain in the Paddock when not competing.
7. Vehicles must not be driven in the Paddock or at any other time off the Track at a speed in excess of 5mph.
8. Vehicles must not be driven into the spectators’ Enclosure at any time without the express permission of the Clerk of the Course.
9. Any Driver who has not previously competed over the course within the preceding four weeks must complete at least one observed practice lap in the vehicle to be raced.
10. For Venues authorised by the issued Track licence (Rallycross) to include Joker Laps, the Joker Lap may be used. Judge(s) of Fact must be appointed to oversee its use, PART B App.6 Arts.5 – 6 apply.
11. Cross Car (XC) and Cross Car Junior (XC Jnr). are rear engine 4 wheeled (2 wheel rear drive) single seater Vehicles with a multitubular Spaceframe Chassis which must have a safety cage as an integral part of the Chassis. The ASN have adopted the FIA technical regulation guidelines and these are available upon request (with the exemptions detailed in Art.12 below).
   a. XC – Cross Car. A Competitor may participate from their 16th birthday. The minimum Vehicle weight with the Driver wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken will be 425 with a recommended vehicle power of 130hp.
   b. XC Jnr. – Cross Car. A category reserved for Drivers having reached the year of their 14th birthday and who may continue until 31st December of the year of their 16th birthday. The Vehicle power will be no greater than 75hp with a minimum vehicle weight with the Driver wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken of 410kg.
   c. The minimum Vehicle weight with neither the driver nor full racing apparel and with the fluids remaining at the time the measurement is taken is 345kg. At no time during the Competition may a Vehicle weigh less than this minimum weight.
12. FIA Technical Regulations for Cross Cars permitted exemptions:
   a. The FIA homologated ECU may be replaced with the ECU specific to the series model of motorbike engine. The ECU may be further restricted by Championship Regulations or SRs in respect of a standalone Event.
   b. The manifold and exhaust are free (Chapter 7 App.8 Arts.1 – 8 and Chapter 7 App.8 Arts.9 - 15 apply)
c. Tyres are free (subject to ASN approval)
d. The series model of motorbike engine GSXR K is permitted
Trials
Chapter 17 Trials

App.1   Organisers Regulations
App.2   Competitors Regulations
App.3   Classic Reliability Trials Formula
App.4   Car Trials Formula
App.5   National Trials Car Formula
App.6   Historic Sporting Trials Car Formula
App.7   Charts and Drawings
2025 National Competition Rules

CHAPTER 17 TRIALS

General

1. This Chapter must be read in conjunction as applicable with the following Chapters and which form the Trials 'Yearbook':
   1: General Governance
   2: Judicial Organisers
   4: Championships
   5: Officials
   6: Competitor Licencing
   7: Competitors Vehicles and Vehicle Safety Equipment
   8: Permitted Tyres and Fuel Testing
   9: Competitor Personal Safety Equipment
   10: Circuits and Venues
   11: Emergency Medical and Services

2. The format of this Chapter is identical to all Chapters. Each Chapter is supported by numbered Appendices with all elements variously separated and or grouped to provide a logical flow to the texts.

3. In the published texts there will be hyperlinks in blue font to other Chapters but not initially to Appendices.

4. All Chapters and all Appendices (to all Chapters) are numbered commencing at 1. Where applicable a numbered paragraph may be / is further divided by either alphabet sub-paragraphs (i.e: a, b etc) or sub-numbered (i.e: i, ii, etc).

5. This Chapter comprises:
   App. 1 Organisers Regulations
   App. 2 Competitors Regulations
   App. 3 Classic Reliability Trials Formula
   App. 4 Car Trials Formula
   App. 5 National Trials Car Formula
   App. 6 Historic Sporting Trials Car Formula
   App. 7 Charts and Drawings
CHAPTER 17 TRIALS

APPENDIX 1

General Organisers Regulations

Note: * indicates that additional information must be provided in the Official Documents for the Event.

1. A Regulation in italics indicates that the Regulation may not apply if so stated in the Official Documents for the Event.
2. A Permit for the organisation of a Trial is issued at the sole discretion of the ASN.
3. A Club will only be allowed to run Events up to Interclub status unless the ASN has specifically approved an application for National status.
4. Organisers intending to use any Forestry Commission property for Events must liaise with the ASN Forestry Liaison Officer at least 10 months before the Event.
5. No contact should be made with Forest District before receiving approval from the ASN or its appointed Forestry Liaison Officer.
6. Special attention should be paid to the following:
   a. Every practicable precaution must be taken to avoid depositing mud or soil on the Public Highway when leaving private property.
   b. Warning notices as required by Chapter 3 App 3 must be displayed.
7. The beginning and end of observed sections must be marked by signs.
8. The starts of sections should be reasonably flat and wide so that all Competitors can at least enter the section.
9. The layout of sections should ensure that areas can be marshalled by the minimum possible number of Officials.
10. Sections should be of a winding nature to place a premium on driving skill.
11. If possible alternative routes should be planned in case of a change of weather conditions and to provide varied routes within sections for different classes.
12. Metal rod markers should not be used.
13. Markers should be placed to avoid the likelihood of Competitors putting four wheels out between markers and where they are unlikely to be moved by bushes or branches.
14. Clearly visible sub-section numbers should have a minimum figure height of 50mm.
15. Sub-section markers should be closely grouped in areas of expected failure.
16. Organisers should be aware of the nearest hospital and the best route to get to it in case of incident.
17. When Competitors under 17 years of age are allowed to compete Organisers should note the information in Appendix 2 ‘Crew’ and Chapter 6 regarding Minimum Ages.
18. No person under the age of 14 can act as a marshal or assistant marshal unless under the constant supervision of a marshal over 18 years old.
19. At single site Events a Medium sized Spill Kit must be available at each section or group of adjacent sections.
20. At Events which utilize the public highway each Vehicle must carry a Small Spill Kit as defined in Chapter 1 App 1.

Classic Reliability Trials

21. In addition to Arts 1 - 20 above Organisers of Classic Trials must:
a. Locate any **Holding Controls** so as to avoid public nuisance.
b. Draw to the attention of **Competitors** any sensitive areas in the vicinity of the route.
c. Brief all **Marshals** and ensure they are readily identified.
d. Appoint and brief a **Chief Official** who should be clearly identified for each observed section to ensure that the **Trial** is seen not to unduly inconvenience members of the public.
e. Ensure that the **Chief Official** has a working knowledge of the **Rights of Use** of the section.

22. *The **Official Documents** must specify the following which are additional to and take precedence over App. 2 Arts 5 – 35:*
   a. Any public roads which are to be part of the route.
   b. Any observed sections or tests on public roads.
   c. The method of detailing the route and any maps required.
   d. Any time schedule.
   e. The time interval between cars at the **Start**.
   f. The method of resolving ties.
   g. The boundaries of observed sections which must be indicated by natural hazards flags or posts.
   h. The start or re-start line in an observed section or test which may be varied for each **Class**.

23. Any signs displayed except during an observed section test or quiet zone will be considered as supplementary aid without mandatory authority unless otherwise specified in the **Official Documents**. The mandatory marking for quiet zones does not preclude the **Competitor's** responsibility to take necessary action should the sign not be in position.

24. Judges may be appointed to adjudicate on:
   a. Stopping at Stop and Give Way signs.
   b. Unauthorised use of auxiliary lights.
   c. Unauthorised possession of radio equipment.
   d. Contravention of **Out of Bound** areas.

25. **Driving Standards Observers** may be appointed to adjudicate on:
   a. Excessive vehicle sound (observed during the **Event**).
   b. Excessive speed.
   c. Driving in a manner likely to bring Motorsport into disrepute.
   d. Inconsiderate parking or waiting.

26. No private road must be used by **Competitors** unless specific permission to do so is given in the **Road Book** or **Route Card**.

27. **Competitors** must visit controls checks observed sections and tests in the order set out in the **Road Book** or **Route Card** unless otherwise specified.

28. **Organisers** should notify the appropriate Parish Councils.

29. **Organisers** should issue instructions on the sensible use of the roads, including:
   a. Closing of gates etc.
   b. Clearing of roads at end of sections.
   c. Following the 'Country Code' adding that that failure to observe the **Code** may lead to disciplinary action.
30. *The Organisers* may establish a check at any point to observe maintenance of a set speed time schedule or route provided the intention to do so is stated in the *Official Documents* and *Competitors* are given information to enable them to comply.

31. *Official Documents* and *Final Instructions to Competitors* in *Events* using Footpaths, Bridleways and Restricted Byways should include the following statement:

“This Event is routed along and/or across public rights of way. *Competitors* must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary.”

32. The *Specific Regulations* should clearly state if the *Public Highway* is to be used. Any part of an *Event* that takes place on the *Public Highway* must comply with the Motor Vehicles (*Competitions and Trials*) Regulations and will require public relations work to be undertaken as specified in *Appendix 7 of this Chapter*.

33. Any time schedule on the *Public Highway* or any part of the route must not exceed:
   
a. Motorways 60mph  
b. Trunk and A-roads 30mph  
c. B-roads 26⅔ mph (daylight)  
   20mph (darkness)  
d. All other roads 20mph (daylight)  
   15mph (darkness)  
e. All heavily populated areas 15mph  

34. When *Controls* are less than 20 miles apart (except start and finish controls where the length of the route is 35 miles or less) the time schedule on the public highway must not exceed an average speed of 15mph.

35. The *Route Card* must show both time and mileage between individual points so that changes in *Permitted* average speeds are apparent.

36. Any maps required by *Competitors* must be notified in the *Official Documents*.

37. Ensure the status of any *Tracks* along the route is verified and stated in the Route Book.

38. Where it is proposed to use or cross any *Footpath, Bridleway* or *Restricted Byway* the *Organiser* must:
   
a. Obtain the agreement of the Landowner and the Highway Authority (unless the route is already on a road of higher status).
   
b. Notify the Police (clarifying the nature of the *Event*).
   
c. Notify the National Parks (if appropriate).
   
d. Ensure a *Liaison Officer* is appointed to deal with the above matters and resolve any difficulties.

39. No oral instruction to *Competitors* during an *Event* will be valid if it affects any of the route or the time schedule or the layout or the performance of an observed section or test.

40. Any such instruction to vary the elements referred to at *Art. 39* above must be displayed as an *Official Notice* or issued in writing to each *Competitor*.

41. *Any Competitor* driving at an excessive speed in a reckless manner or in a manner likely to bring Motor Sport into disrepute or convicted of any driving offence committed during an *Event* may be disqualified.

42. *Competitors* must declare in writing to the *Organisers* at the *Finish* whether during the *Competition* they have been involved in any incident or accident involving or causing damage to other persons or property.
43. Observed sections may not be more than a quarter of a mile long and no special time schedule may be applied from start to finish of a section more than 100yds long (an Observed Test).

44. The layout of sections should take account of the location of possible failure points.

45. *The Official Documents must specify the exact procedure to be followed on each section where there is a stop and Re-Start test. Unless the Official Documents specify otherwise a stop and Re-Start must take place at either a line to be stopped astride or in a designated zone within which at least two wheels must be placed. When the car as judged by a Marshal is completely at rest it must re-start in a forward direction only. Any rearward movement of the Vehicle will incur a penalty.

46. Sections should if possible be of sufficient width to allow a choice of route.

47. *Sub-section numbers should be placed on the right-hand side.

48. The Organisers of Events on a single site should have a First Aid Kit on-site at a clearly identified location.

49. Penalty marks will be incurred in accordance with App. 2 Art. 32.

50. Check Vehicles for sound before the Start or along the route. These checks should be manned by experienced Driving Standards Observers. Noisy Vehicles must be stopped if necessary and be reported to the Clerk of the Course.

**Car Trials**

In addition to Arts 1 - 20 above Organisers of Car Trials must:

51. *Wherever possible the use of road sections should be avoided. If road sections are used then Arts 22-27 and 30-40 apply.

52. *The entry in may be split into class groups of roughly equal number, which should start from different observed sections simultaneously.

53. The layout of sections should take account of the location of possible failure points and safe exit routes.

54. Sections should if possible be of sufficient width to allow a choice of route and at no point be less than 4m wide.

55. The use of trees or natural hazards as course boundaries should be avoided where possible.

56. Stakes should not be placed against trees.

57. It is recommended that sections be laid out using a minimum of 13 pairs of marker stakes of a minimum height of 1m and with colour coding to clearly identify each side of the route. (see diagram in App 7 Drawing 2). Additional markers may be used to clarify different routes for different classes or to clarify Art. 11.

58. *If sub-section numbers are not placed on both sides of the route, they should be on the right-hand side, with the corresponding guide markers on the left-hand side.

59. Organisers may at any convenient time after the start of the Competition require Competitors in some or all Classes to increase or decrease the minimum permitted tyre pressure. This decision must be advised to Competitors in writing and sufficient time must be allowed for them to comply.

**Sporting Trials**

60. In addition to Arts 1 - 20 above Organisers of Sporting Trials must:

61. Road sections should not be used.

62. The entry in should be split into groups of equal number, which should start from different observed sections simultaneously.
63. The layout of sections should take account of the location of possible failure points and safe exit routes.
64. Sections should if possible be of sufficient width to allow a choice of route.
65. The use of trees or natural hazards as course boundaries should be avoided where possible.
66. Stakes should not be placed against trees.
67. It is recommended that sections be laid out using a minimum of 13 pairs of marker stakes of a minimum height of 1m and with colour coding to clearly identify each side of the route. (see diagram in Art 7 Drawing 2).
   Additional markers of other colours may be used to clarify Art. 11
68. *If sub-section numbers are not placed on both sides of the route they should be on the right-hand side with the corresponding guide markers on the left-hand side.
69. There should be a First Aid Kit (including an eye bath) on-site at a clearly identified location.
70. Organisers may at any convenient time after the start of the competition require Competitors in some or all Classes to increase or decrease the minimum permitted tyre pressure. This decision must be advised to Competitors in writing and sufficient time must be allowed for them to comply.

Historic Sporting Trials
71. In addition to Arts 1 - 20 above Organisers of Historic Sporting Trials must:
72. *Wherever possible the use of road sections should be avoided. If road sections are used then Arts 22-27 and 30-40 apply.
73. *The entry in should be split into class groups of roughly equal number which should start from different observed sections simultaneously.
74. The layout of sections should take account of the location of possible failure points and safe exit routes.
75. Sections should if possible be of sufficient width to allow a choice of route.
76. The use of trees or natural hazards as Course boundaries should be avoided where possible.
77. Stakes should not be placed against trees.
78. It is recommended that sections be laid out using a minimum of 13 pairs of marker stakes of a minimum height of 1m and with colour coding to clearly identify each side of the route. (see diagram in App 7 Drawing 2).
   Additional markers may be used to clarify different routes for different classes or to clarify Art. 11
79. *If sub-section numbers are not placed on both sides of the route, they should be on the right-hand side, with the corresponding guide markers on the left-hand side.
80. Organisers may at any convenient time after the start of the competition require Competitors in some or all Classes to increase or decrease the minimum permitted tyre pressure. This decision must be advised to Competitors in writing and sufficient time must be allowed for them to comply.
CHAPTER 17 TRIALS

APPENDIX 2

Competitors Regulations

Note: * indicates that additional information must be provided in the Official Documents for the Event.
A Regulation in italics indicates that the Regulation may not apply if so stated in the Official Documents for the Event.

Eligibility
1. *Competitors must report at the start and for scrutineering at the times stated in the Official Documents.
2. Any Competitor reporting late may be fined disqualified or may forfeit any claim to a favourable starting position.
3. At the Start each Competitor any Passengers and the Vehicle must all be checked for eligibility.
4. Drivers and Passengers must produce a valid Club Membership Card and Competition Licence as detailed in Chapter 6. Passengers under 18 years old will not be considered as Competitors for the purpose of Club Membership.

The Crew
5. The same Driver must drive throughout any Competition.
6. 'Bouncing' will be permitted only within the confines of the seating compartment and then only so long as no portion of either the Driver's or Passenger's body other than arms and hands is placed outside the sides of the car or behind the seat they are occupying.

Numbers
7. Competition Numbers will be issued at the Start and must be displayed on each car throughout the Competition.
8. Numbers will be allocated by the Organisers.
9. Competitors will start in numerical order.
10. Numbers must be removed at the Finish or if a Competitor retires.

Observed Sections and Route
11. Details of observed sections and tests (if any) must be issued at the Start and the onus of following the correct route will rest with the Competitor.
12. Any signs displayed other than in an observed section will be a supplementary aid without mandatory authority.
13. *There will be no time schedule to be maintained during the Event unless the Official Documents specify otherwise.
14. Competitors will proceed from point to point with as little delay as possible and any Competitor suspected of loitering may be ordered to proceed by an Official.
15. Competitors arriving at a test or an Observed Section more than 20 minutes after the preceding Competitor may be refused permission to attempt that test or observed section.
16. No unauthorised assistance is allowed and cars must complete the course under their own power.
17. No case of force majeure will be taken into consideration.
18. Before attempting an observed section Vehicles must be brought to rest with a leading front wheel hub vertically over the Start line as indicated by Officials and the Driver must not proceed until instructed to do so.
19. It is permissible to start the Vehicle when only one hub is on the line and the car is askew providing the other hub has not crossed the line.
20. *Competitors must attempt to negotiate observed sections non-stop unless the Official Documents specify otherwise.
21. Failure of a Vehicle to maintain unassisted forward motion in the direction of the Course will be regarded as failure to comply with this requirement.
22. The point of failure will be at a vertical line from the centre of the hub of the front wheel which is the furthest from the start of the section. See Appendix 7 Drawing number 2.
23. Observed sections may be divided into subsections. In such cases signs will indicate the beginning and end of the sub-sections.
24. A Vehicle will be deemed to have entered an observed section or subsection when a vertical line from the leading front wheel hub centre has passed any marker indicating the beginning of the section.
25. A Vehicle will be considered to have left an observed section or sub-section when a vertical line from the leading front wheel hub centre has passed any marker indicating the end of the section.
26. Failure to proceed for whatever reason from the starting position into an observed section when instructed to do so will be regarded as failure in that section.
27. *The start line will indicate the greatest penalty and the Finish line zero penalty.

Results

28. Judges may be appointed to adjudicate on:
   a. Conforming with the correct route on the course.
   b. Touching markers.
   c. Failure to proceed non-stop when required.
   d. Conformity with Arts 8 - 20 above.
   e. Noise.
   f. Time of arrival/departure at observed section test control or check.
   g. Unauthorised smoking.
   h. Unauthorised assistance or servicing.
29. Performances on any observed section or test may be ignored at the Organiser's discretion even though there have been successful attempts to negotiate the section or test. If this discretion is exercised no performance on the section or the test in question will be taken into account when compiling the results. This discretion may be for a Class or a number of Classes.
30. Competitors start with zero marks.
31. *Penalty marks will be incurred as follows unless otherwise stated in the Official Documents:
Marks Lost

a. Each minute late in reporting at the start or re-start 5
b. Failing in observed section not divided into sub-sections 6
c. Failing in observed section not divided into sub-sections which includes a stop and re-start type test 6
d. Failing in an observed section which is divided into sub-sections.
   The penalty for failure will decrease in proportion to the number of sub-sections negotiated non-stop 12
e. Failing in observed section which includes a stop and Re-Start type test.
   The Penalty for failure will decrease according to the position of the test within the section. 12
f. Not attempting or being ready to attempt an observed section sub-section or test when instructed so to do. 12
g. Not complying with a reasonable instruction by an Official for which a Penalty is not otherwise stipulated provided warning of the Penalty is given 12
h. Driver and/or Passengers not seated in accordance with Arts 6 above 12
i. Causing undue noise at any point 12
j. Breach of any statutory requirement concerning the use of a motor Vehicle during the Event 12
k. For second offence under (i) or (j) Event Disqualification
l. Varying ballast during Event (per offence) 50

Classic Trials

Eligibility
32. Competing Vehicles must comply with Appendix 3.

The Crew
33. Passengers must be properly seated i.e. both the Passenger and the seat back must be upright and facing forward.
34. Where the Driver is over 17 years old and holds a full RTA Licence the Passenger must fulfil the minimum age requirement below.
   Open or Convertible Vehicles 14
   Saloons or hardtop Vehicles 12
35. If Art 5 is varied entries may be accepted from Drivers aged 16 or from Drivers of 17 or over who do not hold a full RTA Licence. In such cases the Driver must be accompanied by a Passenger who holds a full RTA Licence and is experienced as a Driver of Classic Trials to the satisfaction of the Clerk of Course. Any such Driver may only attempt sections wholly on private land.
36. Additionally the rear seats of saloon cars can be occupied by the number of people for whom they were designed. Passengers who occupy the rear seats of the Vehicle must not be less than 2 years of age any child under 12 years of age or 135cm in height must be seated using an approved ‘child restraint’.
37. Passengers aged between 2 and 12 years old will be signed on by their parent or guardian.
38. **Passengers** are not required to occupy the front seat where suitable rear seats are available unless the **Official Documents** state otherwise. However in Class 8 only one **Passenger** is allowed who must occupy the seat alongside the **Driver**.

39. Members of the crew at the Start cannot be varied during an **Event** except with Official approval.

**Observed Sections and Route**

40. *The **Official Documents** including the **Route Book** will specify whether sub-section signs are penalty markers as per **Arts 51 – 53**.

41. A **Competitor** will also be considered to have failed to negotiate an observed section non-stop if all four wheels are positioned outside the boundary of the course at the same time. The boundary is represented by a straight line drawn from course marker to course marker along the direction of the course, or by natural obstacles preventing such a straight line.

42. To be classified as a finisher a **Competitor** being the car and crew entered must have attempted at least 75% of the total number of observed sections and arrive at the **Finish** under its own power within 20 minutes of the time of arrival of the preceding **Vehicle**.

**Results**

43. *The **Competitor** incurring the least **Penalty** will be the winner and so on.

**Car Trials**

**Eligibility**

44. Competing **Vehicles** must comply with **Appendix 4** except that in Clubman Events the **Organisers** may state in the **Official Documents** that any or all of the following **Car Trials Technical Regulations** have been replaced by the equivalent **Classic Trials Regulations** at **Appendix 4 Arts. 12(a) - (d) and 16, 25 - 26 and 27(a) and 27(c)**.

**The Crew**

45. *During all **Observed Sections** and tests the seat alongside the **Driver** must be occupied.*

46. If a **Passenger** is carried they must be properly seated i.e. both the **Passenger** and the seat back must be upright and facing forward and:
   a. Where the **Driver** is over 17 years old and holds a full RTA Licence the **Passenger** must be of at least 12 years of age.
   b. Entries may be accepted from **Drivers** aged 14 15 or 16 or from **Drivers** of 17 or over who do not hold a full RTA Licence. In such cases the **Driver** must be accompanied by a **Passenger** who holds a full RTA Licence and is experienced as a **Driver of Car Trials** or **Sporting Trials** to the satisfaction of the **Clerk of Course**.

47. Additionally the rear seats of saloon cars can be occupied by the number of people for whom they were designed. **Passengers** who occupy the rear seats of the **Vehicle** must not be less than 2 years of age any child under 12 years of age or 135cm in height must be seated using an approved ‘child restraint’.

48. **Passengers** aged between 2 and 12 years old will be signed on by their parent or guardian.

49. Members of the crew at the **Start** cannot be varied during an **Event** except with Official approval.
Observed Sections

50. Unless the Official Documents state otherwise at some convenient break after approximately half the Observed Sections have been attempted the running order will be reversed within each Class. Competitors will remain in the correct running order unless instructed otherwise by an Official.

51. A Competitor will also be considered to have failed to negotiate an observed section non-stop if:
   a. Any part of their Vehicle or its occupants touch a marker.
   b. All four wheels are positioned outside the boundary of the Course at the same time. The boundary is represented by a straight line drawn from course marker to Course marker along the direction of the Course.

52. The point of failure will be considered to be that at which any marker is first struck or the point at which the boundary of the course is first crossed by all wheels of the competing Vehicle.

53. Should this point of failure coincide with the division between two sub-sections the marks lost will be those appropriate to failure in whichever of the two sub-sections provides the greater penalty.

54. All markers are deemed live and those markers that are not in the sequence being negotiated by the Competitor shall be considered as indicating the section’s boundary unless deemed otherwise on a particular section by the Clerk of the Course. In such cases the penalty recorded shall be that of the part of the section between gates and not necessarily the value of the marker touched.

55. To be classified as a finisher a Competitor must have attempted at least 75% of the sections and hand in their score card to the Secretary of the Event within 20 minutes of the preceding Competitor.

Results

56. *Each Competitor will be provided with a results card which must be produced on demand by Officials to mark at each section.

57. *In calculating Class positions the actual number of marks lost by each Competitor is the deciding factor. However where an overall best performance (irrespective of Class) is required an Index of Performance will be established for each Class by taking the average performance of the best 50% of finishers (or if there is an odd number of finishers the total plus one) in the respective Class.

58. To be classified as a finisher for index purposes only a Competitor must have attempted all sections. Competitors’ marks lost are then expressed as a percentage of this index.

59. In the Event that the best 50% of finishers (as defined in Art. 55 above) represents less than five Competitors then scores equivalent to that of the Class winner must be added to the results of the Class a sufficient number of times so that the average for the Class can be based on five scores.

60. In the Event of one or more Competitors finishing with a total score of zero for the whole Event then a notional penalty of one mark will be added to the total score of ALL finishers before calculating the Index of Performance.

61. Ties will be resolved by comparing the number of penalties lost by each Competitor on each section the winner being the Competitor who has the greater number of low penalties. Should this method not resolve the tie the Organisers may resort to the ‘furthest cleanest’ principle starting from Hill One.
Sporting Trials and Historic Sporting Trials

Eligibility

62. Cars must comply with Appendix 5 or 6 or 750MC Trials Formula as appropriate.

The Crew

63. During all Observed Sections and tests the seat alongside the Driver must be occupied by a Passenger who must be properly seated i.e. both the Passenger and the seat back must be upright and facing forward. The Passenger’s hips must be located within the cockpit and on or in front of the rear axle line (Penalty as per Art 31-h).

64. Where the Driver is over 17 years old and holds a full RTA Licence the Passenger must be of at least 14 years of age.

65. Entries may be accepted from Drivers aged 16 or from Drivers of 17 or over who do not hold a full RTA Licence. These Drivers must be accompanied by a Passenger who holds a full RTA Licence and is experienced as a Driver in Sporting Trials.

66. Members of the crew at the Start cannot be varied during an Event except with Official approval.

Observed Sections

67. A Competitor will also be considered to have failed to negotiate an Observed Section non-stop if:
   a. Any part of their Vehicle or its occupants touch a marker.
   b. All four wheels are positioned outside the boundary of the course at the same time. The boundary is represented by a straight line drawn from Course marker to Course marker along the direction of the course.

68. The point of failure will be considered to be at which any marker is first struck or the point at which the boundary of the Course is first crossed by all wheels of the competing Vehicle.

69. Should this point of failure coincide with the division between two sub-sections the marks lost will be those appropriate to failure in whichever of the two sub-sections provides the greater penalty.

70. All markers are deemed live and those markers that are not in the sequence being negotiated by the Competitor shall be considered as indicating the section’s boundary unless deemed otherwise on a particular section by the Clerk of the Course. In such cases the Penalty recorded shall be that of the part of the section between gates and not necessarily the value of the marker touched.

71. To be classified as a finisher a Competitor must have attempted at least 75% of the sections and hand in their score card to the Event Secretary within 20 minutes of the preceding Competitor.

Results

72. *The Competitor incurring the least penalty will be the winner and so on.

73. *Each Competitor will be provided with a results card which must be produced to the Officials to mark at each section.

74. Ties will be resolved by comparing the number of penalties lost by each Competitor on each section the winner being the Competitor who has the greater number of low penalties. Should this method not resolve the tie the Organisers may resort to the ‘furthest cleanest’ principle starting from Hill One.
CHAPTER 17 TRIALS

APPENDIX 3

Technical Regulations – Classic Reliability Trial Vehicles

Note: (1) * indicates that additional information must be provided in the Official Documents

Note: (2) A Regulation in italics indicates indicate a Regulation which may be amended in Official Documents.

Note: (3) This Appendix must be read in conjunction with App 2 and Chapter 7

1. Classic Reliability Trial Vehicles will be classified as follows unless otherwise stated in the Official Documents:

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front-engined, front wheel drive production Vehicles (including those fitted with Torque Biasing/Limited Slip Differentials).</td>
</tr>
<tr>
<td>2</td>
<td>Production cars built prior to 1941, and the following: MG TC, Morgan 4-4 Series 1, HRG 1100 and 1500, and Ford models (upright models to 1959) E04A, E494A, E4930A/B, E93A, E493A, and 103E. Dellow Mk 1,2,3 &amp; Bucklers Mk 5&amp;6, Pre 1941 Cars holding a current VSCC Buff Form, Non-production cars built from pre-1941 components individually approved.</td>
</tr>
<tr>
<td>3</td>
<td>Front-engined, rear wheel drive, production saloons (except Vehicles in Class 6).</td>
</tr>
<tr>
<td>4</td>
<td>Rear-engined, rear wheel drive production saloons up to and including 1300cc (except Vehicles in Class 7).</td>
</tr>
<tr>
<td>5</td>
<td>(a) Front-engined production sports cars (except Vehicles in Classes 1, 6 and 90). (b) Vehicles in full HST Historic Class specification with fiddle brakes disabled (c) Non-production cars built mainly from pre-1941 components (except Vehicles approved for Class 2) individually approved. Such Vehicles may include some post war components including BMC A-Series engines up to 948cc, Reliant OHV engines, A Series Rear Axles, Ford 105E Series Back Axles, Tubular Frame Chassis. These Vehicles must have at least one operational European carburettor and run on tyres satisfying Art 38 (Crossplies). (d) Production cars eligible for Class 2, but running on radial tyres.</td>
</tr>
<tr>
<td>6</td>
<td>(a) Rear-engined, rear wheel drive production cars (except Vehicles in Class 4). (b) Front-engined production cars fitted with torque biasing differentials as standard equipment, or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock.</td>
</tr>
<tr>
<td>7</td>
<td>(a) Production cars modified beyond permitted limits. (b) Rear-engined production cars fitted with torque biasing differentials as standard equipment, or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock. (c) Front engine cars manufactured on a limited basis conforming to an accepted specification. Where modified beyond the accepted specification these cars will be classified in Class 8.</td>
</tr>
<tr>
<td>8</td>
<td>(a) Non production cars.</td>
</tr>
</tbody>
</table>
(b) Rear-engined cars (except Vehicles in Classes 4, 6, and 7).
(c) Front-engined cars manufactured on a limited basis (except those in Class 7)

Suzuki X90 Vehicles having the original engine block.

2. A current MOT certificate where appropriate must be produced at the Scrutineers’ request.

Safety

3. All Vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate.
   Where fitted seat belts must be worn on the Public Highway. Handheld fire extinguishers to a level of safety specified in Chapter 7 App 6 are mandatory and which are accessible to the crew (note a 1.75ltr minimum for AFFF or 2x1ltr AFFF or 2x1kg Powder is permitted).

Chassis / Body

4. Chassis/body structures must comply with definitions of a Sports or Touring car as applicable.
5. In particular Vehicles must:
   a. Be equipped with an effective windscreen or aero-type screen.
   b. The body overhang of non-production cars must not exceed one-fifth of the overall car length at the front and one-third at the rear. Overhang is measured from the line of the road wheel centres.
   c. For production cars any extensions must not exceed the overhang proportions of a non-production car.
      Any additional spare wheel carrier should be fitted as close as possible to the body and satisfy Arts 34 - 37. Production cars need not comply with Chapter 7 in respect of bonnets.
6. With the exception of cars of periods A to D all cars must be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:
   a. be achieved with a continuous surface of rigid material. The rear tyre must not be visible when viewed from above
   b. extend forward ahead of the axle line
   c. extend downward behind the wheel
   d. extend downward behind the driven wheel to a point no more than 150mm above the axle centre line.
7. Vehicles must be equipped with two fixed seats for Driver and Passenger the rearmost part of which must not be behind the rear wheel axis.
8. Chassis/body structures must comply with definitions of a Sports or Touring car as applicable.
9. Vehicles must:
   a. Retain their original wheelbase. Any alteration to the wheelbase of a production car (except in Class 2) will transfer the car to Class 8.
   b. Be equipped with the same number of seats as intended by the manufacturer.
   c. Have the forward and rearward bulkheads of the engine compartment in their original positions.
   d. Retain the engine cover boot lid and wings although the material may be changed.
10. The weight distribution of the Vehicle may be altered by the addition of Ballast.
11. The position of the battery spare wheel and fuel tank may be changed but any further modifications will cause the Vehicle to be reclassified to Class 7(a).
12. In Classes 1 to 7 and 90 any Ballast tool or other boxes must be positioned within the body shell or the bumpers firmly secured and not visible protruding or varied during Events (see Art. 14 below).

13. A luggage box within the plan view of the car may be included in an accepted specification for a car in Class 7(c).

14. The silhouette of Vehicles in Classes 1 to 6 and 90 as seen from the side must be unaltered except for the engine cover, spare wheels and bumpers. Bumpers may be removed but if retained must be in the original manufacturer's position.

15. In Class 2 Vehicles the chassis must be that of the original manufacturer for the Vehicle although a change in bodywork is permitted providing it is in keeping with the period.

16. To be eligible for Class 7(a) the chassis/floor pan of the original car (between wheel centres) must be retained.

Engine
17. The engine must comply with Chapter 7 regarding positive throttle closure by external springs unless exempt due to the use of original standard manufacturer fitted electronic throttle control. If forced induction is used, the coefficient will be 1.4:1.

18. There are no restrictions on engine tuning providing the cylinder block is of the same manufacture and configuration as the original.

19. The make type and number of carburettors is unrestricted. Carburettors may be replaced with Fuel Injection systems.

20. The position of the engine mountings in the chassis may not be altered. Any further modifications will cause the Vehicle to be reclassified to Class 7(a).

21. No part of the external exhaust system may be more than one metre above the ground.

Brakes
22. Vehicles must not have separate braking for individual driven wheels (fiddle brakes).

Suspension
23. Springs and shock absorbers may be changed and additional springs and shock absorbers fitted.


25. Except for Classes 7(a) and 8 the original springing system and spring mounting points must be retained in operational use eg leaf spring systems must retain at least the minimum number of leaves specified by the manufacturer and must not be replaced by coil or other springing systems.

Wheels and Tyres
26. Duplicated driving wheels are not Permitted unless specified in the Official Documents.

27. Competitors must carry a spare wheel and tyre as a replacement for one wheel on the Vehicle.

28. Wheels of up to the standard diameter must be used except for Classes 5(c) 7(a) and 8 where wheel diameter is free.

29. In Class 8 the maximum tyre section must be 185mm.
30. In all **Classes 1 to 8 and 90 (except Class 2)** the maximum permitted difference between front and rear tyres must be two sections.

31. No tyre may be narrower than that recommended by the car manufacturer.

32. Standard tyres must be used and all types of Grip and Town & Country block patterns are prohibited. Radial tyres with a maximum tread gap exceeding 8mm are prohibited. A tyre will be deemed to have a block gap not exceeding 8mm if when fitted to a rim and inflated to 25psi an 8mm round bar will stick in the gap when horizontal. Purely circumferential gaps may be ignored.

33. In all **Classes** spare wheels must be firmly secured by a permanent fixing.

34. Not more than two spare wheels may be carried externally and these must be fitted as close as possible to the bodywork (excluding bumpers).

35. No part of the spare wheel(s) may be mounted externally in front of the windscreen unless in the manufacturer’s standard position or on the roof.

36. **Vehicles** with an external rear-mounted spare wheel in the manufacturer’s standard position may add a second spare wheel mounted flush with the original wheel with no spacer.

37. The spare wheel(s) or mounting(s) may not extend rearwards more that 200mm from a vertical line passing through the rearmost part of the original bodywork (excluding bumpers) or more than 100mm beyond the rearmost part of the original bumper position for the model of **Vehicle** whichever creates the lesser protrusion. An alternative maximum dimension not exceeding 400mm may be included in an accepted specification for a car in **Class 7(c)**.

38. **Class 2 Vehicles** must use cross-ply tyres (which need not be listed in **Chapter 8 Lists 1 or 2** but which must not be of Grip Town & Country or Dual Purpose pattern).

**Transmission**

39. Be fitted with non-torque biasing differential in full and free operation between the driving wheels unless:
   a. A differential was not fitted by the manufacturer.
   b. The **Vehicle** is restricted to running in a nominated **Class** or **Formula**.

40. **Vehicles** must be two-wheel drive only.

41. It is not permitted to change the gearbox or transaxle casing (except in **Class 7(a) or 8**) or **Vehicles** running to an accepted specification.

42. Original gear ratios may be changed.

43. In **Classes 2 to 6** it is not permitted to fit limited slip torque biasing locked or lockable differentials other than as provided for in 6 and 7(b) as standard equipment.

44. The rear axle casing must not be modified except for cars in **Classes 7(a) and 8** and those cars in **Classes 1 and 3 to 6** whose model and mark type was originally manufactured before 1955.

45. **Vehicles** may fit replacement differentials crown wheels and pinions provided the differential action remains free operating.

**Electrical Systems**

46. **Vehicles** must have a maximum of four forward facing beams in addition to side and indicator lights.

47. Auxiliary lights should not be used in non-competitive sections except in fog or falling snow as permitted by law.
48. All lights must be fitted and used in accordance with the Motor Vehicle Lighting Regulations.

**Miscellaneous**

49. Other than Chapter 7 and in the following sections there are no special requirements under Vehicle Regulations for: Chassis/Engines Suspension Brakes Steering Cooling Oil Systems Fuel Systems Electrical Systems Weight/Ballast Exhausts.

50. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

51. Any car which has been improved within the manufacturer’s specification for the range will be considered as a production car.

52. The fitting of a safety roll-over bar is recommended.

53. The fitting of sump chassis and exhaust under-body guards and proprietary tow bars is permitted.

54. The footbrake clutch and accelerator pedals must all be in their original positions.

55. Silencing of Vehicles must be to the levels specified in Chapter 7 with engines running at three quarters maximum rpm.

56. For Vehicles in Class 2 (pre-1941) any mechanical modification as permitted by Art 17 - 21 must be compatible with the period.

57. Rearward vision whilst properly seated within the confines of the Vehicle’s bodywork or ROPS must be possible. Vehicles with solid rear bulkheads or an obstructed view along the centreline of the longitudinal axis must be fitted with either external rear view mirrors or a reversing camera. Mirrors and/or cameras must be operational during competition.

58. Exhaust Catalytic Converters are required per Chapter 7 except where a Vehicle does not require a catalytic converter in accordance with UK Government legislation.
CHAPTER 17 TRIALS
APPENDIX 4

Technical Regulations – Car Trials Formula

Note: (1) * indicates that additional information must be provided in the Official Documents

Note: (2) A regulation in italics indicates a Regulation which may be amended in the Official Documents.

Note: (3) This Appendix must be read in conjunction with App 2 and Chapter 7

Classes:

1. *Classes are free but must be stated in the Official Documents. The following are suggested.

2. **CLASS A FWD SERIES PRODUCTION CARS CARRYING NO BALLAST**
   Standard front wheel drive cars first registered on or after 15 years prior to 1 January in the current year, carrying no Ballast and having no modifications except as follows:
   a. the fitting of under body protection weighing no more than 10kg (including fittings)
   b. the replacement of wheels in accordance with Art 16 below
   c. the replacement of tyres in accordance with Art 17 below

   Minimum tyre pressures on driven wheels:
   up to 1200 cc: 12 psi
   up to 1400 cc: 14 psi
   over 1400 cc: 16 psi

**CLASS N** **NEW UNMODIFIED FWD SERIES PRODUCTION CARS CARRYING NO BALLAST**
Standard front wheel drive cars first registered on or after 1 January 2009*, taxed for road use, carrying no ballast and having no modifications except as follows:
   a. the fitting of under-body protection weighing no more than 10kg (including fittings);
   b. the replacement of wheels in accordance with Art 16 below
   c. the replacement of tyres in accordance with Art 17 below

   Minimum tyre pressures on driven wheels:
   up to 1200 cc: 12 psi
   up to 1400 cc: 14 psi
   over 1400 cc: 16 psi

* 2009 will be retained for the years 2024, 2025 & 2026 after which it will be reviewed.

3. **CLASS B FWD SERIES PRODUCTION CARS**
   Permitted modifications in accordance with Arts 6 – 31 below. Minimum tyre pressures on driven wheels:
   up to 1200cc: 12 psi
   up to 1400cc: 14 psi
   over 1400cc: 16 psi
4. **CLASS C 1990 ONWARDS RWD SERIES PRODUCTION CARS AND SPORTS CARS**

Rear wheel drive Series Production Cars and Sports Cars first registered on or after 1 January 1990. Permitted modifications in accordance with Arts 6 – 31 below. Minimum tyre pressures on driven wheels:
- Front engined: 14 psi
- Mid/rear engined: 20 psi

5. **CLASS D SERIES PRODUCTION CARS NOT ELIGIBLE FOR ANY OTHER CLASS AND KIT CARS**

a. **RWD SERIES PRODUCTION CARS**

Permitted modifications in accordance with Art 6 – 32. Minimum tyre pressures on driven wheels:
- FE Sports Cars up to 1800cc: 16 psi
- FE Saloon Cars up to 1800cc: 14 psi
- RE Cars up to 1000cc: 22 psi
- FE Sports Cars over 1800cc: 22 psi
- FE Saloon Cars over 1800cc: 20 psi
- RE Cars over 1000cc: 26 psi

b. **MODIFIED SERIES PRODUCTION CARS AND KIT CARS**

Cars (not eligible for Classes A,B or C) complying with App 3 Art 1 Classes 1-6 and 7(b) and front engined Kit Cars modified beyond Car Trials Formula regulations and up to the limits specified in App 3 Art 1 Class 7(c), and with the ACTC approved specification readily available for inspection. App 3 Art 2 does not apply as MoT is not required when off road. The Car Trials Wheel and Tyres regulations Art 16 - 17 must be complied with. Minimum tyre pressures on driven wheels:
- FWD Cars: 16 psi
- FE Kits Cars: 24 psi
- FE RWD Cars: 22 psi
- RE Cars: 26 psi

**Compliance shall not extend to App 3 Art 26 or Art 16 below i.e. only wheels of the sizes detailed in their ACTC specification may be used. In all other cases of rule compliance Classic Reliability Trial Vehicles’ regulations will prevail.**

**General**

6. *Any car fitted with a torque biasing differential or any other form of traction control as catalogued for that car may have tyre pressures set at 4psi above the specified Class pressure.

7. **Cars with an overall length of 166 inches and over in Classes A and B above may reduce tyre pressures by not more than 4 psi subject to an absolute minimum pressure of 10 psi.

8. **Optional or alternative equipment as listed by the manufacturer may be fitted with the exception of gear and differential ratios.

9. **Special tuning and competition catalogues etc. are not acceptable as manufacturer’s handbooks.

**Safety**

10. **Vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate.**

The following are recommended:
a. Safety roll-over bar to safety criteria Chapter 7 App. 3 Arts. 72 – 85.
b. The wearing of seat belts is optional.
c. Handheld fire extinguishers to safety criteria Chapter 7 App. 6 (note a 1.75ltr minimum for AFFF or 2 x 1ltr AFFF or 2 x 1Kg Powder is permitted).

**Chassis/Body**

11. **Vehicles** should not have any chassis or body alterations except:
   a. In **Classes** B-D Bodywork ahead of and below the centre line of the front wheels and behind and below the centre line of the rear wheels may be removed. Panels to the front and rear of the centre line of the front and rear wheels respectively may be replaced by panels from any model in the same family of cars.
   b. In **Classes** B-D the weight distribution of the **Vehicle** may be altered by the addition of **Ballast** which must be positioned within the body shell or bumpers firmly secured and not visible or protruding.
   c. **Ballast** must not be varied during an **Event**.
   d. The fitting of sump chassis and exhaust under-body guards is permitted.
   e. External mirrors may be removed.

**Engine**

12. Engine tuning is permitted within the following limitations:
   a. The cylinder head and block must remain as originally supplied by the manufacturer as standard for that model.
   b. If the **Class** structure suggested in **Arts. 1 – 5** above is used then except for **Classes** B and C the carburettors and inlet and exhaust manifolds must remain as originally supplied by the manufacturer as standard for that model.
   c. Fuel injection and/or forced induction are prohibited unless offered by the manufacturer as standard or optional equipment for that model. If forced induction is used, the coefficient will be 1.4:1
   d. Stroke of the crankshaft may not be altered.
   e. Cylinders may be re-bored to a maximum of +0.060in.

**Brakes**

13. **Vehicles** must not have separate braking of individual driven wheels (fiddle brakes) but it is permitted to increase the braking power of the **Vehicle**.

**Springs and Shock Absorbers**

14. Spring and shock absorber mounting points must be retained unaltered. In **Classes** B-D the springs and shock absorbers themselves may be changed and anti-roll bars and anti-tramp bars added.

**Wheel and Tyres**

15. Duplicated driving wheels are not permitted unless specified in the **Official Documents**.
16. It is permitted to replace standard wheels provided they can be fitted without altering the hubs or anything attached to them.
17. Tyre sizes and aspect ratios are free providing they are compatible with Construction and Use Regulations for the **Vehicle** concerned.
18. Use of the following tyres is prohibited:
a. those having any of the following patterns inscriptions or manufacturers’ designations: ‘All Seasons’ ‘Grip’ ‘Snow’ ‘Special Use’ ‘Town & Country’ ‘Mud & Snow’ ‘M+S’ ‘M.S.’ ‘M&S’ or the Three Peaks Mountain Snowflake symbol;
b. those constructed primarily for off-road use;
c. those having additional grooves intentionally cut into the tread pattern [post manufacture].
d. Goodyear All Weather Steel Radial Goodyear Vector Pirelli P7 Michelin XRN or Uniband Rally Steel.

19. Tyres with sidewall markings removed are prohibited in all Events unless they are correctly marked ‘Retread’ or ‘Remould’.

20. Spare wheels and tyres must only be carried in the same numbers and mounting position(s) as provided by the manufacturer.

21. On the driven wheels only use minimum tyre pressures as specified in the Official Documents.

Transmission

22. Be fitted with non-torque biasing differential in full and free operation between the driving wheels unless:
   a. A differential was not fitted by the manufacturer.
   b. The Vehicle is restricted to running in a nominated Class or Formula.

23. Vehicles must be two-wheel drive only unless the Official Documents allow four-wheel drive.

24. Four-wheel drive Vehicles operating in two-wheel drive mode are not eligible unless Permitted by the Official Documents.

25. If the Class structure suggested in Arts. 1 – 5 above is used then only gear and axle ratios as stated in the Official manufacturer’s datasheet for the model and year of manufacture can be used except for Vehicles in Class D(b)

26. *Where components are changed to alter gear ratios as provided for above they must be readily interchangeable and from the same car manufacturer.

Miscellaneous

27. All Vehicles must:
   a. Have bumpers fitted when originally supplied for the Vehicle except Vehicles in Class D(b)
   b. Be allowed to use proprietary accessories available for the Vehicle
   c. Not use alloy or plastic panels unless fitted as original equipment

28. If the Class structure recommended in Arts. 1 – 5 above is used then rear seats must be fitted in the same way as originally supplied.

29. Battery powered Vehicles may compete in appropriate Classes.

30. Other than Chapter 7 and in the previous sections there are no special requirements under Vehicle Regulations for: Chassis/Engines Suspension Brakes Steering Cooling Oil Systems Fuel Systems Electrical Systems Weight/Ballast Exhausts.

31. Exhaust Catalytic Converters are required per Chapter 7 except where a Vehicle does not require a catalytic converter in accordance with UK Government legislation.
CHAPTER 17 TRIALS

APPENDIX 5

Regulations – National Trials Car Formula

Note: (1) * indicates that additional information must be provided in the Official Documents

Note: (2) A Regulation in italics indicates a Regulation which may be amended in the Official Documents for the Event.

Eligibility
1. The National Trials Car Formula involves four-wheel Vehicles complying with all Technical Regulations except:
   a. Chapter 7 App. 2 Arts. 11 – 15 and Arts. 75 -80.
   b. Period Vehicle Waivers.
2. Vehicles can be divided into two classes up to 850cc and over 850cc up to 1650cc.
3. Details of 750 Motor Club Trials Formula should be obtained from:
   750 Motor Club, Donington Park Circuit, Melbourne Road, Castle Donington, Derby, DE74 2BN
   Tel: 01332 814548.

Safety
4. An electrical cut out switch per Chapter 7 App. 5 Arts. 14 – 19 is mandatory. The switch must be located on the offside rear of the car and be rearward facing - see App. 7 Drawing 1.

Chassis
5. Chassis construction is free but permitted wheelbase and width dimensions are shown in the App. 7 Chart 1.
6. Vehicle engines must be located with the centre of the foremost original manufacturer's sparking plug orifice not more than one-fifth of the wheelbase behind the centre line of the front wheel hubs where the only operative water radiator is mounted in front of the engine or one-eighth if no radiator is fitted in front of the engine (tolerance 1cm).

Body
7. There is no requirement for a windscreen or aero-type screen.
8. The bodywork must be of adequate strength and proper construction to provide a compartment for Driver and Passenger. It must meet the following criteria:
   a. The front and rear overhangs must be as specified in App. 7 Chart 1.
   b. It must be equipped with fixed seats for a Driver and one adult Passenger and have seat backs not less than 15.2cm measured from the uncompressed base seat cushions along the angle of the seat back.
   c. The rearmost portion of the seats (without cushions) at this 30.5cm height must not be behind a line through the vertical axis of the rear hubs.
9. All Passenger handles must be of rigid construction securely anchored and neither flexible nor adjustable.
10. No handle must be capable of touching the ground in the event of a roll-over and all handles must be sited so that in the event of the car hitting a solid object the handles are protected from contact with the object by the chassis.
11. Any handle forward of the centre line of the rear axle must be fixed in accordance with dimension E as detailed in App.7 Chart 1.
12. Rear mudguards must be of adequate strength to protect Driver and Passenger from wheels and tyres.
13. Rear mudguards must cover the full length of the tyre in plan-view at the top of the wheel and must extend outwards to within 5cm of the outside edge of the tyre wall.
14. Front mudguards must cover the full width of the tyre over an arc of 90° and extend rearward to not more than 10° above the horizontal line through the front hub.

**Engine**
15. Vehicles must use a single four-stroke production car engine not exceeding 1650cc. The engine must comply with Chapter 7 regarding positive throttle closure by external springs unless exempt due to the use of original standard manufacturer fitted electronic throttle control. If forced induction is used, the coefficient will be 1.4:1.
16. Modifications are free.

**Suspension**
17. Any form of suspension can be used. For minimum track front and rear details see App. 7 Chart 1.

**Steering**
18. Any form of connection from steering wheel to the front wheels is permitted.
19. The position of the two swivel axes must not vary whilst steering.
20. Four-wheel steering is not permitted.

**Brakes**
21. Vehicles must be fitted with operative and effective front and rear brakes.
22. Independent rear braking is permitted but no self- compensating controls are permitted on the rear brakes which must be single leading-shoe drum brakes or disc brakes.

**Wheels and Tyres**
23. Duplicated driving wheels are not permitted
24. Wheel rims must not exceed a width of 11.43cm (4.5in) measured between the bead flanges nor a diameter of 15inches for driven wheels.
25. Tyre security devices are permitted in the rims.
26. Wheels should not carry any chains spikes or non-skid attachments.
27. Tyres must be of a maximum size 165mm x 15inches on driven wheels and must be selected from Chapter 8 Tyre List 3.
28. Vehicles fitted with tyres that have previously been included in Tyre List 3 may compete for class awards only and may not be included in the overall classification.
29. Vehicles must carry one spare only which must be a driving wheel as fitted on the car fitted with any listed tyre. It is not permitted to add ballast to the spare wheel.
30. Motorcycle tyres on non-driven wheels are permitted.
31. Minimum tyre pressure 2psi.
Transmissions

32. **Vehicles** must be equipped with a differential gear which divides torque equally between the driving wheels.

33. **Vehicles** must not use any locked or lockable torque biasing or limited slip differentials or any other automatic device which is designed to achieve the same result.

34. Any clutch/torque converter attached to the engine flywheel must be bolted directly to the engine crankshaft.

35. Gearboxes and transmissions with a sequential shift are prohibited.

Weight

36. Free.

Miscellaneous

37. **Vehicles** can have a starter motor mounted on either engine block or clutch cover.

38. **Vehicles** must comply with the silencing levels specified in Chapter 7 App.8.

39. All measurements must be in accordance with these regulations when the car is unladen on a level horizontal surface.

40. Other than Chapter 7 and in the previous Articles of this Appendix there are no special requirements under Vehicle Regulations for: Chassis/Engines Suspension Brakes Steering Cooling Oil Systems Fuel Systems Electrical Systems Weight/Ballast Exhausts.
CHAPTER 17 TRIALS

APPENDIX 6

Technical Regulations – Historic Sporting Trial Car Formula (HST)

Note: (1) * indicates that additional information must be provided in the Official Documents

General
1. Vehicles must be prepared in the spirit of the period. The term “period” refers to the Historic Class for cars manufactured between 1/1/1931-31/12/70 and for cars in the Post Historic Class those manufactured between 1/1/1971 – 31/12/1978.
2. The Organisers of a Historic Sporting Trials reserve the right to disqualify any car that has a specification, component or modification (other than permitted specification modifications) that would not have been used in period.
3. In all cases the onus of proving a specification, component or modification as being in period rests with the Competitor who must submit the required documentary evidence.

Eligibility
4. The Historic Sporting Trials Car Formula involves four-wheel Vehicles complying with all Chapter 7 Technical Regulations except:
   a. Chapter 7 App. 2 Arts. 11- 15 and 75 – 80
   b. Period Vehicle Waivers (E to G)
5. In the following Regulations:
   b. The term “period” refers to the Historic Class for cars manufactured between 1/1/1931-31/12/70 and for cars in the Post Historic Class those manufactured between 1/1/1971 – 31/12/1978.

Classes
6. Vehicles will be divided into two classes, Historic (1/1/1931 – 31/12/1970) and Post-Historic (1/1/1971 – 31/12/1978) according to their technical construction in the following regulations.

Chassis
7. Must be of period design, constructed of steel tube and complying with the wheelbase and track dimensions shown in Appendix 1 Chart 1.
8. Vehicle engines must be located with the centre of the foremost original manufacturer’s sparking plug orifice not more than one-fifth of the wheelbase behind the centre line of the front wheel hubs where the only operative water radiator is mounted in front of the engine or one-eighth if no radiator is fitted in front of the engine (tolerance 1cm).

Body
9. The Chassis must be covered by an open body of period design constructed from Aluminum, Steel or Fibreglass.
10. The bodywork must be of adequate strength and proper construction to provide a compartment for Driver and Passenger. It must meet the following criteria:
   a. The front and rear overhangs must be as specified in App.7 Chart 1.
   b. It must be equipped with fixed seats for a Driver and one adult Passenger and have seat backs not less than 30.5cm measured from the uncompressed base seat cushions along the angle of the seat back.
   c. The rearmost portion of the seats (without cushions) at this 30.5cm height must not be behind a line through the vertical axis of the rear hubs.
   d. All Passenger handles must be of rigid construction securely anchored and neither flexible nor adjustable.
   e. No handle must be capable of touching the ground in the event of a roll-over and all handles must be sited so that in the event of the car hitting a solid object the handles are protected from contact with the object by the chassis.
   f. Rear mudguards must be of adequate strength to protect Driver and Passenger from wheels and tyres.

11. Only the following engines are permitted in Historic Class:
   a. Ford Sidevalve.
   b. BMC A Series up to 948cc
   c. Austin 7
   d. Reliant 600/700/750 OHV
   e. Reliant 750 Sidevalve.
   f. Maximum of 60 thou overbore is permitted, the stoke must be standard and the camshaft and valves must be in original position.

12. Post Historic Class must use a period engine of up to 1650cc.

13. At least one period European Carburetor must be fitted and in operation

14. Forced induction is not permitted unless originally fitted to the vehicle.

15. Ignition systems must use a period distributor but the use of a contact breaker is not mandatory.

16. Ignition mapping or any form or engine management system is not permitted.

17. Electric Water Pumps and cooling fans are permitted.

18. The fitting of a generator is optional.

19. Historic Class Vehicles must be:
   a. Fitted with a gearbox from a series production car of period. the casing and gear ratios may not be modified other than the fitment of a Ford 100E input shaft to a Ford 8 gearbox.
   b. The gearbox must be bolted directly to the engine.

20. Historic Class Vehicles must use transverse leaf front suspension unless the vehicle was manufactured in period using coil over dampers with the lower mountings on or close to the king pins. Otherwise Vehicles must be fitted with period leaf or coil spring systems.

21. Only steel bodied dampers are permitted.

22. Gas, remote reservoir or double adjustable dampers are not permitted.

2025 National Competition Rules Chapter 17 Appendix 6 Historic Sporting Trial Car Formula
23. Independent suspension is not permitted.

Front Axle
24. **Historic Class Vehicles** must be fitted with the front axle beam from an Austin 7 or Ford Sidevalve.
25. **Post Historic Class Vehicles** must be fitted with a steel front axle beam of period design.

Steering
26. Cars in the **Historic Class** must use a period steering box.
27. The position of the two swivel axles must not vary whilst steering.
28. Four-wheel steering is not permitted.

Rear Axle
29. **Vehicles** must use a live rear axle from a period series production car.

Transmission
30. **Vehicles** must be equipped with a differential gear which divides torque equally between the driving wheels.
31. **Vehicles** must not use any locked or lockable torque biasing or limited slip differentials or any other automatic device which is designed to achieve the same result.
32. Any clutch/torque converter attached to the engine flywheel must be bolted directly to the engine crankshaft.
33. Gearboxes and transmissions with a sequential shift are prohibited.

Brakes
34. Disc brakes are not permitted.
35. **Vehicles** must be fitted with operative and effective front and rear brakes.
36. Independent rear braking is permitted but no self-compensating controls are permitted on the rear brakes which must be single leading-shoe drum brakes.

Wheels and Tyres
37. Tyre security devices are permitted in the rims.
38. Wheels should not carry any chains, spikes or non-skid attachments.
39. **Vehicles** must carry one spare only which must be a driven wheel as fitted on the car fitted with any permitted tyre.
40. It is not permitted to add **Ballast** to the spare wheel.
41. Motorcycle tyres on non-driving wheels are permitted.
42. In **Historic Class** a control tyre specified in the **Official Documents** must be used on the driven wheels. Front wheels must bolt onto the brake/hub.
43. In **Post Historic** the rear wheels rims must not exceed a width of 11.43cm (4.5in) measured between the bead flanges nor a diameter of 15in.
44. Tyres must be of a maximum size 165mm x 15in on driving wheels and must be selected from **Chapter 8 Tyre List 3** or previous lists.

Weight

2025 National Competition Rules Chapter 17 Appendix 6 Historic Sporting Trial Car Formula
45. Free.

**Miscellaneous**

46. **Vehicles** can have a starter motor mounted on either engine block or clutch cover.

47. **Vehicles** must comply with the silencing levels specified in Chapter 7.

48. All measurements must be in accordance with these **Regulations** when the car is unladen on a level horizontal surface.

49. Fuel must be Gasoline / Petrol as defined in Chapter 1 App 1.

50. The lowest overall forward gear ratio is 23:1.

51. No **Ballast** may be carried.
CHAPTER 17 TRIALS

APPENDIX 7 Charts and Diagrams

Chart 1
National Trials Car Formula dimensions (in mm) for Under and Over 850cc Classes.

<table>
<thead>
<tr>
<th>Class</th>
<th>Under 850cc</th>
<th>Over 850cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Minimum wheelbase</td>
<td>1905</td>
<td>1981</td>
</tr>
<tr>
<td>B Minimum front track measured on C/L of tyre's contact patch</td>
<td>1117</td>
<td>1117</td>
</tr>
<tr>
<td>C Minimum rear track measured on C/L of tyre's contact patch</td>
<td>1117</td>
<td>1117</td>
</tr>
<tr>
<td>D Minimum cockpit width</td>
<td>813</td>
<td>813</td>
</tr>
<tr>
<td>E Minimum to Passenger handle</td>
<td>635</td>
<td>635</td>
</tr>
<tr>
<td>F Maximum front axle to no. 1 plug (tolerance 10mm)</td>
<td>1/5 of wheelbase</td>
<td>1/5 of wheelbase</td>
</tr>
<tr>
<td>G Maximum rear overhang</td>
<td>1/3 of wheelbase</td>
<td>1/3 of wheelbase</td>
</tr>
<tr>
<td>H Minimum height side to seat</td>
<td>152</td>
<td>152</td>
</tr>
<tr>
<td>J Minimum seat back height</td>
<td>305</td>
<td>305</td>
</tr>
<tr>
<td>K Minimum front mudguard arc</td>
<td>90°</td>
<td>90°</td>
</tr>
<tr>
<td>L Maximum rear mudguard from tyre edge</td>
<td>51</td>
<td>51</td>
</tr>
</tbody>
</table>

Note: CD Radiator in front of engine, if water-cooled.
Diagram 1

Diagram illustrating the application of 6. The lower figures preceded by F indicate the correct penalties for a car stopping in the position shown.

Diagram 2

Chart 2

PR Requirements

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Time</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>White/UCR/Private</td>
<td>24 Hour</td>
<td>Letter to each householder within 50m and Personally visit and obtain signature from an adult member of any household within 100m of any Observed Section.</td>
</tr>
<tr>
<td>Yellow</td>
<td>22:00–7:00</td>
<td></td>
</tr>
<tr>
<td>A, B, Habitation</td>
<td>24 Hour 07:00-22:00</td>
<td>A Public notice and Personally visit and obtain signature from an adult member of any household within 100m of any Observed Section.</td>
</tr>
</tbody>
</table>
Karting
Chapter 18 Karting

App.1 Organisers Regulations
App.2 Circuits
App.3 Equipment for Kart Race Events
App.4 Officials
App.5 Race Procedures
App.6 Short Circuit specific Judicial provisions
App.7 Competitors Regulations including clothing and Licences
App.8 General Technical Regulations
App.9 Long Circuit specific Technical Regulations
App.10 Kart race technical drawings with dimensions
App.11 Karting Yearbook – specific Class Technical Regulations
2024 NATIONAL COMPETITION RULES

CHAPTER 18 KARTING

This Chapter incorporating the ASN Karting Yearbook Appendix 11 must be read in conjunction with Chapters 1 - 6 and 9 -11.

The following Appendices apply to this Chapter:

App. 1 Organisers Regulations
App. 2 Circuits
App. 3 Equipment for Kart Race Events
App. 4 Officials
App. 5 Race Procedures
App. 6 Short Circuit specific Judicial provisions
App. 7 Competitors Regulations including clothing and Licences
App. 8 General Technical Regulations
App. 9 Kart Race technical drawings with dimensions
App. 10 Karting Yearbook – specific Class Technical Regulations

Definitions and General Prescriptions

Data Logging Device: recognised as a device that will allow the downloading of information from the Kart. A revolution counter that monitors maximum revs is not considered a Data Logging Device.

Kart: a small four wheeled racing Vehicle with a rigid frame and no suspension of the wheels. The engine(s) including any electric powertrain driving the rear wheels only and these rear wheels must be joined by a single piece rear axle with no differential action between them. The Driver will be seated with feet to the fore.

Kart Category: a Category regulating age and may also regulate height and / or weight of the Driver in any Class.

Kart Class: a Class within which Kart Racing takes place defined by the engine or other criteria.

Region: A grouping of individual Recognised Kart Clubs as recognised for the time being by the ASN.

Standard Club Event: Is any Event which is run on a Recognised Kart Club's monthly set schedule and which forms a round of the Club Championship.

Steel (in respect of the following regulations): Structural steel or structural steel-alloy meeting the ISO 4948 classifications and the ISO 4949 designations. Only alloy steels having at least one alloy element with a mass content of ≤ 5% are allowed.

Championships

1. No Championship may take place until an ASN Championship Permit has been issued.

2. The Notice of Intent and Regulations must be submitted to the ASN in accordance with the timescales laid down in the relevant NCR (see Chapter 4).

3. Any Championship for which awards either Race by Race or as the result of a Series of Races include cash or goods in lieu of cash or in which a sponsor's name or title is used in connection with the title of the Championship or Series is deemed a Commercial Championship and subject to a Registration Fee which will
be notified by the ASN.

4. In the case that a round is cancelled due to reasons of safety or Force Majeure the Championship Permit holding Club is entitled contrary to Chapter 3 App.10 Art.4.d to arrange an alternative date (and if necessary Venue) upon which to run the Event provided that 85% of the Competitors entered for the Event agree to the change. Only those entered for the cancelled Event may take part in the alternative Event.

New Kart Classes

5. The acceptance by the ASN of any new non-gearbox Kart Class (except Bambino) is subject to the proposed Class being currently certified under ASN Kart Class Homologation Regulations which are available from the Technical Department of the ASN.

6. New non-gearbox Kart Classes (except Bambino) will only be homologated at three yearly intervals the next period commencing 01.01.2026. Applications for new Kart Class Homologations must be made in writing to the ASN by no later than 31st March of the year preceding the next period.

7. Exceptionally any CIK-FIA recognised and/or Homologated Class may be introduced by the ASN at any time.

8. Only one non-gearbox Class per Category will be permitted from any single manufacturer.

Specific Types of Kart Race

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

10. There are two types of Endurance Kart Events and which require different licence grades:
   a. Engines which do not exceed 17hp in total per Kart Drivers must hold a minimum of a Kart Clubman Licence.
   b. For engines exceeding 17hp in total per Kart Drivers must hold a minimum of a Kart Interclub Licence.

11. A Kart Clubman Event is a Kart Event run primarily as entry level Karting. Competitors must hold the minimum of a Kart Clubman Licence.

12. Senior Kart Clubman. For age 16 years and over. Engines may not exceed 17hp in total per Kart.

13. Junior Kart Clubman. For age 11 to 16. Engines may not exceed 10hp in total per Kart.

Bambino

14. Kart Teams are prohibited in the Bambino Category with the exception of those specifically approved by the Organising Club / Championship. An approved Team must:
   • hold a valid ASN Entrant Licence
   • have at least £5 million Public Liability Insurance
   • have at least the Team Manager with a valid Suitability Check through the ASN.
   • provide discounted space with assistance for a new Driver(s) at an agreed fee for, at least, the Driver’s first Event(s)

15. A Team is a Race legal entity or other racing Team operating commercially and hosting Drivers and providing any race services or covered accommodation whether receiving financial gain or not where the principal is not also the PG Entrant Licence holder.
16. **Bambino Event: Time Trial: Pre-Race** training which can only be held on [Circuits](#) specifically licensed for Bambino. [Drivers](#) must hold a [Kart Clubman (Bambino) Licence](#) which they can obtain from their 6th birthday and may continue in Bambino until the 31st December in the year of their 8th birthday. Full details and criteria are contained within the [ASN Karting Yearbook](#).

17. **Bambino Race:** A Bambino Race may only be held on [Circuits](#) specifically licensed for Bambino Racing subject to the following:
   a. [Drivers](#) must be at least 6 years of age.
   b. [Drivers](#) must have satisfactorily completed an [ARKS](#) test.
   c. [Drivers](#) must hold a [Kart Interclub (Bambino) Licence](#).
   d. The Event format must only provide for timed qualifying heats and final(s).

**Category Restrictions**

18. The **Category**, age and weight criteria are mandated below. Regulations within [App.11](#) may apply further limitations.

**Class Safety Exemption**

19. For the Bambino, Cadet and Inter Categories only the [ASN](#) may in its entire discretion authorise a Driver to remain in the Category beyond the Category maximum permitted age due to that Driver’s low weight and / or height. Any approved Exemption will only allow the Driver to compete at Interclub status Events with the benefit of that Exemption (Chapter 1 Art.4).

**Bambino**

20. **Pre-Race** training and racing in accordance with the current [ASN Bambino Karting Regulations](#) for [Drivers](#) aged 6-8 years. A [Driver](#) may not compete until the date of their 6th birthday but may continue in the Class until 31st December of the year of their 8th birthday.

**Cadet**

21. This is a Category for 8-12-year-olds.

22. A [Driver](#) may enter the Cadet Category from their 8th birthday or the calendar year of their 8th birthday having proof of satisfactorily completed at least 3 [ASN Bambino Races](#) (not Time Trial). [Drivers](#) may continue in the Category until 31st December in the year of their 12th birthday
   a. A Competitor who holds a [Kart Interclub (Bambino Race) licence](#) may exchange it for a Kart Interclub Licence if qualified to enter Cadet. They will be a novice until having satisfactorily completed five [Races](#).

23. [Drivers](#) in the year of their 8th birthday meeting a minimum height of 125cm having satisfactorily completed 3 [ASN Bambino](#) time trials may move to the Cadet Category and be restricted to a single venue subject to:
   a. Having satisfactorily completed the approved [ARKS](#) course (Please refer to Chapter 6 App.6)
   b. The [Competition Licence](#) application must be endorsed and submitted to the [ASN](#) by the Recognised Kart Club.
   c. The Licence will be held by the [ASN Recognised Kart Club](#) and remain valid for their [ASN Permitted Cadet Kart Races](#) only until the Driver has either:
      i. reached their 8th birthday; or
ii. obtained the **ASN Stewards** or the **Clerk of the Course** signature on the upgrade card at a minimum of three **Interclub Kart** races.

24. Once the **Driver** has reached their 8th birthday they will be eligible to apply for an unrestricted **Interclub Kart Licence**.

25. Having moved into the **ASN Inter or Junior Category** a **Driver** cannot revert to the **ASN Cadet Category**.

**Inter**

26. Category for 10-13 year-olds. A **Driver** may enter the **Inter Category** from their 10th birthday or the calendar year of their 10th birthday with a **Kart National Licence**, and continue until the 31st December of the year of their 13th birthday.

27. The minimum **Driver** weight and height and the class weight will be defined in the **Class Regulations**. All restrictions will be within the parameters of the current **Kart Class Homologation** or **Re-Homologation Regulations**.

28. Having moved into the **ASN Junior Category** a **Competitor** cannot revert to the **ASN Inter Category**.

**Junior**

29. Category for 12 to 16 year-olds. A **Driver** may enter the **Junior Category** from the calendar year of their 13th birthday or from their 12th birthday with a **Kart National Licence** and continue until 31st December in the year of their 16th birthday. **Drivers** cannot compete in **Gearbox Karts** until their 13th birthday (subject to individual **Class Regulations**).

30. Having moved into the **ASN Senior Category** a **Driver** cannot revert to the **ASN Junior Category**.

31. A minimum **Driver** weight is required in the **Junior Category**. This weight will be defined in **Class Regulations** and must be within the parameters of the current **Kart Class Homologation** or **Re-Homologation Regulations**.

**Senior**

32. A **Driver** may enter the **Senior Category** from the calendar year of their 16th birthday or from their 15th birthday with a **National Licence**. A minimum **Driver** weight is required for any **Driver** below the age of 16 competing in a **Senior Category** except for **International ITE Licence** holders. This weight is defined in individual **Class Regulations**.

**CIK Classes**

33. For only **CIK-FIA Classes** the **ASN** may authorise variations to the ages above subject to further limitations as per **Class Regulations**.
CHAPTER 18 KARTING

APPENDIX 1

Organisers Regulations General

1. Organisers must apply the Regulations provided by this Chapter 18 and its Appendices and its related NCR Chapters.
2. A Kart Race Event may only be Organised by Clubs registered and Recognised as Kart Clubs by the ASN.
3. A Permit for any Kart Event or Championship is issued at the sole discretion of the ASN and is subject to the Circuit having a valid ASN Track Licence.
4. A maximum of one International or ASN Championship Event Permit for gearbox and one for non-gearbox Karts can be issued on the same weekend.
5. Organisers must adhere strictly to the Class designations referred to in this Chapter and must not in any way modify the title or Classes or permit the use of unauthorised engines unless given specific prior permission in writing by the ASN.
6. Full details of all approved Classes are referred to in this Chapter 18.

Parade / Demonstration

7. Application may be made to the ASN for an extension to an Organising Permit to enable a demonstration in accordance with specific criteria available upon request from the ASN.

Historic Karting

8. Application may be made to the ASN to be permitted to utilise the provisions of the CIK-FIA ClasCIK Karting Guidelines. The ASN may amend the Guidelines as detailed below. This does not permit anyone to organise Race Events for historic Karts under Permit by the ASN.
9. The ASN may authorise:
   a. Single-Kart parade
   b. Multi-Kart demonstration
   c. Eligible Drivers
      The Driver must reach the following birthday during the calendar year
      – 13 years old for a category with a cylinder capacity up to 100cc with a restrictor.
      – 16 years old for a category with a cylinder capacity up to 210cc
      – 18 years old for any category with a cylinder capacity over 210cc.

Classic Karting

10. The ASN may permit an extension to the period specifications of the CIK-FIA ClasCIK Karting Guidelines for Classic Karts 1/1/1989 to 31/12/1997. Eligible drivers in accordance with Art. 9.c above.
CHAPTER 18

APPENDIX 2

Kart Race Circuits General

1. Organisers must apply the Regulations provided by this Chapter 18 and its Appendices and its related NCR Chapters.

Circuits

Track Licences

2. All applications for a Track Licence must be submitted to the ASN and in conformity with all its requirements from time to time available from the ASN Safety Department on written request.

3. A digital plan of the Track must be lodged with the ASN together with the Application for a Track Licence.

4. A new application for a Kart Track Licence must be made at least ten weeks before any proposed Event.

5. If the Organiser of an Event is a new Club having been granted a Track Licence then its first three Events after being granted a Track Licence must be restricted to its own Club members and be subject to ASN observation.

6. Track Licences for new Short Circuits must conform to CIK-FIA Regulations and will only be granted after the ASN (and in its discretion FIA) inspection.

7. Temporary Tracks will be subject to ASN approval and must conform in all ways to the Track Licence issued.

Grading

8. Track Licences will be graded as follows:
   a. All status Events up to and including International.
   b. All status Events up to and including National.
   c. For Interclub Events only.
   d. For Bambino Events. A specific endorsement must be details on the Track Licence to Permit these Events.

9. If a Race Venue Track incorporates a Short Circuit those Tracks will be subject to individual grading and Track Licences.

Circuit Categories

10. There are five categories of Track for Kart Racing:
   a. Kart Permanent Tracks with a lap distance of less than 1500m where the shape can be determined at all times and all protective barriers are permanently in position.
   b. Kart Temporary Tracks with a lap distance less than 1500m where barriers are not permanently positioned.
   c. Round the Houses Tracks using public roads or passing through residential areas or so classified by the ASN.
   d. Race Venues: Any Kart circuit other than Art.10.c above and exceeding 1500m in lap distance and all licensed Motor Race Circuits.
   e. Indoor Kart Tracks.
11. Safety precautions must be those approved by the **ASN** for **Kart Events** at that **Track**.
12. During **Practice** the number of **Karts** on the **Track** shall not exceed the number permitted in a **Race** by more than 10%.
CHAPTER 18 KARTING

APPENDIX 3

Equipment for Events at Kart Race Circuits

The following minimum equipment is mandatory for all Kart Events:

1. Medical Equipment and Personnel and facilities as mandated by App.4 to this Chapter and where applicable Chapter 11.

2. Warning Notices, tickets and other authorisations for admission to the Venue including the pits and paddocks and any Enclosures as required by Chapter 3.

3. The following Signals:
   a. Red lights for starting and stopping a Race
   b. National Flag for start back up
   c. Yellow / black quartered
   d. Blue
   e. White
   f. Yellow
   g. Yellow with red stripes
   h. Green
   i. Red
   j. Black with orange disc
   k. Black and white diagonally split
   l. Black and white chequered
   m. Green with yellow chevron

4. Fire extinguishers (minimum 2kg dry powder) with a manufacturer's or agent's certificate issued in the year of but prior to commencement of the year's racing certifying that they are in working order. As a minimum, one must be available at the start line two in the paddock in clearly visible positions and one at each Marshal Post.

5. Track cleaning equipment comprising as a minimum two units of:
   a. One ordinary shovel.
   b. Two brooms.
   c. A metal container of 3kg of a suitable cleansing agent for removing oil.
   d. Adequate replenishment supplies for c. above.

6. A public address system available to the Clerk of the Course (a hand-held powered megaphone is acceptable as a minimum) for communicating with Competitors.

7. A Starter's Sheet and an Officials' signing-on-sheet in the control of the Event Secretary. Competitors and Officials may sign-on digitally if the Organiser elects to run the Event in this way when the relevant details must be notified in the Official Documents.


9. Certified calibrated scales and 100kg of certified check weights. Calibration must have been certified within the

2025 National Competition Rules Chapter 18 Appendix 3 Equipment for Events at Kart Race Circuits
year of **Competition** and be the subject of check weighting prior to the commencement of **Competition** at the **Event**.

10. A calibrated **Noise** meter with microphone and accessories. Calibration must have been certified within the year of **Competition** and be the subject of checking prior to the commencement of **Scrutineering** at the **Event**.

11. At an **Event** where there is to be transponder and / or light beam timing:
   a. The following necessary calibrated equipment must be present:
      i. Decoder system for **Transponders Certified** in accordance with **Chapter 5 PART 1 App.7 Arts.56 – 60**.
      ii. Transponders **Certified** from the **ASN Approved** list in accordance with **Chapter 5 PART 1 App.7 Arts.56 – 60**.
      iii. Light beam equipment **Certified** in accordance with **Chapter 5 PART 1 App.7 Arts.56 – 60**.
   b. The following necessary calibrated may be used:
      i. A working standalone camera system

12. A minimum of one **Small Spill Kit** must be provided in all paddock areas.

13. At **Race Venues** the equipment must be to a similar standard to that required for a **Car Race Event**.
CHAPTER 18 KARTING

APPENDIX 4

Officials and their Obligations
This Appendix must be read in conjunction with Chapter 3 and Chapter 5.
All Officials must always respect the provisions of Chapter 5 as they apply to their respective roles and appointments and proceed on the basis that they are ambassadors for the sport.

Officials
1. Any Club organising a Karting Event must appoint the Officials listed below and brief them fully prior to the Event.
2. All Officials must sign on before commencing their duties.
3. In carrying out their duties Officials must not expose themselves to any unnecessary hazard.
4. Any Official trackside must wear enhanced visibility clothing whilst High Visibility is strongly recommended.

Clerk of the Course
5. The Clerk of the Course must hold a Licence valid for the grade of the Event at which they officiate.
6. The duties of the Clerk are those specified in this Chapter and Chapter 5.
7. A Clerk who has a judicial function shall always respect the relevant provisions of Chapter 3 and App.9 to this Chapter.
8. A Clerk of the Course will normally have only one Deputy at any Event.
9. Details of the upgrading procedure for Kart Clerks of the Course are given in Chapter 5.
10. The Clerk of the Course is responsible for observing all Competitors at an Event where the Stewards of the Event are responsible judicial duties in accordance with App. 6 of this Chapter and if satisfied with their competence shall sign their Upgrade Card.

Medical Organisation
11. To the extent applicable Chapter 11 applies.
12. All International Permit and Race Venue Events must have at least one Doctor and two ambulances in attendance.
13. One ambulance must be equipped with portable resuscitation equipment and a crew trained in its use.
14. It is recommended that a fast rescue car is also available for all Race Venue Events.
15. At all other Events a local authority, St John's, Red Cross or other approved ambulance equipped to a suitable standard and including a portable resuscitation unit with crew trained in its use must be in attendance at all times.
16. A Doctor or an ASN-registered Paramedic in accordance with Chapter 11 must be present throughout Practice and Racing.
17. It is recommended that if entries exceed 100 or for ASN Championship Events there should be two ambulances present or one ambulance and a fully equipped medical centre.
18. If only one ambulance is present and it has to leave the Venue Racing must not continue until it returns unless...
alternative suitable transport approved by the Doctor or the chief medical representative is present and available with sufficient trained staff to operate it and the equipment carried.

**Kart Scrutineer**

19. The **Chief Kart Scrutineer** must hold a licence (minimum **National** grade) valid for the grade of **Event** Licence grades are mandated at **Chapter 5**.

**Marshals**

20. The **Clerk of the Course** must ensure that responsible persons are appointed as Flag, Track and Paddock Marshals and that they are fully briefed as to their duties.

21. All **Marshal** posts as detailed on the **Track Plan** must be fully manned and equipped. **Marshal** posts must be properly protected and **Flag Marshals** must always remain within the confines of that protection while any **Race** is in progress.

**Flag Marshals**

22. **Flag Marshals** are responsible for signalling to **Competitors** and warning them of hazards.

23. **Flag Marshals** should not leave their posts to render assistance in the case of an incident.

**Track Marshals**

24. **Track Marshals** are responsible to the **Clerk of the Course** for ensuring:
   a. The **Track** surface, markings and protection systems are maintained in good order throughout an **Events**.
   b. Where alternative routes on **Tracks** exist those not being used are properly indicated.
   c. The fire-fighting equipment is readily available and correctly located and that **Track Marshals** are familiar with its operation
   d. The **Track** cleaning units are located at suitable points
   e. Proper supervision of the removal from the **Track** of any **Kart** which may have stopped on or adjacent to the **Track**
   f. All entrances to the **Track** of any **Kart** which may have stopped on or adjacent to the **Track**

25. If **Enclosures** are not surrounded by fencing **Track Marshals** must be stationed at intervals between all **Enclosures** and the **Track**.

**Paddock Marshals**

26. **Paddock Marshals** must:
   a. Maintain orderly conduct in the paddock and / or pit area.
   b. Notify **Competitors** of their starting positions
   c. Assemble **Competitors** prior to a **Race**.
   d. Ensure that no competing **Kart** goes onto the **Track** until it has been approved by the **Scrutineers**.
   e. Exclude from the paddock any unauthorised persons.

**Event Secretary**

27. The Secretary’s duties are detailed in **Chapter 5**.
Stewards

28. The Organising Club is responsible for the appointment of two Event Stewards whose duties are detailed in Chapter 5.

29. The ASN will also appoint a Steward whose duties are detailed in Chapter 5 and App.6 of this Chapter and who will also be responsible for observing all Competitors (including novices) where the Clerk of the Course is responsible for all judicial duties and if satisfied with their competence shall sign their Licences.

30. Stewards must not undertake any additional duties.

Lap Scoring and Timing

31. Manual lap scoring must be carried out at all Events. Where transponder timing takes place a working stand-alone camera system under the direct control of the Chief Timekeeper for the purposes of lap scoring should be used.

32. Where there is no transponder timing the Chief Lap Scorer must be named in the Official Documents as a Judge of Fact in relation to Race finishing order.

33. Where timing takes place there must be a Chief Timekeeper who must hold an ASN Licence valid for the grade of Event as provided by Chapter 5 App.18 Chart 1.

34. Where timing takes place to an accuracy of 0.001 seconds the Chief Timekeeper must be of Kart National grade.

35. If using a light beam timing must be to an accuracy of not less than 0.001 seconds and the equipment must be certified in accordance with Chapter 5.

36. Transponder timing at Short Circuit Kart Events must not be to an accuracy of less than 0.01 seconds.

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

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

Signals

39. Red lights are mandatory for the starting Signal.

40. The National Flag should only be used as a starting Signal if the lights fail.
   a. For a rolling-start the Karts start when the Signal is raised
   b. For a standing start the Karts start when the Signal is dropped.

41. A Green Signal with Yellow chevron indicates a false start.

42. A Green Signal may be used to indicate either a formation lap or the end of a yellow Signal zone on the Track or per Art.43.f below.

43. A Yellow / Black quartered Signal may be introduced by the Clerk of the Course at Short Circuit Kart Race Events and deployed as follows:
   a. The Signal will be ‘waved’ and first be displayed at the Start / Finish line and then will flow around the Circuit in both directions as an adjacent post displays their ‘waved’ Signal.
   b. Upon display of the Yellow / Black quartered Signal all Karts must slow down to a steady pace (as on a rolling start) and must line up in order behind the leader who will act as the pace setter.
   c. No overtaking is permitted.
d. The field will remain in close formation at reduced speed for as long as it takes to clear the obstruction or remove the hazard.

e. Competitors who fail to slow down sufficiently or who overtake under the Yellow / Black Signal may be disqualified or otherwise penalised.

f. When the Clerk of the Course is satisfied that the problem is resolved the Race will be resumed by the display of a Green Signal at the Start / Finish line and the simultaneous withdrawal of all Yellow / Black Signals around the Circuit. Overtaking remains strictly forbidden until having passed the green Signal on the start and finish line.

44. Yellow Signals

a. A stationary Yellow Signal shall be shown to warn of an incident or hazard after that Marshal Post. This Signal means danger slow down sufficiently to ensure that full control of the Kart can be retained. No overtaking.

b. Yellow Signal – ‘Waved’ means: 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.

c. Yellow Signal with Red Stripes may be used to indicate slippery surface ahead and if ‘waved’ then imminent.

45. Red Signal shall be displayed to immediately bring all racing to a stop where an incident has occurred necessitating Marshals to go on Track. Karts shall be directed by Marshals to either return with caution to the grid or to Parc Ferme as directed by the Clerk of the Course or the Race Director. No overtaking is permitted and Drivers must be prepared to stop at any time.

46. Blue Signal may be displayed as a static Signal to indicate to the Driver of a Kart that another Competitor is following close behind of as a ‘waved’ Signal is trying to overtake.

47. Black and White diagonal Signal may be displayed to warn a Driver as to Driving Standards and may give rise to penalties or the Black Signal.

48. Black Signal may be displayed to a Driver for a breach of Driving Standards or for Technical irregularity and required the Driver to stop in pits or Parc Ferme at the end of the lap on which it is displayed and must report immediately to the Clerk of the Course.

49. Black Signal with Orange disc and Kart number may be displayed to indicate to the Driver concerned that there is a mechanical failure affecting the Kart. The Kart must be driven immediately to the pits or Parc Ferme for examination by a Scrutineer.

50. Black and White Chequered Signal shall be displayed to end a competitive or other session other than where a Red Signal has been deployed.
CHAPTER 18 KARTING

APPENDIX 5

Race Procedures

1. The Clerk of the Course may permit a change of make of Kart Chassis or engine from those nominated on an Entry form provided application is made in writing before the end of scrutineering.

2. Only a Driver using a scrutineered engine / Kart Chassis who has completed a minimum of three laps Practice at racing speeds within the official Practice period will be permitted to Race.

3. Only one chassis may be used except when a second chassis is permitted in the Official Documents.

4. The maximum number of engines which may be used during an Event is two unless specifically varied in the Official Documents.

5. Changing the crankcase constitutes a change of engine.

6. Unless otherwise stated in Official Documents the Starter shall be deemed as a Judge of Fact in respect of Race Starts.

7. The number practicing and / or taking part in qualifying Practice if applicable at any time shall not exceed the maximum permitted on the Track for a Race.

8. Adequate Practice periods must be allotted to all Classes which must include sufficient time for Drivers requiring observation to be seen.

9. Where possible novice and experienced Drivers should be allocated separate sessions.

10. Exceptionally for Race Venue Events 120% of the number permitted to Race may Practice at a time.

11. At no time may non-gearbox and gearbox Karts Practice or Race together.

12. Due regard must be paid to Driver experience and the relative speed of the Karts if different Classes are on the Track at any one time during Practice.

13. The Track or its features or markings may only be changed between the last Practice period and the Event itself in exceptional circumstances.

14. Should it be necessary to make any change following the scheduled Practice an additional period of Practice must be arranged.

15. The starting order in which Karts shall be arranged will be determined by:
   a. Ballot.
   b. Lap times recorded in Practice.
   c. Order of receipt of entry.
   d. Finishing order of a preceding Race.
   e. As defined in Official Documents.

16. With the exception of Kart Clubman Events where the Kart Clubman guidelines apply in all Races where the grid position is determined by Art.15a., c. or d. above novice Drivers must occupy the rearmost grid positions. Where timed qualifying is used it shall have the same status as a Race.

17. The Pole position must be on the side of the Track that is on the inside of the first corner after the start or as otherwise defined on the Track Licence.

18. The Start Line will be indicated on the Track by a painted white line. Optionally (and recommended) Tracks may also use the following markings to aid controlled starts (see App.9 Drawing 13):
a. Two 2m wide lanes bordered by painted white lines from a point no more than 100m and no less than 50m leading to the Start Line.
b. A painted yellow line 25m prior to the Start Line. For rolling starts this yellow line will also be indicated by soft cones (one cone on each side of the Track).

19. When the Starter is ready for a Race to commence the Green Signal must be shown to Drivers. A Marshal will then display a Green Signal which will be the Signal for the Karts to be released on to the Track. After the Marshal has removed the Green Signal the entrance to the Track will be closed and no further Karts will be allowed to join the Track. Exceptionally the Official Documents may permit participation after the removal of the Green Signal.

20. Karts will form up in the assembly area and will be started when authorised by the Paddock Official after the Green Signal has been shown. Drivers will be under Starter’s Orders from the moment that the Green Signal is displayed.

21. Each Track will establish a ‘Safety Line’. Any Competitor who having passed that ‘Safety Line’ receives assistance from anyone other than a signed-on Official may be Disqualified from the results.

22. Starts for Races shall be as shown below:
   a. ‘Le Mans’ or any starts other than those specified below are forbidden.
   b. Short Circuit Kart Events (all classes). A standing start with engines running or a rolling start.
   c. Race Venue Events. All starts must be slow rolling starts following a formation lap.

23. In the case of a rolling start on display of the Green Signal Karts will proceed round the Track in grid formation at a steady pace to await the starting Signal.

24. The Karts may be preceded by an official Pace Vehicle.

25. If there is no Pace Vehicle the Driver in No.1 position will control the speed.

26. When the Starter is satisfied that the Karts are approaching the Start Line in correct position and at an acceptable speed the starting Signal will be given by extinguishing the red light (or by raising the National Flag should a light failure occur). If a further lap is required the red lights will remain on or the National Flag will not be raised.

27. Once the Race start has been given Drivers can break formation but should this occur before the start Signal is given i.e. Drivers leave the corridors or break formation with the red lights on then a ‘false start’ penalty will be applied.

28. False / Jump / Standing Start: A false start occurs when a Driver under Starter’s orders gains an unfair advantage by either:
   a. being in an incorrect position on the grid or
   b. moving forward from the Driver’s prescribed position.

29. Breaking formation: In the case of a rolling start a Driver under Starter’s orders who fails to maintain their corridor or accelerates early or unevenly will be penalised in accordance with Art.30 below.

30. The penalty added to the time taken by the Competitor to complete the course shall be the addition of 3 seconds (or 3 places where there is no licensed Timekeeper) for partly crossing the lanes and of 5 seconds for completely getting out of the corridor. This will not incur penalty points. The penalty for accelerating early or unevenly will be 5 seconds or 3 places where there is no licenced Timekeeper.

31. Where the optional Track markings are used the Clerk of the Course must make reference to their use in the Drivers briefing. When used the start Signal will not be given before the yellow line. The Karts approaching the Start Line must remain in formation at approximately half Race speed (which will be set by the Pole sitter) and be
driven within the set of two-metre lines appropriate to their side of the grid. It is an offence to accelerate in any way before the yellow line or drive outside the marked lines (please refer to App 9 Kart Race Technical Drawings)

32. In the case of a standing start on display of the Green Signal Karts will proceed round the Track to the designated start line where a Red Signal will be shown and they will stop on their allotted grid markings. No start lights will be illuminated.

i. Should a Kart fall to the back of the field for any reason on the rolling lap and not be in formation at the display of the yellow Signals at the corners prior to the start that Kart must immediately fall back to and start from the rear of the grid.

ii. When the Starter is satisfied that the Karts are in their correct position they will withdraw the Red Signal and point to the start Signal which may be illuminated as red lights (this may be in a sequence of Red Lights until they all remain on).

iii. Within a period of 5 seconds the Red Signals will be extinguished to indicate a Race start.

iv. Any movement prior to the Red Signals being extinguished will be judged as a false start and will be penalised with a minimum of 5 second penalty (or 3 places where there is no licensed Timekeeper).

v. If the starter is not satisfied or a Driver is unable to take the start they will indicate a false start which means an extra formation lap must be covered.

a. A Driver unable to start must remain in the Kart and notify that situation by raising an arm.

b. In this case an additional formation lap may be granted; any Drivers who have been unable to start will be allowed to get out of their Karts and restart by their own means and once the whole field has passed them but

c. They will not be authorised to regain their original position in the formation and will take the start from the rear of the grid in order of arrival. No other Driver will be allowed to occupy the place(s) which have remained vacant.

Stopping of a Race

33. The Clerk of the Course (or their Deputy) may decide to stop a Race or Practice at any time. Should a Race be stopped by the display of red Signals the following procedures will apply:

a. Any Race stopped before the leader has completed two laps will be declared null and void.

i. The Race will be re-run in its entirety as per Art.37 below.

ii. All available Karts will restart from their original grid positions; the grid may be closed up for any missing Karts.

iii. Front fairings may be reset without penalty on the grid.

34. If it becomes necessary to remove all Karts from the Track repairs may be made and all Karts that came under Starter’s orders for the original Race will be permitted to start the re-run Race from the dummy grid in their original positions.

35. If 2 or more laps but less than 75% of Race distance has been completed by the leader the Clerk of the Course shall at their discretion decide to:

a. Abandon the Race. In which case the Race (result) shall be declared as the order of finishing on the last full lap completed by all Karts proceeding under their own power when the red Signal was first displayed followed in classification by non-running Karts on a roll back of laps basis and order of stopping.

OR

b. Consider the Race suspended and run it as a two-part Race.
i. In this case the Karts will be restarted in a single file rolling start with no overtaking before the start line.

ii. After one or more laps under Yellow and Black quarter Signals the start will be signified by the ‘waving’ of the Green Signal.

iii. The starting order for the second part of the Race shall be the order at the last full lap completed by all Karts still proceeding under their own power when the Red Signal was first displayed. Any time penalty will be recorded and added to the final result.

iv. Drivers “one or more lap(s) down” shall be put in their correct position i.e. behind the Drivers on the same lap as the leader.

v. The Race distance shall be the number of laps required to make up the full Race distance.

vi. The finishing order of the second part shall be the finishing order of the Race (Drivers “one or more lap(s) down” in the first part shall be deemed to have finished the Race “one or more lap(s) down” unless they have un-lapped themselves) followed in classification by non-running Karts on a roll back of laps basis and order of stopping.

vii. If the Judge of Fact reports that the front fairing on one or more Karts was no longer in the correct position when the Race was suspended in all situations a time penalty of 5 seconds will be imposed automatically on the Driver(s) concerned and added to the final result. This is not susceptible to Appeal. Any front fairing which is subject to a Judge of Fact report must be reset on the grid before the Race is re-started.

36. If 75% or more of the Race distance has been completed by the leader the Race will be deemed to have ended. The Race results shall be declared as the order of finishing on the last full lap completed by all Karts still proceeding under their own power before the Red Signal was displayed followed in classification by non-running Karts on a roll back of laps basis unless Championship Regulations specify otherwise.

Re-Starting Procedures

37. If the Race is to be re-run in its entirety or restarted the following procedure will apply:
   a. While the Race is stopped the whole Course will be considered as Parc Fermé and no work may be carried out to any Kart (except to reset the front fairing in the correct position under the supervision of the Scrutineers).
      i. Mechanics will not be allowed on the Course until permission is given by the Clerk of the Course.
      ii. Neither the mechanics nor Incident Marshals already on the Track can approach or touch any Kart until permission is given.
      iii. When authorised by the Clerk of the Course spark plugs may be changed and finger adjustments may be made to the carburettor settings.

38. If a Kart leaves the Track during the stoppage:
   a. It will not be permitted to rejoin the Race.
   b. Any Kart not Racing at the time of the incident that caused the Race to be stopped cannot rejoin the re-started Race.
   c. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing because of the incident prior to the Red Signal may only re-join the Race if the Clerk of the Course in consultation with the Chief Scrutineer is satisfied that a Kart is safe to continue without repair and the Chief Medical Officer is satisfied the Competitor is fit to continue racing. These Karts must start at the rear whether the Race is run...
over the full distance or as a two part Race.

d. Those Karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the Track was blocked may join the restarted Race in their proper places.

39. For Events on Race Venues and Round the House Circuits the procedure is detailed in Chapter 12.

Race Finish and Results

40. After receiving the end of Race Signals all Karts must proceed directly to the Parc Fermé without stopping giving or receiving any object whatsoever and without any assistance (except that of Marshals if necessary).

41. Any classified Kart unable to reach the Parc Fermé by its own means will be placed under the control of Marshals who will supervise the movement of the Kart to the Parc Fermé.

42. The method of determining the Results of a Race must be specified in the Official Documents for the Event and / or Championship as the case may be.

43. Where timing is not authorised it is prohibited to publish times or speeds in any Practice or Race Result.

44. Any other publication or display giving this information must clearly be shown and declared as 'Unofficial' and 'For Information Purposes Only'.

Parc Fermé

45. The Parc Fermé shall be sufficiently large and secure so that no unauthorised persons can gain access. The location of Parc Fermé at the Venue must be specified in the Official Documents by reference to a plan.

46. Officials may require a Kart and / or Driver's personal equipment to be moved to a designated location and there remain under Parc Fermé controls and condition.

47. Parc Fermé restrictions and permissions must be specified in the Official Documents.

48. Only authorised Officials may enter Parc Fermé and inspect a Kart and Driver's personal equipment and no intervention on a Kart or Driver's personal equipment is allowed by any Driver or person however associated with the Driver's Entry unless authorised by such Officials pursuant to Art.47 above.

49. When the Parc Fermé is in use Parc Fermé regulations apply in the area between the finishing line and the Parc Fermé entrance.
CHAPTER 18 KARTING

APPENDIX 6

Short Circuit specific Judicial Provisions

Clubman Short Circuit Kart Events
1. The Clerk of the Course is responsible for all judicial duties with the exception of Events specifically authorised by the ASN for the Stewards of the Event to have Judicial responsibility in accordance with Art.2 below.
2. Neither the decision for imposing any penalty nor the penalty itself during any timed qualifying or heats is eligible for Appeal. Where the Clerk of the Course is satisfied with the evidence presented and for decisions issued before the relevant end of session Signal is shown imposing time or place penalties only no formal Hearing is required.
3. In respect of the final(s) the Stewards of the Event may hear a validly lodged Appeal where permitted against sporting matters determined by the Clerk of the Course. However there is no right of Appeal to the National Court against any sporting decision of the Stewards of the Event OR against any Eligibility Decision.
4. Clubman Status Kart Events may operate the CIK Judicial process at Arts.6 – 8 below where specific authority has been requested by the Organiser and has been given by the ASN for the purposes of the Event Permit. Such Permission must be clearly notified in the Official Documents for the Event.

Interclub and above status
5. The Stewards of the Event are responsible for all Judicial duties.
6. Neither the decision for imposing any penalty nor the penalty itself is eligible for Appeal. Where the Stewards of the Event are satisfied with the evidence presented and for decisions issued before the relevant end of session Signal is shown imposing time or place penalties only. No formal Hearing is required.
7. Any penalty resulting from a Judge of Fact statement may be imposed directly by the Clerk of the Course.
8. Interclub Status Kart Events may operate the Clerk of the Course Judicial process at Art.1 above where specific authority has been requested by the Organiser and has been given by the ASN for the purposes of the Event Permit. Such Permission must be clearly notified in the Official Documents for the Event.
CHAPTER 18 KARTING

APPENDIX 7

Competitors Regulations including Personal Clothing and Licences

1. This Appendix must be read in conjunction with the general text of this Chapter 18 and the related Appendices. Chapters 1, 2, 6, 9 and 12 are of application.

2. Competitors must report for signing-on and scrutineering at the time specified in the Official Documents or risk being fined or Disqualified. Signing on may be managed digitally by the Organisers and then the details must be set out in the Official Documents.

3. Presentation to the Scrutineers of a Kart and the Driver's personal protection equipment is a Declaration of Conformity with all applicable Regulations. There is no right of Appeal to the National Court in respect of an Eligibility Decision made at the Event or where a Kart or any component of it is sealed at the Event for subsequent examination other than at the Event. See App. 6 to this Chapter.

4. No Kart may be driven in Practice or in a Race until it has been passed and logged by the ASN Scrutineer.

5. In addition to signing-on the following items must be produced for approval on demand of an Official of the Event:
   a. Applicable Licence of the appropriate grade.
   b. Club Membership Card (if appropriate).

6. For all Events except Bambino the Clerk of the Course in consultation with the Stewards will designate the Race as follows:
   a. DRY – All Competitors must use dry tyres.
   b. OPEN – Competitors have the choice of tyres (i.e. wet or dry).
   c. WET – All Competitors must use wet tyres.

7. Wet tyres are defined in App. 8 to this Chapter.
   a. At no time may a Kart be fitted with a mixture of wet and dry tyres.
   b. Tyres shall only be those defined in the Class Regulations.

8. Competitors must obey the Signals detailed in App. 5 to this Chapter.

9. All Karts that take the start by crossing the start line under their own power will be classified as a finisher on a roll back of laps basis.

10. Where the Official Documents so provide a finisher may have to complete a certain designated percentage of a race in order to be classified as a finisher.

11. Any Driver leaving the Track more than twice for whatever reason may be Disqualified from the Race.

12. Where a Driver consistently drives with a wheel off the Track or leaves the Track this will be a breach of Regulations and the Driver may be penalised at the discretion of the Clerk of the Course.

13. Once a Race or Practice session has started Karts may only be worked upon in a place of safety.

14. Refuelling during a Race is forbidden unless permitted by the Official Documents.

15. Any Driver receiving outside assistance other than by an Official between coming under starter’s orders and the end of the Race may be Disqualified from the results at the discretion of the Clerk of the Course.

16. All transmission or communication of data whether verbal or electronic between a moving Kart and the
**Kart’s Entrant** or **Team** is only allowed in the following circumstances:

a. If officially sanctioned cameras and other recording devices and transponders are fitted as required by the **Organisers** of a specific **Event** as specified in the **Official Documents**.

b. Voice communication in **Endurance Races** where the **Official Documents** specify the use of relevant equipment which must be appropriately licensed.

c. A single burst of timing data from the **Kart** as it passes the receiver.

d. Where the **Driver / Competitor** has an **ASN** approved information system that receives timing data and / or instructions or warnings which is under the direct control of the **Clerk of the Course** or **Chief Timekeeper**.

17. For **Short Circuit Karting** only engines must not be run in the pits or paddock. The **Chief Scrutineer** may permit a **Competitor** to start their engine in a designated area only as identified by the **Chief Scrutineer**.

**Track Regulations and Driving Standards**

18. 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.

19. 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.

20. Should a **Kart** 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.

21. No **Kart** 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**.

22. A **Kart** alone on the **Track** may use the full width of the **Track**.

   a. However as soon as it is caught by a **Kart** 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 **Kart** width between their own **Kart** 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 **Kart** beyond the edge of the **Track** or any other abnormal change of direction are strictly prohibited.

23. **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.

24. Should a Kart leave the Track for any reason and without prejudice to Art.26 below the Driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

25. Contact with another Kart 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.

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

27. Breaches of Art.24 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.

28. Breaches of Art.24 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.

29. No competing Kart 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.

Clothing
Crash Helmets
30. Crash helmets bearing the ASN Approval Sticker must be worn at all times during training and Practice and Competition.

31. The user must ensure that the helmet is to a standard specified in the current ASN NCR and that it fits and is secured properly and that it is in a serviceable condition. Refer to Chapter 9.

32. Full face helmets complete with visor are mandatory.

33. Visors must be manufactured by the helmet manufacturer and must not impede vision.

Gloves and Suits
34. Complete gloves (not mitts or gloves with open backs) and boots (which must cover and protect the ankles) must
be worn at all times.
35. Trailing or loose scarves are not permitted.
36. For Race Venue Kart Events all Drivers must wear leather suits, suits approved to FIA Standard 8877-2022 Grade 2, or suits approved to EN17092 Class AAA.
37. For Short Circuits only leather suits or suits of a recognised CIK Homologation standard per Chapter 9 are acceptable.
38. Leather suits must comply with current CIK-FIA Regulations and have a minimum thickness of 1.2mm measured at any part of the suit.
39. All clothing must be securely fastened at wrists and ankles and neck and must be adequate to minimise abrasions.
40. Drivers may wear two-piece suits providing they are zipped together and confirm with Arts. 25 to 28 above.
41. Correctly fitted wet-weather suits specifically designed for this purpose may be worn over an approved Kart suit in wet weather.
42. Driving suits helmets visors and all other protective clothing must be presented for inspection by the Scrutineers on demand including in Parc Fermé.
43. The only acceptable CIK-FIA homologated suits are those to standard No. 2001-1 or No.2013-1 level 1 or 2 or those to FIA Standard 8877-2022 Grade 1 or 2. Examples of the CIK-FIA homologation labels are shown in Appendix 9 Drawing 2.

Kart Licences – See Chapter 6

For information on Licence validity see the chart of Minimum Acceptable Licences in Chapter 6.
44. Kart Competition Licences except Kart Clubman Licences are issued to Competitors from the age of six.
There are five grades:
  a. Interclub
  b. National
  c. International ITG
  d. International ITF
  e. International ITE
45. Entrant Licences will not be issued to persons under 18 years of age.
46. Retaining and upgrading procedures are set out in Chapter 6.
47. A Competitor will be considered as a ‘Novice’ and must use Novice number plates and for Race Venue Kart Events a Novice Cross Plate is required (yellow square on the rear of the Kart dimension 7 x 7 inches with a black diagonal cross with strokes 6 inches long and 1 inch wide) until the Driver has obtained six Kart Race signatures from ASN Stewards or a Clerk of the Course per App.4 Art.10 to this Chapter. Completion of the ARKS Course as provided by Chapter 6 will constitute one of the six signatures. One of these six signatures may have been obtained at a NatSKA Event held under an ASN Permit. Thereafter the Driver can continue to compete on an Interclub Licence or can upgrade to a National Licence in accordance with Chapter 6 App.6 but will no longer be considered a Novice.
48. A valid Licence must be produced at signing-on at all Events.
49. Race Venue Event Licences

2025 National Competition Rules Chapter 18 Appendix 7 Competitors Regulations including Personal Clothing and Licences
a. The Driver may either produce a Kart Licence specifically endorsed valid for Race Venue Karting or a Car Race Licence see the chart of Minimum Acceptable Licences in Chapter 6.

b. New Competitors must be able to demonstrate that they have either undertaken their ARKS test at a Venue Licenced for Race Venue Karting or having taken the Short Circuit ARKS test must demonstrate their experience to the satisfaction of the Clerk of the Course or an ARKS Instructor during Practice at a Race Venue Kart Event. New Drivers will be considered as Novices and must carry Novice plates until they have received four signatures from the Clerk of the Course for competing successfully at Race Venue Kart Events.

c. Drivers in Division 1 will require the minimum of a Kart National Licence.

50. For Competitors under the age of 18 years a PG Entrant Licence is required Chapter 6 applies.

Category Restrictions

51. The Category, age and weight breaks are provided in the general text of this Chapter 18. Regulations within App.11 may apply further limitations.

General Conduct and Social Media

52. All Competitors by applying for and obtaining a Licence from the ASN and by Entering and competing in any Race and / or Championship Event or other Event which relies upon the Competitor holding an ASN Licence undertake to respect and comply with all Codes of Conduct published by the ASN in relation to their general behaviour and conduct and of those connected to their Entry or participation including engagement with any social media platform all which codes are hereby given Regulatory effect. Any breach of this Regulation may lead to suspension of Licence by the Stewards of an Event or the temporary or permanent suspension and / or withdrawal of any Competitor’s Licence by the ASN and / or referral to the National Court.

Breaches of Regulations

53. Any breach of these Regulations or of any applicable NCR may be subject to the applicable Judicial Procedures under Chapter 2 and / or App.9 to this Chapter.
CHAPTER 18 KART RACING

APPENDIX 8

GENERAL TECHNICAL REGULATIONS

1. This Appendix must be read in conjunction with App. 10 (Drawings) and App.11 (Class Regulations).
2. All Karts must comply with these Technical Regulations.
3. Modification, addition, variation or tuning other than specifically permitted in these Regulations is prohibited. Anyone requiring clarification or definitions concerning the Technical Content of these Regulations should apply in writing to the ASN.
4. The approval of a Kart or component is an indication of the acceptance solely for the purpose of these Regulations and is not to be taken as a guarantee or warranty as to the standard of its design or manufacture or its fitness or suitability for any use to which it may be put.

General

5. The Scrutineer must be satisfied that a Kart is safe is of an adequately strong construction does not include any temporary components and presents no undue hazard to its Driver or to other Competitors.
6. Steering brakes and wheels must be adequate for speeds that are likely to be attained.
7. Rear view mirrors are forbidden.
8. Drive-by-wire and traction control devices are forbidden.
9. The use of titanium or magnesium is prohibited.

Chassis Frame

10. The Chassis Frame must be constructed from magnetic Steel tubing and be permanently marked with a unique number in an easily accessible position.
11. Cross-section is free.
12. The Chassis Frame must be of one-piece construction either welded or brazed.
13. Any form of Chassis Frame control which includes pivots, dampers or similar devices is prohibited. The addition of bolt-in torsion and / or stiffness bars is specifically permitted subject to Class Regulations.
14. No additional holes for lightening or any other purpose (except those required for seat fixing) may be drilled in the Chassis Frame tubes.
15. Only those holes shown in the manufacturer’s homologation or in a manufacturer’s official replacement parts list will be allowed.
16. Any replacement of original components and fixings must be fit for purpose.
17. No part of the Kart other than the bolts or clamps fixing the floor tray the engine the seat and seat stays or the brake discs the front kingpin bolts the sprocket the wheels the seat and the tyres may protrude below the bottom of the main longitudinal Chassis Frame tubes. The floor tray may be clamped direct to the lower edge of the main longitudinal Chassis Frame tubes.
18. Independent components fitted to protect the underside of the Chassis Frame tubes which may make contact with the ground are prohibited unless they are of a non-metallic type and of a design specifically approved by the ASN. (Note: Engine clamps, battery box clamps and brake disc protectors correctly positioned are exempt).

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
Dimensions (Excluding Cadet Inter and Bambino Classes)

19. Wheelbase
   a. Non-Gearbox and KZ: Minimum 1010mm maximum 1070mm unless specified in Class Regulations.
   b. Gearbox (except as specified in Art.20.a above): Minimum 1010mm (250cc and above: 1060mm) maximum 1270mm.

20. Track – Minimum two-thirds of the wheelbase.

21. Overall length – Maximum 1820mm without a front and/or rear fairing. 1880mm for 210 and 250 Gearbox. 2100mm including bodywork for all Gearbox when in Race Venue Event trim.

22. Overall width – All classes unless specified in Class Regulations Maximum 1400mm.

23. No part of the Kart can protrude outside the quadrilateral formed by the front fairing the wheels and the rear wheel protection nor be higher than 650mm from the ground (except for a structure solely designed as a headrest).

Flooring

24. There must be a floor made from suitably rigid durable material that stretches only from the central strut of the Chassis Frame to the front of the Chassis Frame unless specified in Class Regulations and for Karts in Race Venue Event trim when the floor must be at least from the central strut of the Chassis Frame to the front of the Kart.

25. The minimum thickness of the floor tray must be 1.4mm for metallic 1.5mm for composite and 3mm for plastic.

26. The floor tray must be flat with any deviation allowed upwards and not downward.

27. The floor must be edged on each side with a tube or rim to prevent the Driver’s feet from sliding off the floor.

28. If the floor is perforated on the horizontal surface with the exception of a hole to access the steering column fixing the holes must not have a diameter of more than 10mm and they must be apart by four times their diameter as a minimum.

29. It is permitted to drill additional holes for the specific purpose of mounting such items as pedal heel-stops ballast sensors and fuel tank provided that the holes are restricted to the minimum size and number required to meet the purpose. Holes must not cause undue weakening of the floor tray at critical points.

30. It is permitted to use floor trays with decorative holes or slots so long as they are provided by the manufacturer and that the holes are in the raised sector(s) of the tray.

31. Mechanical fixings with more than three threads protruding on the underside of the floor tray are not permitted.

Suspension and Wheels

32. Any method of suspension including elastomeric material or by pivots is prohibited.

33. Wheels must be equipped with pneumatic tyres (with or without tubes) and the front wheels / hubs must be fitted with rolling element bearings.

34. Wheels which have been cut and welded are prohibited.

35. The attachment of the wheels to the axles / hubs must incorporate locking pins or self-locking nuts.

36. The requirement for wheel retaining locking nuts or secondary locking devices is waived for CIK-FIA Homologated wheels and their associated fixings.

37. Hubs with a single retaining bolt feature must not protrude beyond the end of the axle unless designed for that purpose and must incorporate a retaining device.
38. Extended hubs with one or two retaining bolts designed to overhang the end of the axle are permitted.
39. Any hub with an overall length (excluding wheel studs) of less than 60mm must not overhang the ends of the rear axle.
40. No form of hub nave plate is permitted on the wheel.
41. Tyre bead retention pegs are permitted in all classes.
42. For Race Venue Events all wheels must be fitted with some form of bead retention inside and outside. Bead retention as a minimum is defined as a wheel with a minimum of a 0.5mm raised lip on the inner edges of the tyre housing.
43. For all gearbox Karts both rear outer rims must in all cases incorporate additional bead retention comprising three pegs at equidistant positions. Applicable to wet and dry tyres.

Tyres
44. When inflated on the wheel rims tyres must not exceed the following maximum external diameters:
   a. Bambino / Cadet / Inter: front 260mm and rear 290mm
   b. Superkart: front and rear 350mm
   c. All others: front 280mm and rear 300mm
45. Minimum external diameter must not be less than 222mm.
46. Tyres for all Classes must be as detailed in the Class Regulations.
47. All tyres designated for a specific Class must be identical in specification to the samples that have been tested and selected. Control tyres may be held by the ASN as a reference in the event of any dispute.
48. Tyres must be freely available as single units to the open market in the UK so that customers are not forced to buy either complete sets or other equipment in order to purchase a particular tyre.
49. To qualify as a wet tyre tyres must be moulded in such a way as to ensure that grooves are created to leave a minimum of 60% and a maximum of 85% of the total surface area as a raised tread pattern. The grooves must have a minimum depth of 2mm at race start.
50. Hand cutting of all tyres is prohibited.
51. Remoulded tyres are prohibited.
52. Heating of tyres by any method or their treatment 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.
53. Any Competitor found to be using chemical treatment on tyres in contravention of Regulations (U16.9.6/D36), may in addition to any other penalty be referred to the ASN for further action (C4.3.2).
54. Mechanical removal of accumulated rubber debris is permitted.
55. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen.
56. For all gearbox Karts valve caps must be fitted to all valves at the start of each race or Practice session.

Brakes
57. Non-gearbox Karts must have effective brakes acting on the rear wheels only unless specified in Class Regulations.
58. Gearbox Karts must have brakes operating on all four wheels with independent front and rear systems which must be hydraulic. Should one of the systems fail the other must guarantee braking on two front or rear wheels.
59. Master cylinders must be fitted in a position safe from impact at least 150mm behind the front bumper or to the rear of the pedals.

60. Hydraulic pipes must be securely fitted to the Chassis Frame upper sides and be protected against damage.

61. All Karts must have an effective dual connection between the brake pedal and caliper if mechanical and between the pedal and master cylinder if hydraulic.

62. Where there is a dual linkage between master cylinders the mandatory requirement for a secondary dual connection is waived.

63. The prime connection may be either solid or cable operated with a secondary safety cable set slightly looser to act as a back up in case of failure.

64. Drum brakes are not permitted.

65. Brake discs must be made from ferrous material.

66. When a cable is used a minimum thickness of 1.8mm is mandatory.

67. If the brake disc protrudes below or is level with the main Chassis Frame tube nearest to the ground then an efficient rear brake disc protective pad (in Teflon, Nylon, carbon fibre, Kevlar or Rilsan) is mandatory in all Categories (except Gearbox Classes unless specified in Class Regulations). This protection must be placed laterally in relation to the disc in the longitudinal axis of the Chassis Frame or under the disc. It must be located within 120mm of the centreline of the brake disc.

Steering

68. The Kart must be controlled by a steering wheel with a continuous rim not incorporating any reflex angles in its basic shape.

69. The upper and lower one third of the circumference may be straight or of a different radius to the rest of the wheel.

70. Any device mounted on the steering wheel must not protrude by more than 20mm from the plane forward of the steering wheel (see App.10 Drawing X) and must not have sharp edges.

71. It is recommended that the minimum diameter for a steering wheel is not less than 300mm across its widest section.

72. Steering wheels with flat handgrips are acceptable.

73. Flexible steering controls by cable or chain are prohibited.

74. All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts or burred bolts).

75. The fitting of a steering lock is not permitted when the Kart is being driven.

76. The steering column must have a minimum diameter of 18mm and a minimum wall thickness of 1.8mm. It must be a hollow tube and be constructed from magnetic Steel.

77. All Karts must have the steering column mounted in such a way that even if the bottom retaining fastening is removed it cannot pull free from its lower bearing.

Stub Axles

78. The use of chromium-plated stub axle assemblies is not permitted for any 250cc Gearbox Classes.

Seating

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
79. It is recommended that the seat be made of a fire-retardant material.
80. The seat must be rigidly located on the Chassis Frame and designed to securely locate the Driver without movement relative to the Chassis Frame when cornering or braking.
81. It is mandatory that all seats comprise metal or nylon reinforcement at all the anchorage points between the seat supports any additional seat stays and the seat.
82. Reinforcements must have a minimum thickness of 1.5mm and a minimum surface area of 130mm² or a minimum diameter of 40mm.
83. All supports must be bolted or welded at each end.

Pedals
84. The pedals must never protrude forward of the Chassis Frame or bumper.
85. The accelerator must be operated by a pedal equipped with a return spring.
86. Any device linking the accelerator and brake pedals such that either of them may be prevented from being independently depressed partially or fully is prohibited.
87. For Karts in Race Venue Event specification the brake pedal and all the parts operating the master cylinders must be made of steel and must be strong enough to withstand the forces applied.

Exhausts
88. The exhaust system must exit behind the Driver and must not exceed a height of 450mm.
89. The terminal part of the silencer must not cross the quadrilateral formed by the outside of the wheels and the front and rear bumpers and must not present a hazard.
90. The Kart must have protection to prevent any contact between the exhaust system and the Driver when seated in the normal driving position.
91. Unless specifically authorised in Class Regulations exhaust lengths may not be varied whilst the Kart is in motion. Any such system must be failsafe in operation not present a hazard and incorporate a measurable reduction in sound level.
92. Intake and exhaust silencing is mandatory.
93. Engines must be prepared and equipped to meet or better noise level requirements.
94. Event Organisers and venue operators may impose more strict levels according to their own environmental requirements. Such additional restrictions must be published in the Official Documents and be approved by the ASN.
95. The requirements for noise control Officials (Environmental Scrutineers) are detailed in G.7.8.

Noise Testing
96. Effective exhaust and induction muffling is mandatory on all Karts so that noise level regulations are complied with.
97. The responsibility rests with the Competitor to comply with the noise regulations.
98. Scrutineers will check all intake and exhaust silencers for professional construction and secure fixing.
99. Any Competitor losing a silencer during a race will be immediately shown a black Signal.
100. Intake silencers sealed to the carburettor intake so that all air entering the carburettor passes through the intake silencer are mandatory for all Classes.
101. Details of specific silencing requirements and of approved silencers are given in App.11 to this Chapter.
102. In all classes all air entering the intake silencer must do so without the addition or proximity of any device that may direct an increased flow of air from the forward movement of the Kart towards the inlet.
103. The use of acoustic measures such as inserts between head and cylinder fins to reduce noise in air cooled classes is permitted unless prohibited by Class Regulations.
104. Noise testing must be carried out at all Kart Race Events using equipment equal to or better than the minimum requirements of G.7.8 which should be calibrated before use.
105. Tests will be conducted using a microphone suspended over the Track above the normal driving line and connected by cable to the Noise level meter.
106. The microphone should be positioned on a straight section of the Track at a point where Karts are at maximum power.
107. The measurement position should be selected so that the effects of ambient and reflected noise is minimised. This position will be shown on the Track Licence.
108. Maximum noise levels will be 108 dBA with a microphone set at a height of 1.8m ±0.1m or 105 dBA with a microphone set at a height of 3.6m ±0.1m above the track.

Fuel
109. Fuel must be Pump Fuel as defined in Chapter 8 part (a) plus lubricant where applicable. CIK-FIA compliant Fuel as defined in Chapter 8 part (b) may be used if specified in Championship Regulations.
110. The petrol / lubricant mixture as well as petrol only must comply with the ASN defined specifications in Chapter 8.
111. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited.
112. All systems of injection and/or spraying of products other than fuel are forbidden unless specifically permitted in Class Regulations.
113. Electrically powered Karts are permitted subject to ASN approval.
114. Alternative fuels may be permitted subject to ASN prior approval.
115. The fuel tank must be fixed in such a way that neither it nor the fuel pipes which must be flexible present any danger of leakage during the Competition.
116. The use of fuel catalyst devices fitted to fuel lines is prohibited.
117. If plastic is used for the tank it must be of a type suitable for carrying fuel.
118. The tank must supply the fuel pump with petrol under normal air pressure only.
119. Unless otherwise specified the petrol tank must be mounted within the area of the Chassis Frame.
120. Where appropriate the Class Regulations will specify tank capacity.
121. For all Classes to enable a fuel test to be conducted three litres of fuel should be present and a minimum of one litre of fuel must be present at the end of each Race. The penalty for failure to have the minimum quantity present is disqualification from the results in that Race.
122. Fuel samples will be tested in accordance with the procedure in D.34.
123. If control fuel is specified for use in an Event or Championship this must be specified in the Official Documents.
124. Any Competitor found to be using fuel or lubricants in contravention of Regulations may in addition to any other penalty be referred to the ASN for further action (C4.3.2).
125. Competitors must declare the percentage of lubricant used and further must provide when requested a minimum of 0.5 litre of that lubricant.

Bodywork and Bumpers
126. The following regulations apply unless specifically varied in Class Regulations.

Short Circuit Karts
127. All Short Circuit Karts must be fitted with bumpers and bodywork providing front rear and side protection.
128. All bodywork fitted to Short Circuit Karts (with the exception of Bambinos and pre-2023 900mm Cadet chassis) must be CIK-FIA Homologated with the sole exception of the rear protection. CIK-FIA Homologated bodywork that expired in 2008 or later may continue to be used.
129. CIK-FIA Homologated bodywork consists of a Front Fairing Front Panel (Nassau Panel) Rear Wheel Protection and Side Pods as well as their homologated bumpers/bars and fixings. All parts must at all times conform to the relevant homologation fiche in every way.
130. The combination of homologated bodywork elements of different makes or models is authorised save and except that the two side bodywork elements must be used together as a set. Components from the same element cannot be mixed i.e. side bars from one homologation cannot be used with side pods from another homologation.
131. Alternative CIK-FIA Homologated bumpers only as detailed on the ASN published list may be used in lieu of those homologated with the side pod or front fairing.
132. No element of bodywork may be used as a fuel tank or for the attachment of ballast.
133. No alteration of bodywork elements is allowed.
134. On non-gearbox Karts (except Bambino) the CIK-FIA Homologated detachable front fairing mounting kit (CIK-FIA drawing 2.2 / 3.2) must be used unless otherwise specified in Class or Championship Regulations.

Front Bumper (App.10 Drawing x)
135. The front bumper must:
   a. Consist of two magnetic Steel elements lower and upper.
   b. Be independent from the attachment of the pedals.
   c. Be attached to the Chassis Frame by four points.
   d. Have a minimum front overhang of 350mm.
136. The lower bar must:
   a. Have a height of 90mm ± 20mm.
   b. Have two attachment tubes of at least 50mm long parallel (in both horizontal and vertical planes) to the axis of the Chassis Frame. They must be 450mm ± 5mm apart and centered in relation to the longitudinal axis of the Kart. These attachments must be welded to the Chassis Frame.
   c. Have a minimum diameter of 20mm (the two corners must have one constant radius of curvature).
   d. Have a straight length of 305mm ± 10mm in relation to the longitudinal axis of the Kart.
137. The upper bar must:
   a. Have a height of 225mm ± 25mm from the ground.
   b. Have attachments 550mm ± 5mm apart and centered in relation to the longitudinal axis of the Kart. These attachments must be welded to the Chassis Frame.
c. Have a minimum diameter of 16mm (the two corners must have one constant radius of curvature).

d. Have a straight length of 385mm ± 5mm in relation to the longitudinal axis of the Kart.

Front Fairing (App.10 Drawing 17.5)

138. The front fairing must:
   a. Under no circumstances be located above the plane through the top of the front wheels.
   b. Not comprise any sharp edges.
   c. Have a maximum gap between the front wheels and the back of the fairing of 180mm (with the wheels in the straight-ahead position). 150mm maximum for gearbox Karts unless varied in Class Regulations.
   d. Have a front overhang of 680mm maximum. 650mm maximum for gearbox Karts unless varied in Class Regulations.

139. Where the CIK-FIA Homologated detachable front fairing mounting kit (17.1.6) is mandatory it must at all times be fitted and maintained in the correct position in accordance with App.10 Drawing 17.5. It is not permitted to reposition nor attempt to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag and before release from Parc Fermé.

Front (Nassau) Panel (App.10 Drawing 6)

140. The front panel must:
   a. Not be located above the horizontal plane through the top of the steering wheel.
   b. Allow a gap of at least 50mm between it and the steering wheel.
   c. Not protrude beyond the front fairing.
   d. Have its lower part solidly attached to the front part of the Chassis Frame.
   e. Have its top part solidly attached to the steering column support with one or several independent bar(s).

Rear Bumper

141. There is no mandatory requirement for a CIK-FIA Homologated rear wheel protection for National Events.

142. For all Classes except 210 National and Superkart 250 Mono a CIK-FIA Homologated rear wheel protection in accordance with the CIK-FIA regulations may be used in lieu of a rear bumper.

143. For all gearbox Classes where a CIK-FIA Homologated rear wheel protection is not used a rear bumper to gearbox rear bumper regulations (17.13) must be used.

144. The rear bumper must:
   a. Be constructed from magnetic Steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm.
   b. Consist of a minimum of a single horizontal tube with outer extensions forming a closed loop with two link tubes to the Chassis Frame anchorage points (as per App.10 Drawing 5 Diagram 1) at least 450mm apart at any point. The radius of the outer extension is free but it should not be less than 2.5 times the tube outside diameter.

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
c. Have its tube and uppermost extension element between 160mm and 200mm above the ground in dry configuration.

d. Have its upper tube and extension loops made from a single piece of tubing.

e. In side-view have a rearward rake of between 20 and 45 degrees to the vertical (see App.10 Drawing Diagram 3).

f. Have an overall width not exceeding the rear width of the Kart at any time (measured to the outside of the rear wheels or tyres whichever is the greater).

g. Cover at least 50% of each rear wheel / tyre at all times.

h. Have any attachment fasteners made of high tensile Steel.

i. Have any studs with more than three threads protruding from the rear of the Kart covered with appropriate nuts caps or suitable protective cover.

Side Bumpers (App.10 Drawing 7)

145. The side bumpers must:

a. Be fixed to two welded tube attachments that must be 500mm ± 5mm apart. These two attachment tubes must be least 50mm long parallel (in both horizontal and vertical planes) to the axis of the Chassis Frame.

b. Have their upper bar at a minimum height of 160mm above the ground.

146. The side bumpers may be shortened and re-drilled in order to reduce the width of the Kart; no other modifications are permitted to the CIK-FIA Homologated side bumpers.

Side Pods (App.10 Drawing 6)

147. The side pods must:

a. Never be located either above the plane through the top of the front and rear tyres or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight-ahead position). In the case of a “Wet Race” App.7 point.6 side pods may not be located outside the plane passing through the outer edge of the rear wheels.

b. Not have the outermost point of the external face located inside the vertical plane through the two external edges of the wheels (with the front wheels in the straight-ahead position) by more than 40mm.

c. Have a ground clearance of 25mm minimum and 60mm maximum.

d. Have uniform and smooth surfaces that must not comprise holes or cuttings other than those necessary for their attachment.

e. Have a maximum gap between the front of the side pods and the front wheels of 150mm.

f. Have a maximum gap between the back of the side pods and the rear wheels of 60mm.

g. Not overlap the Chassis Frame as seen from underneath.

h. Be solidly attached to the side bumpers.

Gearbox Kart Bumpers

148. All gearbox Karts in the 125 Open Superkart 250 Mono and 210 National Classes unless specified in Class Regulations must be fitted with bumpers / bodywork providing front rear and side protection.

149. Rear bumper measurements will be taken as follows:

a. For the upper element the measurement will be taken to the top of tube.

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b. For the lower element it will be measured to the top of the tube and then the diameter of that tube subtracted the result being the official measurement of height.

c. Where a gap is specified the gap will be measured between the bottom of the upper element and the top of the lower element.

d. All measurements to be taken with the Kart in dry configuration.

**Gearbox Front Bumper**

150. **The front bumper must:**

a. Consist of at least two Steel elements. An upper bar mounted in parallel above a lower bar. Both bars with a minimum diameter of 18mm and a minimum wall thickness of 1.5mm and being connected with two vertical tubes and welded to the upper rail as a minimum and presenting a vertical flat face.

b. Allow the attachment of the front fairing whenever a mandatory requirement.

c. Be attached to the Chassis Frame by four points.

d. Have a front overhang of maximum 350mm.

e. Have the lower bar straight and with a width of 150mm minimum in relation to the longitudinal axis of the Kart.

f. Have the attachments of the lower bar parallel (in both horizontal and vertical planes) to the axis of the Chassis Frame; they must be 155mm minimum apart but are recommended to be a minimum of 220mm apart as mandated by CIK-FIA Superkart regulations and centred in relation to the longitudinal axis of the Kart at a height of 60mm ± 20mm from the ground.

g. Have the upper bar straight and with a width of 250mm minimum in relation to the longitudinal axis of the Kart.

h. Have the upper bar 170mm minimum and 220mm maximum above the ground.

i. Have the upper bar attachments 500mm ±50mm apart and centred in relation to the longitudinal axis of the Kart.

j. Have the attachments of the upper bar and the lower bar welded to the Chassis Frame.

k. At no time have its upper element exceeding the height of the foot pedals with the pedals in the relaxed position.

**Rear Bumper**

151. **The rear bumper must:**

a. Be constructed of magnetic Steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.5mm.

b. Consist of a minimum of two horizontal and parallel tubes with outer extensions forming a closed loop with a minimum radius of 2.5 times the tube outside diameter with two vertical link tubes to the Chassis Frame anchorage points (as per App.10 Drawing 5 Diagram 2).

c. Have a maximum vertical gap between any two horizontal elements not exceeding 95mm except that maximum dimension may be exceeded provided that there is at least one element – minimum outside diameter of 18mm and minimum wall thickness of 1.5mm – fitted approximately centrally and vertically as seen from the rear either permanently fixed or clamped between these horizontal elements.

d. Have its upper tube and uppermost extension element between 220mm and 280mm above the ground and
be a minimum of 1100mm in length and a maximum of the overall Kart width.

e. Have its upper tube and extension loops made of a single piece of tubing.

f. Have its lower tube fixed horizontally between the main uprights or the end of the Chassis Frame main tubes between 40mm and 90mm above the ground in dry configuration be straight and a minimum of 600mm in length. If the Kart is fitted with a rear diffuser with a minimum of four vertical strakes not more than 20mm from the bumper the minimum height of the lower element must be between 75mm and 165mm. Alternatively for Race Venue Events only the lower tube must be between 100mm and 140mm above the ground in dry configuration be straight and a minimum of 600mm in length.

g. Inside have a rearward rake of between 0 and 45 degrees to the vertical.

h. In the case where a vertical bumper is fitted have the extension loops strengthened by triangulated Steel braces to the Chassis Frame to reduce folding in onto the rear tyre.

i. Have an overall width not exceeding the rear width of the Kart at any time (measured outside the rear wheels or tyres whichever is the greater).

j. Cover at least 50% of each rear wheel / tyre at all times.

k. Have any attachment fasteners made of high tensile Steel.

l. Not be an alternative design/material or an adjustable width bumper except with specific written approval from the ASN.

m. Have any studs with more than three threads protruding from the rear of the Kart covered with appropriate nuts caps or suitable protective cover.

Side Bumpers

152. Side bumpers are mandatory in all configurations whenever CIK-FIA Homologated bodywork is not used.

153. Side bumpers must:

   a. Be made from magnetic Steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.5mm.

   b. Consist of two bars each side of the Kart both bars being connected with two tubes and welded together and presenting a vertical flat face and they must be attached to the Chassis Frame by a minimum of two points. These two attachments must be parallel to the ground and must be a minimum of 450mm apart. Note for CIK-FIA Division 1 and 2 Superkarts the two attachments must be perpendicular to the axis of the Chassis-Frame and must be a minimum of 520mm apart.

   c. Have a clearance between the bars and the tyres not exceeding 100mm (with front wheels in the straight-ahead position).

   d. Not extend beyond the plane through the outside of the front and rear tyres with the front wheels in the straight-ahead position (dry configuration).

   e. At all times cover a minimum of 66% of the rear tyres.

154. The lower bar must:

   a. Not exceed the height of the top of the rear axle.

   b. Have a minimum straight length of 500mm.

   c. Be 60mm ± 20mm from the ground.

155. The upper bar must:

   a. Be joined to the lower bar at each end and also include two additional uprights.
b. Have a minimum straight length of 400mm.

c. Be 200mm ± 20mm from the ground.

Gearbox Short Circuit Bodywork

156. Gearbox **Short Circuit** bodywork is defined as including mandatory bodywork to general **Short Circuit Kart** regulations unless varied in the **Class Regulations**.

157. Lateral bodywork and front fairings must never cut the plane through the top of the front and rear tyres.

158. Rear vertical wing ends are permitted if **Class Regulations** allow but any form of wing or winglets or fully enveloping body panels are not permitted.

Gearbox Race Venue Event Kart Trim

159. Gearbox **Race Venue Event Kart** trim is defined as any combination of wings (either full width or part width), side pods which are above the plane of the top of the front to rear tyres, or a full width front fairing to **17.23.2**.

160. Wings are not mandatory.

161. If a front fairing is mandatory it will be specified in **Class Regulations**.

162. No part of the bodywork, including wings and end plates, shall be adjustable from the driving seat in racing condition when the **Kart** is in motion.

Race Venue Event Kart Bodywork

163. **Bodywork bubble-shield and wing must:**

   a. Be soundly constructed of a non-metallic material.
   
   b. If plastic be splinter-proof.
   
   c. Be designed to provide maximum safety for the **Driver** and other **Drivers** both during normal racing and in any accident.
   
   d. Not present any sharp edges.

164. **No part of the bodywork including wings and end plates shall:**

   a. Be higher than 600mm from the ground except for structures solely designed as head-rests with no possible aerodynamic effect.
   
   b. Extend beyond the rear bumper.
   
   c. Be nearer to the ground than the floor tray.
   
   d. Extend laterally beyond the plane of the front and rear tyres (with the front wheels in the straight-ahead position and with the wheels in their outermost position), except in the case of a wet **Race** (see **Diagram 7**).
   
   e. Have a width of more than 1400mm.
   
   f. Have a gap of less than 25mm between any part of the bodywork and the tyres.

165. Should a complete bodywork and bubble-shield be used, the bubble-shield shall be connected to the bodywork by no more than four quick release clips and shall have no other fixing device.

166. Should the bubble-shield be a separate structure, its maximum width shall be 500mm and the maximum width of its fixing frame 250mm.

167. The bubble-shield must neither be located above the horizontal plane passing through the top of the steering wheel nor be less than 50mm from any part of the steering wheel.

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At the bottom the bubble-shield shall end symmetrically 150mm minimum from the pedals in the normal resting position and shall expose (not cover) the Driver's feet and the ankles.

In all cases, when the bubble-shield is removed, no part of the bodywork shall cover any part of the Driver seated in the normal position seen from the above.

The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20mm.

Front fairings must be such that it is possible for the front bumper to comply with the requirements.

They must not be wider than the front wheels when in a straight-ahead position and the top of the fairing must be above the horizontal plane passing through the top of the front tyres.

The floor tray shall be of flat construction and must have a curved beading edge.

From 230mm ahead of the rear shaft the floor tray may have an angle orienting it upwards (extractor). If the latter has one or two side fins, they must not protrude beyond the plane formed by the flat part of the floor tray.

Neither the floor tray nor any other part of the bodywork shall in any way resemble a skirt.

The floor tray shall not extend beyond either front or rear bumpers.

The width of the floor tray shall conform to and not exceed the dimensions of the bodywork including wings and end plates.

It is not allowed to cut lightening holes in the floor tray.

Number Plates

Number plates must have rounded corners (with diameters 15 to 25mm) and 220mm sides.

Stick-on panels used on an existing surface in lieu of a number plate need not have rounded corners and must be at least 170mm high by 170mm width with a minimum 10mm space on all sides of the numbers.

Number plates or stick-on panels as described above must be displayed in accordance with App.10 drawing 17.25. The numbers must be at least 150mm high and 20mm stroke width.

Numbers must be fitted to front rear and both sides and must be securely attached and numbers always legible.

For Race Venue Events number plates must be carried front rear and on the side facing the Timekeeper’s box.

a. The plates must be square with sides of minimum 250mm.

b. The numbers must be minimum 200mm high with a minimum stroke of 30mm.

c. The plates must be fixed so as not to bend or otherwise change their attitude in the airflow.

No Club may alter the requirements concerning the numbering of Karts.

The plates must be in opaque flexible plastic fixed in such a way that they are not deflected by the airflow. and the front and side plates may be made of fibre glass (polyester).

The plates must be solid or be attached to a solid backing and contain no holes other than those required for fixing.

The numbers must be of the ‘Classic’ type as shown below and represented with an Arial type font: 1–2–3–4–5–6–7–8–9–0.

Novice number plates will be black with either white or yellow numbers.

The ASN reserves the right to approve non-standard race numbers such as Grand Prix Winner – GP and 0 (zero) and also race numbers 1-10 (one to ten). No other non-standard numbers or numbers 1-10 are permitted.

Those awarded their respective “number” (one to ten) or non-standard plate may use it for the following year.
should they continue to race in the same Class and in the same type of event (Short Circuit Gearbox one to ten may not use their numbers for Race Venue Events or vice-versa).

191. As soon as Championship results are declared final the previous seasons plates may no longer be used and the new Championship winners will be the only Drivers allowed to use such numbers.

Weight

192. Class Regulations will define minimum Class weights which are defined as the minimum weight for the kart plus driver and equipment (race condition) at any time.

193. Subject to 15 clubs may run Classes to heavier weight limits (if ASN approval is given by the issue of a Kart Technical Exception (KTE)) but may not reduce the weight limits.

194. If it is necessary to use ballast in order to achieve a minimum weight no installation of ballast be it a single unit or combination of units may exceed 5kg each and each such installation must be attached by at least two mechanical fixings.

195. More than one installation of ballast may be used provided that each is attached in accordance with Article 162 above.

196. No solid object (excluding jewellery / dog tags) may be carried on the Driver’s person.

197. Plugs and plug spanner may be carried on the Kart in a suitable receptacle secured to the Kart in a manner acceptable to the Scrutineer.

198. After a Kart and Driver have competed in any session it is not permissible to alter the weight of the Kart or Driver in any way before being weighed.

199. For Classes that include a minimum Driver weight only mandatory items of Personal Protective Equipment (PPE) as required by App.7 are to be included when the Driver is weighed.

Rear Lights on Race Venue Event Gearbox Karts

200. A rear-facing high intensity lamp must be fitted.

201. It will be permanently illuminated when wet tyres are fitted to the Kart or a Race is designated as a Wet Race or when instructed to do so by the Clerk of the Course.

202. Only lamps having a high intensity polarised light source and homologated with the ASN / FIA will be permitted.

203. The lens must have a minimum surface area of 280mm² and the illumination must be visible from a point 45° either side of the centre-line.

204. The lamp unit must be mounted securely and centrally on the Kart forward of the rear bumper and the whole illuminated area of the light is to be positioned in the area shown in Drawing 17.30 in wet or dry configuration.

205. The light must be able to be switched on by the Driver when seated in the normal driving position by means of a switch.

206. Karts with lights not switched on when a race is declared wet will not be let out onto the circuit from the Assembly Area or Pit Lane.

Engines and Transmissions

207. The Scrutineer must be satisfied that the engine transmission exhaust system and all associated parts are installed in an appropriate manner and will perform safely and present no undue hazard to the Driver or other Competitors.

208. Where hand-throttle systems are fitted to assist push starts these should be maintained in a clean and fail-safe
condition.

**Engine**

209. The engine / motor must be the sole propelling unit of a Kart in running order.
210. Unless the Official Documents state otherwise only engines readily available through normal commercial channels may be used.
211. Forced induction in any form is not permitted.
212. Power valves are allowed subject to Class Regulations.
213. All electronic/microchip methods of operation are forbidden.
214. Unless Class Regulations permit any form of manually operated or variable ignition (advancing or retarding systems) is forbidden.
215. Unless Class Regulations permit the use of programmable electronic engine management systems which can be varied whilst the Kart is in motion is also forbidden.
216. Engines must be fitted with effective radio interference suppressors.
217. Only sealed leak proof batteries are permitted.
218. Proprietary lead acid batteries sealed for life properly mounted and protected are acceptable.
219. Engine starter batteries and separate auxiliary data logger batteries where permitted must be fitted to a main Chassis Frame tube or within the confines of the main Chassis Frame and shall be placed on the Chassis Frame in an area located to the side of the seat opposite the engine and behind the central strut or alternatively mounted on or behind the seat. If Lithium batteries are used they must carry the appropriate “EC” and markings.
220. Karts fitted with a self-starting system must also be fitted with an operational on/off ignition switch clearly marked with the relevant positions.
221. The Driver of a self-start kart must be in the seat when the engine is started if the Kart is placed on the ground or when it is running on the dummy grid. It is recommended that the brake is applied during the starting procedure.
222. Terminals and electrical connectors must be covered with insulating material.
223. No part of the cooling system is permitted to be located directly in front of the Driver’s seat and may not pass over any part of the Driver’s body.
224. All pressurised pipes must be reinforced and a catch tank is recommended on cooling systems with vented caps.
225. A retaining device is recommended on pressure caps.
226. The use of inhibiting agents including anti-freeze is permitted.

**Transmission**

227. The transmission is the method of transferring drive from the crankshaft drive sprocket to the back axle sprocket.
228. For some Classes this drive may have a variable ratio gearbox interposed between engine and back axle sprocket.
229. Direct drive Classes must not be fitted with a variable ratio transmission. However they may be fitted with a clutch if permitted in Class Regulations.
230. Clutches are recommended for all Bambino Cadet Inter and Junior Categories and are mandatory for all new Cadet and Junior ASN homologated engines.
231. Karts competing in the Gearbox Classes must be equipped with a variable ratio transmission providing a
minimum of two speeds and must be fitted with a clutch.

232. All **Classes** must use axles of magnetic **Steel** material with a maximum external diameter of 50mm.

233. The axle wall thickness at all points (except in keyway housings) must comply as minimum to the dimensions shown in the table below. Exceptionally axles for use in 210 and Superkart 250 Mono **Classes** with a diameter greater than 40mm must have a minimum wall thickness of 2.9mm. Please also refer to **Class Regulations** for any variations.

<table>
<thead>
<tr>
<th>Maximum external diameter (mm)</th>
<th>Minimum thickness (mm)</th>
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<tr>
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<td>1.9</td>
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<tr>
<td>49</td>
<td>2.0</td>
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<td>2.9</td>
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<td>5.2</td>
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<tr>
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<td>Solid Axle</td>
</tr>
</tbody>
</table>

234. The drive must always be to the rear wheels only.

235. Any method may be used provided no differential is incorporated.

236. All methods of chain oiling and greasing whilst the **Kart** is in motion are forbidden unless specifically permitted in the **Official Documents**.

237. Sprocket protectors are permitted in all **Classes** but must not be metallic.

238. Effective protection must be provided over the top and both sides of the exposed transmission chain (or belt) and sprockets and extend to at least the lower plane of the rear axle.

239. Access for the starter is permitted.

240. Clutches on non-gearbox **Karts** must be covered preferably by metal guards.
241. Non-gearbox Karts must use a 219 pitch chain only.

242. For Race Venue Events all rear axles must be fitted with a circlip – or a similarly effective hub retaining device – on each end of the axle.

**Cameras**

243. Where used cameras must be attached securely to the Kart and be approved by the Chief Scrutineer and Event Organiser. The weight of the camera (excluding any additional casing mounting and associated fixing) must not exceed 100g.

244. Where fitted the camera must remain operational at all times the Kart is on Track in any official session at the Event. The images captured by the camera must not be deleted before 30 minutes following the conclusion of the last race at the Event and must be surrendered to an Official of the Event on demand.
CHAPTER 18 KART RACING

APPENDIX 9
Kart Race Technical Drawings with Dimensions

Drawing 1

LEGAL
View from rear

ILLEGAL

LEGAL
View from side

Drawing 2

Only suits bearing one of the below labels are acceptable as CIK homologated

CIK/FIA 2003 001
N 2001-1
ABCDEFHIJKLMNOP
Level X
Year of homologation
Homologation number
Efficiency level
Name of the manufacturer and manufacturing date

Drawing 3

Diagram 1

Diagram 2

Diagram 3

2025 National Competition Rules Chapter 18 Appendix 9 Kart Race Technical Drawings with Dimensions
<table>
<thead>
<tr>
<th>Code Letter</th>
<th>Short Circuit</th>
<th>Cadet 900</th>
<th>Cadet/Inter (950)</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>A (Driver onboard)</td>
<td>25mm</td>
<td>25mm</td>
<td>25mm</td>
<td>Minimum</td>
</tr>
<tr>
<td></td>
<td>60mm</td>
<td>60mm</td>
<td>60mm</td>
<td>Maximum</td>
</tr>
<tr>
<td>B</td>
<td>180mm (150mm gearbox)</td>
<td>150mm</td>
<td>130mm(f)/160mm(r)</td>
<td>Maximum</td>
</tr>
<tr>
<td>C</td>
<td>60mm</td>
<td>60mm</td>
<td>60mm</td>
<td>Maximum</td>
</tr>
<tr>
<td>D</td>
<td>50mm</td>
<td>50mm</td>
<td>50mm</td>
<td>Minimum</td>
</tr>
<tr>
<td>E</td>
<td>250mm</td>
<td>250mm</td>
<td>200mm</td>
<td>Minimum</td>
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<tr>
<td></td>
<td>300mm</td>
<td>300mm</td>
<td>300mm</td>
<td>Maximum</td>
</tr>
<tr>
<td>F</td>
<td>680mm (650mm gearbox)</td>
<td>530mm</td>
<td>630mm</td>
<td>Maximum</td>
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<tr>
<td>G</td>
<td>1000mm</td>
<td>700mm</td>
<td>As homologated</td>
<td>Minimum</td>
</tr>
<tr>
<td></td>
<td>External width of front track</td>
<td>1000mm</td>
<td>As homologated</td>
<td>Maximum</td>
</tr>
<tr>
<td>H</td>
<td>40mm</td>
<td>40mm</td>
<td>30mm</td>
<td>Maximum</td>
</tr>
</tbody>
</table>
Lower end of bubbleshield showing minimum 15cm gap between shield and pedals. Also indicating the maximum 4 fixing points if shield attached to bodywork.

Drawing 6

The plan showing the limits beyond which neither bodywork, wings or end plates may protrude. (Kart in dry tyre condition.)

Drawing 7

Floor tray. Showing legal and illegal. Illegal is defined as creating a skirt effect.

Drawing 9

Bubbleshield showing overall width dimensions and the maximum width of supports

Drawing 8

Bubbleshield profile showing horizontal line it must not cross and the minimum 5cm gap between the shield and steering wheel.

Drawing 10

Steering wheel projection

Drawing 11
**Lower Tube Ø 20mm with one constant radius.**

**Upper tube Ø 16mm with one constant radius.**

* ± 5mm, tube axes

Dimensions Dimensions in mm
**Drawing 16**

Correct Position

Unacceptable position – if any part of the front bumper tubes is in an area marked ‘A’
Chapter 19 Autotest and AutoSOLO

App.1 Organisers’ Regulations
App.2 Clerk of the Course duties
App.3 Technical Regulations applying to all Events
App.4 Autotests – specific regulations
App.5 Production Car Autotests – specific regulations
App.6 Autosolo – specific regulations
App.7 Competitor’s Regulations including Licensing and minors– all Events
App.8 Summary of Key Requirements
App.9 Drawings 15 and 23
App.10 Penalty Table
Chapter 19 AUTOTEST

Specific Regulations for Autotest and AutoSOLO (including Evening Autotests and AutoSOLOs)

1. This Chapter must be read in conjunction as applicable with the following Chapters and which form the Autotest 'Yearbook':
   1: General Governance
   2: Judicial
   3: Organisers
   4: Championships
   5: Officials
   6: Competitor Licencing
   7: Competitors Vehicles and Vehicle Safety Equipment
   8: Permitted Tyres and Fuel Testing

2. The format of this Chapter is identical to all Chapters. Each Chapter is supported by numbered Appendices with all elements variously separated and or grouped to provide a logical flow to the texts.

3. In the published texts there will be hyperlinks in blue font to other Chapters but not initially to Appendices (pending upgraded ASN IT).

4. All Chapters and all Appendices (to all Chapters) are numbered commencing at 1. Where applicable a numbered paragraph may be / is further divided by either alphabet sub-paras (i.e: a, b etc) or sub-numbered (i.e: i, ii, etc).

This Chapter comprises:

5. The following Autotest-specific Appendices apply:
   - App. 1 Organisers’ Regulations
   - App. 2 Clerk of the Course duties
   - App. 3 Technical Regulations applying to all Events
   - App. 4 Autotests – specific regulations
   - App. 5 Production Car Autotests – specific regulations
   - App. 6 Autosolo – specific regulations
   - App. 7 Competitor’s Regulations including Licensing and minors – all Events
   - App. 8 Summary of Key Requirements
   - App. 9 Drawings 15 and 23
   - App.10 Penalty Table

Provisions applying to all Events

6. In all cases the reference to a Chapter of the NCR or to an Appendix in this or any applicable Chapter is a reference to the current published Chapter and / or Appendix at the date of the Event.

7. All Events shall be Organised in conformity with this Chapter including App. 1 and the relevant provisions and the applicable responsibilities within NCR Chapters 1 - 6.
8. The Clerk of the Course specific duties at App. 2 are in addition to the relevant provisions and the applicable responsibilities within NCR Chapters 1 – 3 and 5.

9. Competitors must comply with App. 3 and 7 of this Chapter and the sub-discipline specific Appendix (4, 5 or 6) as well as all applicable elements of NCR Chapters 1, 2 and 6.

10. The Technical Regulations at App. 3 apply as current at the date of the Event.

11. A summary of key requirements appears at App.8.
CHAPTER 19 AUTOTEST AND AUTOSOLO

Appendix 1

Organisers Regulations

1. Permits for the organisation of Autotests, Production Car Autotests and AutoSOLOs are issued at the sole discretion of the ASN.

2. A Club can only organise an Autotest or AutoSOLO Event up to and including Clubman status unless and until all necessary upgrading criteria for a higher status have been complied with. Permits for Production Car Autotests will only be issued at Clubman status.

3. For an Autotest or AutoSOLO to be considered for upgrading to Interclub status it must first be observed in the same format as a Clubman Event and have a minimum entry of 15 starters.

4. The Supplementary Regulations must in addition to any all other relevant requirement of the NCR specify:
   a. Details of the tests (see examples at Diagrams 1 and 2) or when these details will be notified to Competitors.
   b. The number of runs per Driver and how these count towards the results.
   c. The method of identifying Vehicles.
   d. The method of timing and whether or not the timing apparatus is started by the Vehicle or by the starting Signal.
   e. The starting Signal.
   f. Whether carrying a Passenger will be allowed or not or will be compulsory.
   g. The marking of the Tests.
   h. The method of calculation of results with reference to App.10.
   i. Any specific provisions regarding discounting of worst scores in the calculation of results.
   j. The method of resolving any tied scores.
   k. If any car may be entered to compete for the same award more than twice but in any event in all cases must be driven by different Drivers.

5. Before the start of the Competition Event all Vehicles and Competitors including any permitted Passengers must be checked for eligibility to compete.

Test Layouts

6. The route must be made available to all Drivers before any test.

7. There must be no optional direction of travel except as specified in Art.23 below.

8. Clarification of where and how a change of direction or spin turn may be made without incurring a penalty must be available on request to all Competitors before the start of any test.

9. Practising for tests is not permitted.

10. The start and finish of all tests must be in a forward direction.

11. All Drivers should have the opportunity to walk the course before competing. If not the tests must be arranged such that the whole of the course is visible to the Driver from the start line.

12. Markers should be not less than 1m in height unless otherwise specified in the Official Documents.
13. ‘All forwards’ tests:
   a. Where there are no stop astride penalty lines (other than the Start and Stop lines) Competitors must not be allowed or required to travel more than 50m without changing direction by:
      i. Executing a turn of over 180° around a single marker; or
      ii. Changing direction through a three-marker line either in slalom fashion or by completing a turn of between 90° and 180°; or
      iii. Changing direction through a three-marker triangle whose base is at right angles to the original line of travel requiring Competitors to turn through 90° from the line of entry.
   b. Whichever of the above methods is used to change direction this will not preclude the inclusion of less severe slalom manoeuvre which produce turns of less than 90° being incorporated between the mandatory directional changes every 50m.
   c. All lines or pairs of adjacent markers forming part of any all-forward test must be a minimum of 3.5m and a maximum of 5m long or apart.
   d. See Appendix 9 Diagram 1 Example of a test showing all of the above elements in use.

Test Procedures
14. Drivers will be considered under Starter's orders when instructed by an Official to proceed to the Start line.
15. Drivers then failing to proceed may forfeit their run or may be penalised in accordance with Appendix 9 Penalty Table.
16. A start will only be valid if made under the Vehicle's own power.
17. Timing will start when the leading wheel of the front axle crosses the Start line.
18. When a Vehicle is required to stop astride a line the line must be between its front and back axles and all the area of the tyres in contact with the ground must be seen to have crossed the full width of the line.
19. Similarly if a car is required to cross a line with all four wheels all tyre contact area must be seen to be clear of the line.
20. Timing at completion of a test must be based on the leading wheel (on the front axle) crossing the Finish line.
21. Penalties will be applied for failure to cross the line with both front wheels or alternatively if timed to a flying finish for crossing the baulk line.
22. In the event of Competitors performing a test incorrectly their times must still be recorded together with the appropriate penalties.
23. In any diagram illustrating a test the dimensions should be approximate and for guidance only. Indications of the direction of travel of the competing Vehicles when crossing a line or passing between markers must be shown unless specified otherwise (ignoring ‘shunts’ to avoid markers).
24. A maximum penalty (see Appendix 9 Penalty Table) shall be applied if a Competitor fails to follow the prescribed test route by passing the wrong side of one or more markers crosses with both leading wheels a marked test line in the wrong direction out of the prescribed sequence or too many/few times without correcting the mistakes by returning to the point where they deviated from the test diagram before crossing the test finish line unless otherwise specified in the Official Documents. In changes of direction and spin turns either lock can be used (unless the test diagram specifically states otherwise). It is recommended for safety reasons that Drivers are on the ‘inside’ during spin turns.
25. Clerks of the Course wishing to define direction of travel between markers should include any necessary
26. In the event of a re-run caused by a timing failure the greater number of penalties incurred in either run will be added to the time taken in assessing the performance on that test.

27. Each test layout must be attempted at least twice or more if specified in the Official Documents with the exception of Events organised for cars of Periods A – D.

Marking

28. Judges of Fact must be appointed to each test to adjudicate on:
   a. False starts;
   b. Crossing/failing to cross marker lines;
   c. Touching markers and not following the correct route.

29. Competitors will be provided with a score card for the Organisers to record times and penalties at the completion of each test run.

30. Marks will be lost for time taken (if applicable) and for any infringements of the test instructions such as striking a marker or crossing a boundary line.

31. Each Competitor's worst score on any test layout may be discarded in arriving at the total penalties for the Event if specified in the Official Documents.

Results

32. Competitors will start with zero marks.

33. Performance will be assessed as in Appendix 9 Penalty Table unless otherwise specified in the Official Documents.

34. All Class awards must be calculated on the basis of penalty marks lost with the Competitor incurring the least penalty points being judged the winner.

35. To be classified as a finisher Competitors must complete not less than half of the tests and must hand in their score card to Officials within 15 minutes of all other Competitors completing the final test.

36. In the event of a tie the Competitor who was first to have the lesser penalty from the start will be adjudged the winner unless otherwise specified in the Official Documents.
CHAPTER 19 AUTOTESTS AND AUTOSOLO

APPENDIX 2

Clerk of the Course Duties and Responsibilities

1. The duties and responsibilities of the Clerk of the Course at Autotest, Production Car Autotest and AutoSOLO Events includes ensuring the following:
   a. The maximum size for any timed Test site is 200m by 200m. The 200m applies to the overall length and width of the area on which the Test is conducted and not the actual distance covered by a Vehicle performing the Test;
   b. At all timed Tests, all spectators and non-essential Marshals not protected by a solid barrier capable of stopping a car must be separated by rope or fencing at least 10m from the edge of the course and at least 20m from the Finish Line. Any space at the edge of the Course allowed for braking and changes of direction must not impinge on the above distances.

2. Every Test must have at least one person responsible for:
   a. The general running of the Test;
   b. Observing and recording penalties;
   c. Recording the times taken;
   d. Completing the score card with the addition of penalties;
   e. Returning displaced markers to their original position.

3. Judges of Fact must be appointed to each Test site to adjudicate on excessive sound.

4. Warning Notices as required by Chapter 3 App.3 must be displayed.

5. Fire extinguishers (minimum 5kg total capacity in units of not less than 2kg) must be available at each Test site.

6. The Organisers must provide a First Aid Kit.

7. A Medium Sized Spill Kit must be available at each test site.
CHAPTER 19 AUTOTEST AND AUTOSOLO

APPENDIX 3

Technical Regulations applying to all Events

General
1. **Classes** are free but the **Class** structure must be stated in the **Official Documents**.
2. Any entered **Vehicle** must be a Car for vehicle tax purposes and currently registered and taxed unless otherwise specified in the **Official Documents**.
3. Whilst on the **Public Highway Vehicles** must comply with all Statutory Regulations as to Construction and Use.
4. Hybrid, Electric and Battery-powered and Light Goods Vehicles may compete in appropriate **Classes** subject to the **Official Documents**.
5. Production cars whose original wheelbase is less than that specified in **Chapter 7 App.2 Art.76** are permitted.
6. Every **Production Car Autotest Vehicle** must have been in series production and on general catalogued sale and available from stock through normal retain dealer outlets in the UK. It is the **Competitor’s** responsibility to demonstrate this conformity.
7. A summary of Key Requirements is at **App. 8**.
8. **Competing Vehicles** must comply with the following:
   a. **Body** (including Aerodynamics):
      i. Body shape must conform to the original silhouette of the production **Vehicle** and retain the original layout of engine and transmission;
      ii. Bumpers can be removed and wheel arch extensions added;
      iii. An effective windscreen or Aero-type screen must be fitted;
      iv. Any areas of window opening or transparent material originally specified as part of the vehicle to provide **Driver** visibility must remain consistent with the original specified dimensions and position. No additional areas may be added. If a **Vehicle** is equipped with any such additional areas they must be rendered opaque before the vehicle is allowed to compete;
      v. **Vehicles** not complying with the above will be classified as **Specials**.
   b. **Engine** must comply with **Chapter 7 App. 2 Arts.31 – 34**.
   c. **Silencing** must comply with silencing levels in **Chapter 7 App.8**.
   d. **Safety**: all open **Vehicles** and **Specials** are recommended to fit safety roll-over bars to at least **Chapter 7 App.3**.
   e. The following parts of **Chapter 7** remain unmodified by this section: Chassis; Seating; Suspension; Brakes; Steering; Tyres; Cooling; Oil Systems; Fuel Systems; Electrical Systems; Weight/Ballast; Exhausts; Silencing.
   f. All **Vehicles** should carry a **Small Spill Kit** complying with **Chapter 7 App.2 Art.85**.
   g. **Tyres** from **Chapter 8 Lists 1B or 1C** are not permitted.
CHAPTER 19 AUTOTEST AND AUTOSOLO

APPENDIX 4

Autotests Specific Regulations

Passengers
1. Passengers are not allowed on Autotests on any Timed Tests.

Unlicensed Drivers and Minimum Ages
2. Entries may be accepted from Drivers who are aged 16 years and over who do not have a valid, full RTA Licence subject to the following:
   a. The Vehicle must by definition be a 'Touring Car' (see Chapter 1 App.1)
   b. Engine capacity must not exceed 1400cc
   c. Forced induction is not permitted.

Test Layouts
3. Vehicles must not be allowed to travel more than 100m (between maneuvers) without having to stop astride a penalty line and reverse or drive clear of the line or maneuver in a garage or box.
4. Competitors must either stop astride a penalty line or make a change of direction of at least 90° at a distance of not more than 25m before the finish line.
5. Any ‘garage’ used in an Autotest must have a minimum length of 6m and a minimum width of 3.5m.
6. When Competitors are required to perform a 180° turn in a box, the size of the box should be sufficient to contain a circle of 16m diameter.
7. All lines or pairs of adjacent markers forming part of any test must be a minimum of 3.5m long or apart.
CHAPTER 19 AUTOTESTS AND AUTOSOLOS

APPENDIX 5

Production Car Autotests

General
1. The Official Documents for an Event will state whether cabriolet / Sports Cars will compete with the hood erected or a hardtop fitted, or not.
2. Every Production Car Autotest (’PCA’) Vehicle must have been in series production and on general catalogued sale and available from stock through retail dealer outlets in the UK.

Passengers
3. A Passenger must be carried in all Timed Tests.
4. The Passenger must occupy the seat alongside the Driver and, except where competing in a Period Defined Vehicle (Non-Rally) (both historic and non-historic Vehicles) Categories A-F, wear a properly fastened and approved seat belt at all times during the test.
5. No other Passenger is allowed.
6. The Passenger in a Touring Car, or a cabriolet/Sports Car with the hood erected or a hardtop fitted, must be aged 12 years or over and be at least 135cm in height (subject to any medical or disability exemption)
7. The Passenger in a cabriolet/Sports Car without the hood erected or hardtop fitted must be aged 16 years or over and be at least 135cm in height (subject to any medical or disability exemption)

Unlicensed Drivers and Minimum Ages
8. Entries may be accepted from Drivers who are aged 14 years and over who do not have a valid, full RTA Licence, subject to:
   a. The Vehicle must by definition be a “Touring Car” (Chapter 1 App.1)
   b. The Vehicle engine capacity must not exceed 2000cc including forced induction
   c. A Passenger must be carried who holds a valid, full RTA licence and be experienced in Autotests or AutoSOLOs.

Test Layouts
9. All lines, and pairs of adjacent markers, forming part of any test must be a minimum of 3.5m long or apart.
10. Any ‘garage’ must have a minimum length of 6m and a minimum width of 3.5m.
11. When Competitors are required to perform a 180° turn in a box, the size of the box must be sufficient to contain a circle of 16m diameter.
12. Each test must be designed so that a Competitor is not expected to engage reverse gear more than four times (ignoring manoeuvres to correct mistakes).
13. ‘All forwards’ tests: Appendix 1 Art.13 applies.
CHAPTER 19 AUTOTESTS AND AUTOSOLOS

APPENDIX 6

AutoSOLO Specific Regulations

General

1. The Official Documents for an Event will state whether cabriolet/Sports Cars will compete with the hood erected or hardtop fitted or not.

Technical Regulations

2. Every AutoSOLO car must have been driven to the Event must be currently registered (no trade plates) taxed insured and where appropriate in possession of a valid MOT

Passengers

3. A Passenger may be carried on any Timed Tests.
4. The Official Documents for an Event will specify whether the Driver can elect to carry a Passenger or not. If carried the Passenger must occupy the seat alongside the Driver.
5. One Passenger may be carried in each competing car to assist in giving directions to the Driver. Once the Event has started the number of occupants of the car must not be varied.
6. The Driver and where carried the Passenger must wear a properly fastened and approved seat belt at all times during the test except where competing in a Period Defined Vehicle (Non-Rally) (both historic and non-historic) Categories A-F.
7. No other Passenger is allowed.
8. The Passenger in a Touring Car or a cabriolet/Sports Car with the hood erected or a hardtop fitted must be aged 12 years or over and be at least 135cm in height (subject to any medical or disability exemption).
9. The Passenger in a cabriolet/Sports Car without the hood erected or hardtop fitted must be aged 16 years or over and be at least 135cm in height (subject to any medical or disability exemption).

Unlicensed Drivers and Minimum Ages

10. Entries may be accepted from Drivers who are aged 14 years and over who do not have a valid full RTA Licence subject to:
   a. The Vehicle must by definition be a ‘Touring Car’
   b. The Vehicle engine capacity must not exceed 2000cc including forced induction
   c. A Passenger must be carried who holds a valid full RTA licence and be experienced in AutoSOLOs.

Test Layouts

11. Only sealed surfaces can be used for AutoSOLO tests which must be run in an all-forwards direction.
12. The course must consist of a series of gates slaloms and turns of at least 90° every 60m.
13. The maximum spacing of cones in a slalom along the line of the test is 20m.
14. Turns of over 90° must be on a minimum radius of 5m.
15. All lines or pairs of adjacent markers forming part of any test must be a minimum of 3.5m and a maximum of
5m long or apart.

16. A typical test is illustrated in Appendix 9 Drawing 2.
CHAPTER 19 AUTOTESTS AND AUTOSOLO

APPENDIX 7

Competitor Regulations including Licencing

Licences
1. Drivers and where applicable Passengers must produce a valid Club membership card and Competition Licence (see Chapter 6 App. 1).
2. Competitors must declare on their entry form if they hold a valid full RTA Licence.
3. Competitors holding a valid full RTA licence may use any Vehicle allowed by the Official Documents including Technical Regulations.
4. Passengers under 18 years old will not be considered as Competitors for the purpose of Club membership.

Instructions to Competitors
5. Before the start cars and Competitors (including any Passengers) must be checked for eligibility.
6. Any Competitor not reporting as instructed may be fined penalised disqualified or forfeit their starting position.
7. Except where competing in Period Defined Vehicles (Non-Rally) (both historic and non-historic) Categories A-F it is recommended that drivers wear as a minimum a lap belt on any timed test.
8. A Vehicle may not be Entered to compete for the same award more than twice unless otherwise specified in the Official Documents and in all circumstances it must be driven by different Drivers.
## Summary of Requirements

### A Summary of Key Requirements

<table>
<thead>
<tr>
<th>Maximum Test Area</th>
<th>Autotest with Reversing 200m x 200m</th>
<th>Autotest all Forwards 200m x 200m</th>
<th>Production Car Autotests 200m x 200m</th>
<th>&quot;Common Rules&quot; Test Area for Autotest 200m x 200m</th>
<th>AutoSOLO 200m x 200m</th>
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</thead>
<tbody>
<tr>
<td>Surface</td>
<td>Free</td>
<td>Free</td>
<td>Free</td>
<td>Free</td>
<td>Sealed</td>
</tr>
<tr>
<td>Cone height ‘should’ be</td>
<td>1m</td>
<td>1m</td>
<td>1m</td>
<td>1m</td>
<td>1m</td>
</tr>
<tr>
<td>Gate width</td>
<td>3.5m min</td>
<td>3.5m min - 5m max</td>
<td>3.5m min</td>
<td>3.5m - 5m</td>
<td>3.5m min - 5m max</td>
</tr>
<tr>
<td>Maximum distance before manoeuvres</td>
<td>100m</td>
<td>50m</td>
<td>50m</td>
<td>50m max</td>
<td>60m</td>
</tr>
<tr>
<td>Reverse gear engagements</td>
<td>Free</td>
<td>Should be none!</td>
<td>4 max</td>
<td>None</td>
<td>Should be none!</td>
</tr>
<tr>
<td>Turns over 90°</td>
<td>Free</td>
<td>Free</td>
<td>Free</td>
<td>Free</td>
<td>min 5m radius</td>
</tr>
<tr>
<td>180° turn in box</td>
<td>16m dia min</td>
<td>16m dia min</td>
<td>16m dia min</td>
<td>16m dia min min 5m radius [10m Ø]</td>
<td>N/A</td>
</tr>
<tr>
<td>Garage size (minimum)</td>
<td>6m x 3.5m</td>
<td>N/A</td>
<td>6m x 3.5m</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Slalom spacing (minimum)</td>
<td>20m max</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Technical

- **MOT**: No – if Official Documents state not needed
- **Tax**: No – if SR state not needed
- **Minimum age driver**: 16, 14
- **Maximum cc**: 1400*, 1400*
- **Passenger allowed**: No, No
- **Minimum age passenger**: None allowed, None allowed
- **Type of car – young driver**: Touring car, Touring car, Touring car
- **Battery powered and light commercial vehicles**: Subject to Official Documents, Subject to Official Documents, Subject to Official Documents
- **Must be driven to event**: No, No, Yes

*Unlimited when Driver holds a Full RTA Licence*

---

Note: Chapter 7 Technical Regulations applies in addition to App 3 of this Chapter.
### PENALTY TABLE

<table>
<thead>
<tr>
<th></th>
<th>AutoSO</th>
<th>Autotest</th>
<th>PCA</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Each minute late in reporting at the start or a restart</td>
<td>5</td>
<td>5*</td>
<td>5*</td>
</tr>
<tr>
<td>(b) Not attempting or being ready to attempt a test when instructed to do so</td>
<td>20*</td>
<td>20*</td>
<td>20*</td>
</tr>
<tr>
<td>(c) Not performing a test correctly, other than in (d) or (e) or not completing the test or making a false start</td>
<td>20*</td>
<td>20*</td>
<td>20*</td>
</tr>
<tr>
<td>(d) Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>(e) Failing to cross or stop at any line or specified position as required in a test (per mistake)</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>(f) Every second (and fraction) taken to complete test</td>
<td>1 and fraction</td>
<td>1 and fraction</td>
<td>1 and fraction</td>
</tr>
</tbody>
</table>

*Plus the lowest by any Competitor in the class making an attempt correctly on that run. The maximum penalty (including time) for any test cannot exceed penalty (b) or (c) above. All unless otherwise specified in the Official Documents*
Cross Country
Chapter 20 Cross Country

App.1 Organisers Regulations - all Events
App.2 Organisers Regulations - all Events using the Highway
App.3 Definitions of Event Sections
App.4 Organisers Regulations - Trials and Un-timed Events
App.5 Organisers Regulations - Timed Events
App.6 Competitors Regulations - all Events
App.7 Competitors Regulations - all Events using the Highway and Hill Rallies
App.8 Competitors Regulations – Trials and Un-timed Events
App.9 Competitors Regulations – All Timed Events
App.10 Technical Regulations
App.11 Charts and Diagrams
App.12 PR Guidance
App.13 Technical Regulations for Junior Trials Vehicles
CHAPTER 20 CROSS COUNTRY EVENTS

General Provisions

1. This Chapter must be read in conjunction with Chapters 1 – 7, 9, 11.

2. The following Appendices comprise this Chapter:
   - App.1 Organisers Regulations - all Events
   - App.2 Organisers Regulations - all Events using the Highway
   - App.3 Definitions of Event Sections
   - App.4 Organisers Regulations - Trials and Un-timed Events
   - App.5 Organisers Regulations - Timed Events
   - App.6 Competitors Regulations - all Events
   - App.7 Competitors Regulations - all Events using the Highway and Hill Rallies
   - App.8 Competitors Regulations – Trials and Un-timed Events
   - App.9 Competitors Regulations – All Timed Events
   - App.10 Technical Regulations
   - App.11 Charts and Diagrams
   - App.12 PR Guidance
   - App.13 Technical Regulations for Junior Trials Vehicles
CHAPTER 20 CROSS COUNTRY

APPENDIX 1

Organisers Regulations – All Events

1. These Regulations are supplemented by Apps 2 -5 inclusive as appropriate to the type of Event.

2. An ASN Organising Permit is required for any form of Cross Country Event and is issued at the sole discretion of the ASN.

3. The ASN Organising Permit number and the Competition Authorisation Office (CAO) authorisation numbers where applicable must be included in the Final Instructions.

4. A Recognised Club will only be allowed to run Events up to Interclub status unless the ASN has specifically approved an application for National or International status.

5. Every practicable precaution must be taken to avoid depositing mud or soil on the public highway when leaving private property.

6. Warning Notices as required by Chapter 3 App 3 must be displayed.

7. Organisers should be aware of the nearest hospital and the best route there in case of incident.

8. The Organisers of Events on a single site must have on site at a pre-identified locations a First Aid Kit in compliance with requirements for 11-20 employees as specified in BS 8859-1:2011 (and including an eye wash).

9. No person under 14 may act as a Marshal or Assistant Marshal unless under the direct supervision of a Marshal over 18 years old.

10. Competition Licences should be signed by the Clerk of the Course if the holders complete the Event without any adverse report. Signatures may be obtained by both Driver and Navigator.

11. The use of the public forest estates managed by Natural Resources Wales, Forestry and Land Scotland and Forestry England must have been approved by the ASN. Permission must be applied for by an annually specified date prior to the Forestry year (which runs 1 January - 31 December).

12. All Cross Country Events using public forest estates are restricted to the tyres defined as All Terrain in Appendix 10 to this Chapter.

13. The Clerk of the Course for either a Competitive Safari or a Hill Rally of National status or above must hold a valid ASN C of C Licence. For details of retention and upgrading see Chapter 5.

Official Recovery

14. Except Challenge Events and Team and Winch Recovery Events all recovery operations must be under the control of the Clerk of the Course.

15. All equipment to be used by the Official Recovery Teams must be inspected prior to the start of an Event and the Clerk of the Course must be satisfied that it is in good condition and adequate for the purpose intended.

16. All Official Recovery Teams should be sited by the Clerk of the Course and the method used in recovering stranded Competitors must be specified in the Official Documents.

17. It is recommended that all vehicles used for Official Recovery should have any front or rear windows whether glazed or not covered with a metal mesh expanded metal or gauze. This is particularly important where 'snatch' recovery is to be employed.
Fire Extinguishers

18. At each section Organisers should provide fire extinguishant of a minimum 9kg total capacity in units of not less than 6kg each suitable for extinguishing vehicle fires.

19. This extinguisher can be carried by a Section Marshal escorting Competitors around the various sections.

20. Where Sections are closely grouped one extinguisher located at a clearly visible central point is permitted.

Footpaths Bridleways and Restricted Byways

21. The Organisers of any Cross Country Events (competitive or recreational) crossing or using a Footpath Bridleway or Restricted Byway whether competitively or not must appoint a Liaison Officer to verify the status of any track or path along the route ensure compliance with Section 33 of The Road Traffic Act 1988 and:

a. Obtain permission from the Landowner and any occupiers and authorisation from the Highway Authority in accordance with Section 33 of The Road Traffic Act 1988 (unless the route is already a way of higher status). Any conditions laid down must be adhered to.

b. Notify the Police (clarifying the nature of the event).

c. Notify the National Parks (if appropriate).

d. Notify the Parish Council.

22. All locations must be adequately marshalled by Officials who are well briefed and properly identified.

23. One Official must be appointed for each section to ensure that the Event does not unduly inconvenience other users e.g. horse-riders walkers cyclists.

24. The Liaison Officer must have a good working knowledge of the Rights of Way affecting the Competition.

25. Alternative routes for other users of the Rights of Way must be signposted. Warning Notices as appropriate and the Safety Code should also be on display in all areas.

26. Instructions to Competitors in Official Documents for Events affecting Footpaths or Bridleways should include the following warning:

“This Event is routed along and / or across Rights of Way. Competitors must exercise caution and reduce their speed accordingly near other users. Be especially careful near horses. Slow down stop and switch off your engine if necessary.”

Judges

27. Judges may be appointed to adjudicate on any infringements of the Regulations including:

a. Touching markers.

b. Conforming with the course.

c. Remaining seated in accordance with the Regulations.

d. Stopping forward motion.

e. Noise.

f. Baulking.

g. Entitlement to a re-run.

Spill Kits

28. At each section Organisers must provide at least one Medium Spill Kit.
29. This Spill Kit can be carried by a Section Marshal escorting Competitors around the various sections.

30. Where sections are closely grouped one spill kit located at a clearly visible central point is permitted.

31. For all Hill Rallies, Competitive Safaris, Point to Point Challenge Events and Orienteering a Medium Spill Kit must be located at the start of the Course, each Special Stage or Section.
APPENDIX 2

Organisers Regulations – All Events using the Highway

1. These Regulations are supplemented by Apps 1 and 3-5 inclusive as appropriate to the type of Event and Appendix 12 in respect of necessary Public Relations.

2. The Official Documents must specify the time at which Competitors must report at the Start and whether public roads are used to link sections of the Competition.

3. Any Competition traversing a Highway in England Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations.

4. Application for authorisation of an Event must be made to the Competition Authorisation Office (CAO) at ASN or for Scotland to the Royal Scottish Automobile Club (RSAC). Details of the Authorisation Procedures are available from ASN and RSAC as appropriate.

5. Application for an ASN Permit must be made in accordance with Chapter 3 prior to the CAO Authorisation being granted. The Permit itself is only validated after Authorisation has been granted.

6. In the case of road courses route selection is subject to ASN approval. Applications must include a detailed itinerary giving the exact distances to be covered.

7. The Organisers of all Events using the Highway must undertake effective Public Relations work in accordance with App.12 to this Chapter.

8. Except Hill Rallies Competitors must not be required to travel more than 100 miles in a Highway or to perform any task or solve any problem that is likely to inconvenience or offend other road users or the public.

9. Except Hill Rallies Competitors must not be required to arrive at any point other than the Finish at or by a specific time.

10. Except Hill Rallies if an overall time limit is set for an Event it must be possible to win without exceeding an average speed of 10mph from Start to Finish.

11. The Organisers (except Hill Rallies) must familiarise themselves with the medical and ambulance facilities along the route.

12. In the case of a Treasure Hunt no merit must attach to being the first to arrive at the Finish or any other point.

13. Vehicles should be checked for Noise by qualified Driving Standards Observers before the Start and along the route and noisy cars stopped if necessary.

14. Any Holding Controls should be located to avoid public nuisance. Sensitive areas along the route should be drawn to Competitors’ attention. Marshals should be well briefed and readily identified.

15. Except for Hill Rallies the location of all ‘Give Way’ junctions on the route must be issues to Competitors with clear instructions as how to deal with them (i.e ‘must stop’ or ‘per Highway Code’).

16. Instructions on sensible use of the roads should be issued including the following:
   a. Closing of gates etc.
   b. Clearing of roads at Section ends.
c. Following the 'Country Code' failure of which can lead to disciplinary action.

Duties and Responsibilities of the Clerk of the Course

17. In addition to the duties detailed in Chapter 5 the Clerk of the Course should ensure:
   a. The Organisation and Regulations for the Event meet the requirements of the relevant Statutory Instruments.
   b. Reasonable precautions are taken in the selection of route time of day control of spectators etc to avoid inconvenience to the general public.
   c. Where the farming community may be affected details of the Event are sent to the County Secretary of the local National Farmers’ Union and any other relevant National bodies.
   d. The appointed CAO Route Liaison Officer for each of the Counties and National Parks through which the route passes is consulted about the draft route at least three months before the Event and before submission to the CAO particularly where special Public Relations work is required in sensitive areas. The Route Liaison Officer may:
      i. Ask to see all paperwork relating to the Event including PR sheets.
      ii. Request the CAO to suspend Authorisation or the ASN to suspend the Permit until satisfied with the route and the effectiveness of the PR work.
      iii. Require the Clerk of the Course to order re-routes to avoid areas of particular concern.
   e. Exercise discretionary judgement on where competitive sections may be run and their length and withhold agreement to the route if not satisfied with any aspect of the organisational standards or route planning.
   f. Private property whether on the Event route or a link section is not to be used without written permission from the landowner or authorised agent.
   g. Wherever possible the route should be checked for possible damage immediately before and after an Event.
   h. When the ASN medical and safety radio frequency (81.575Mhz FM and 81.5375Mhz FM) is to be used it must be operated in accordance with Ofcom and ASN licensing requirements available on request from the ASN.

Time Schedule

18. Competitors on a Public Highway must be controlled by a predetermined speed schedule unless they are allowed to complete the Event in their own time.

19. The Event time schedule must not lead Drivers to exceed any statutory speed limits or involve speeds which might be considered dangerous or unreasonable in the light of prevailing traffic conditions and the nature of the route.

20. No time or speed schedule should be imposed which requires or encourages Competitors using a road open to the public to achieve an average speed between any two points which exceeds the following limits:
   a. 30 mph for all roads other than motorways
   b. 60 mph for motorways
   c. 25 mph for vehicles subject to a speed limit (such as vans)
d. 20 mph for neutral sections (except on MA or B class roads).

21. There must be no bonus for exceeding the specified average. Competitors must be given in advance all the information necessary to enable them to calculate the speed which they are being asked to average.

22. For those portions of the route being navigated by map references the direction of approach to controls should be specified and penalties imposed for approaching from any other direction whenever the country being traversed makes this possible without destroying the need for competitive skill.

23. The use of gated roads should be avoided if possible.

24. If Competitors are to traverse a gated road then adequate arrangements must be made to ensure that all gateways are manned by Marshals to ensure that no Competitor is required to open a gate and that all gates are closed after the Competition.

25. Occupiers of land adjacent to the road must be advised in advance of the Competition.

26. The use of single-track roads should be avoided if possible during daylight but if used the speed set must be lowered as appropriate.

27. Those sections of an Event involving difficult navigation by map references or a detailed route card must be scheduled so that no Competitor is traversing minor roads during the morning or evening hours when normal farm traffic may be expected unless the required average speed is not more than 20mph.

28. No Competitor is allowed to drive more than 200 miles continuously without a break and there must be a rest period of at least one hour for each Driver at intervals of not more than 200 miles.

29. Any Event which runs for more than 14 hours must include a rest halt of at least two hours unless previously agreed with the ASN.

Controls

30. Controls must be sited at locations with adequate space for Officials’ and Competitors’ cars to stop without affecting non-Event traffic.

31. Controls must be sited at least 500m from occupied houses except where written approval has been obtained from the occupants.

32. All controls must be clearly identified at the roadside.

33. Controls at which Competitors are required to stop to record a time and which are on the Public Highway must not be less than two miles from any adjacent control.

34. Competitors must be provided with all necessary regulatory information at or before their starting time.

35. Competitors must be started on the road sections of an Event at intervals of one minute and leave the start in numerical order unless the Official Documents specify a longer time interval or a different order.

Official Documents

36. In addition to Chapter 3 the Official Documents must clearly state:
   a. The type of Event that is being organised and whether or not there will be standard sections, special stages, regularity sections, trials sections or other types of test.
   b. When details of the route or any section or stage will be issued and
   c. Any maps (and their scale) required and any modification of Appendix 9 Art.84. In any dispute concerning mileages these shall be calculated in accordance with 1:50000 OS maps (or equivalent local maps).
d. The type of timing to be used.

e. A reminder of which provisions of the Technical Regulations apply.

f. Whether or not Vehicles are required to be taxed and insured for use on the Highway.

g. Whether Competitors are required to carry Competition Numbers.

h. Whether servicing is permitted and if so then how the service vehicles will be identified.

i. If competing cars or Service Vehicles are required to carry any identification markings then the name of the Organising Club must be incorporated on the identification.

j. Any information which is required in order to comply with Competitors Regulations regarding the order and location of Controls in the Route Book or Card and verification of conformity.

37. All Official bulletins, Permits and Authorisations times and results unless issued within 2 hours of the last Vehicle finishing the Competition must be published on an Official Notice Board the location of which must be notified to Competitors.

38. Stewards (or Observers for the upgrading of an Event) should be supplied with a complete marked map of the route prior to the date of the Event and a set of all instructions and documents and Route Cards that are issued to Competitors and Officials as soon as they are available.

39. The Road Book Route Card or Time Card shall clearly:
   a. Indicate the description of each section (Standard Neutral Transport Regularity Trial etc).
   b. Specify the time allowed to traverse the route between each Time Control and all the information necessary to enable Competitors to comply with the applicable Event Regulations.
   c. Indicate what information the Organisers require to be recorded and the places at which these records will be made except in relation to Driving Standards Observers.
   d. Indicate which checks will be manned by Officials except checks established in except in relation to Driving Standards Observers.
   e. Specify which portions of the route shall be timed to less than one minute.
   f. Indicate any ‘out of bounds’ areas to be respected.
   g. Indicate the position of all Stop signs along the route any other junctions at which Competitors are required to stop and any areas where they are required to observe special restrictions (ie Quiet Zones etc).
   h. Specify the order in which Controls and Checks must be visited.

Noise Testing

40. Prior to the Start all Vehicles including those of Officials who are expected to follow a substantial part of the route must pass a Noise test conducted by an Environmental Scrutineer using a Noise meter as prescribed by the Technical Regulations.

41. This test will prohibit any vehicle with a reading over 100dB(A) from starting unless the Official Documents specify lower levels.

42. All measurements refer to the 0.5m test mandated by Chapter 7.

43. Organisers must make arrangements for a suitable site to be available for testing and ensure that adequate personnel are appointed.

44. A further Noise test for Competitors and Course Cars must be made on the road sections. These must be
manned by a Driving Standards Observer or experienced Judges or by Judges using a Noise meter. They have the authority to penalise Competitors on the spot and their findings must be recorded in the results of the Event whether or not any Competitor has been Disqualified.

45. The Noise test Official may also act as a Driving Standards Observer.

Eligibility Checks

46. At Events involving different Classes of Vehicle arrangements to undertake eligibility checks should be available prior to the Competition or on conclusion.

47. All Vehicles including Course Cars must comply with the relevant Technical and Safety Regulations.

48. Checks may be carried out both before and during an Event.

49. The Chief Scrutineer must be available throughout the Event to ensure that the Technical Regulations are complied with.

Timekeeping

50. An ASN-approved Rally Timekeeper should be appointed as a Chief Timekeeper for any Event where timing is to less than one minute.

51. The Chief Timekeeper appointed for the event is responsible for the issuing of timing equipment and ensuring that the Timekeepers who will be using the equipment are competent in its use.

52. The Chief Timekeeper must be able to deal with operational problems affecting timing equipment and be capable of dealing with queries arising from the Time Cards.

53. Any section of an Event which has timing to less than one minute must be timed by certified equipment digital clocks to ASN specification R or E/B recording clocks printing to seconds or automatic apparatus.

54. All official clocks or watches must be set to GMT / BST time.

55. Any official timepiece timing to the minute which is not within 15 seconds of GMT / BST or any official timepiece timing to the second which is not within five seconds of GMT / BST will be disregarded.

56. Times will be recorded to whole minutes unless the Official Documents state otherwise.

57. Any portions of an Event to be timed to seconds will be clearly indicated in the Road Book Route or Time Car.
CHAPTER 20 CROSS COUNTRY

APPENDIX 3

Definitions of Event Sections

1. The following definitions and restrictions are common in all categories of Cross Country Event.

Standard Sections

2. If timed to the second Standard Sections should not:
   a. Pass through any area with over 20 occupied dwellings within a 300m radius of the route unless with written agreement from all the householders and ASN permission.
   b. Start before 23.59 or finish more than one hour after sunrise.
   c. Include any point where Competitors are required to observe special restrictions on their driving behaviour except for observing signs warning of natural hazards (which may be erected by Organisers). 'Quiet Zones' or other restrictions are specifically forbidden.
   d. Join or cross any A-class road except where there is a manned control at which Competitors must stop.
   e. Start on or use an A-class road continuously for more than 200m.

3. When timed to less than one minute Competitors must not use any private property other than footpaths and bridleways for which approval has been granted.

4. Organisers must not:
   a. Offer any award for Competitors who equal or improve upon the time schedules for individual Sections nor have any awards for the fastest times or least penalties on any Sections
   b. Operate a Flying Finish time control
   c. Include any road with a 30 or 40mph limit without the express permission of the RLO
   d. Require Competitors to average in excess of 30mph.

Neutral Sections

5. Neutral Sections are used to take Competitors through PR-sensitive or densely populated areas and must comply with Art.4 above.

6. Neutral Sections be completed by Competitors without the use of auxiliary lighting except as legally required in fog or falling snow. Organisers must remind Competitors of this requirement in the Official Documents.

7. Neutral Sections should not:
   a. Be timed to less than one minute.
   b. Allow Competitors to make up time on the public road.
   c. Have any lateness penalty applied except maximum lateness.
   d. Have an average speed of more than 20mph except on MA or B class roads.

Regularity Sections

8. Competitors must be informed in advance of the locations of the Start and Finish of any Regularity Sections.

9. Each Section must contain at least one Intermediate Time Control the location of which must not be given to Competitors in advance.

10. Competitors must however be advised in writing before entering such a Section whether they are required...
to stop at Intermediate Time Controls which must be identified by a Control Board.

11. Adherence to the time schedule in a Regularity Section is assessed by comparing the time of arrival at any Intermediate Time Control (or the Finish Time Control) with the time of arrival at the preceding Time Control. Timing whether or not the Vehicle is required to stop is based on the moment a car enters the Time Control area.

12. Penalties which must be specified in the Official Documents are imposed for stopping within sight of but outside the area of any Intermediate Time Control (or the Finish Time Control).

Transport Sections

13. Transport Sections are used to move Competitors between other types of Section where the route is not PR sensitive or densely populated.

14. Transport Sections must also comply with Art. 4 and 6 above.

15. If using roads with 30mph or 40mph limits in force Organisers must impose a lower average speed commensurate with the proportion of restricted roads in the Section.

16. Transport Sections must not:
   a. Be timed to less than one minute.
   b. Be less than four miles in length.
   c. Have any lateness penalty applied other than for maximum lateness.

Road Sections

17. Road Sections comprise any Sections of a route on a Hill Rally (excluding control and service areas) whether on the Public Highway or not and which link Special Stages.

18. When on the Public Highway these Sections must comply with Art. 1 – 16 above (except Art. 2 and 3 and 4.a)

Trials Sections

19. A Trials Section is a Test laid out over undulating ground designed to bring Competitors to an involuntary stop.

20. The Course comprises a series of ‘gates’ defined by marker canes where Competitors’ performance is measured according to the number of gates ‘cleared’ without stopping leaving the Course or touching a Course marker.

Special Stages

21. Special Stages are timed Sections run on roads or land for which the Event has exclusive vehicle access or on public roads officially closed for motor sporting purposes.

22. If run partly or wholly on unsealed surfaces they should be organised so that no Competitor achieves an average speed in excess of 50mph.

23. Special Stages should be over a distance of not less than a half mile.

24. No stage exceeding 20 miles may be run without written permission from ASN.

25. Special Stages should not:
   a. Include any Checks or Controls or other requirements which might require or encourage Competitors to stop.
   b. Use any Sections of a Venue in opposite directions at the same time unless there is at least a 15m separation between the two routes with a continuous barrier. Cross-roads used twice must preserve this
separation. The barrier must consist of one or more of the following: tyres banded in threes straw bales earthbanks or similar immovable objects. Motorway cones or blocking tape are not suitable.
c. Use any currently or previously licensed Race Speed or Kart Circuit or any airfield (disused or otherwise) unless ASN has specifically approved the stage layouts and safety precautions.
d. Be routed closer than 75 metres to any parked aircraft unless there is a solid physical barrier at the edge of the course protecting the aircraft and a gap of 45 metres from the barrier to the aircraft.
CHAPTER 20 CROSS COUNTRY

APPENDIX 4

Organisers Regulations – Trials and Un-timed Events

Cross Country Vehicle Trials

1. These trials must be organised in accordance with App.1 and App.2 and App.3 and App.12 and App.13 as appropriate and the use of road sections should be avoided.

2. The Official Documents must clearly state if the highway is to be used (see App.2 Arts.1 – 16).

3. Where applicable Competitors should be split into equal groups which should start at different observed sections simultaneously.

4. The Start and Finish of observed sections must be marked by signs and the Starts should be reasonably flat and wide so that all Competitors can at least enter the Section.

5. The layout of sections should take account of the location of possible failure points and particularly for Tyro Trials safe exit routes.

6. The layout should facilitate marshalling by the minimum possible number of Officials.

7. Sections should be as wide as possible to allow a choice of route and as winding as possible to place a premium on driving skill (although the radius of all corners must be adequate for all vehicles entered).

8. Course markers should not be placed against trees.

9. The use of trees or natural hazards as course boundaries should be avoided.

10. If possible alternative routes should be planned in case of changes of weather condition.

11. It is recommended that Sections be laid out using a minimum of 10 pairs of marker stakes (see Appendix 11 Chart 1) of a minimum height of 1m and with colour coding to clearly identify each side of the route.

12. Metal rod markers should not be used.

13. Markers should be placed to avoid the likelihood of Competitors putting all wheels out between markers or where they are likely to be moved by bushes or branches.

14. Clearly visible sub-section numbers should have a minimum figure height of 50mm.

15. If sub-section numbers are not placed on both sides of the route they should be on the right-hand side with corresponding guide markers on the left.

16. Sub-section numbers should be closely grouped in areas of expected failure.

17. A minor proportion of the sections can be timed but any time penalties must be related using a published formula to points lost on a section.

18. Timed sections must be a maximum of 200m long and the maximum time allowed for the section shall be stated.

19. Approaches to and exits from sections must not present any unreasonable hazard or difficulty.

20. There should be sufficient Marshals at each observed section to ensure safety procedures are followed and adequate Judges in attendance (see App.1 Art.27).

21. Organisers may at any convenient time after the start of a Competition require any Competitor to increase or decrease their minimum permitted tyre pressure by a maximum of 5lbs/sq.in. This decision must be advised to Competitors in writing and sufficient time allowed for them to comply.
Junior Trials
22. Junior Trials must be organised in accordance with Arts.1 – 21 above and at all times during these Events Vehicles may only be driven under the instruction of an Official.
23. Where a Junior Trial is held concurrently with another Events at the same Venue the area for the Junior Trial must be adequately separated and clearly defined.
24. Special consideration must be given to the terrain chosen particularly regarding side slopes and drops and water should generally be avoided.
25. Where present the maximum depth of any water must be 0.2m.
26. There are three Classes of Junior Trial: Novice, Intermediate and Expert.
27. The maximum permitted gradients for each is as follows:

<table>
<thead>
<tr>
<th></th>
<th>Novice</th>
<th>Intermediate</th>
<th>Expert</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longitudinal gradient</td>
<td>50%</td>
<td>60%</td>
<td>N/A</td>
</tr>
<tr>
<td>Transverse gradient</td>
<td>25%</td>
<td>35%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

28. An ASN Observer may be appointed at Junior Trial Events.

Tyro Trials
29. These must be organised in accordance with Art.1 - Art.21 of this Chapter and the following:
   a. The terrain chosen should ensure that vehicles do not catch any bodywork on approach ramp breakover or departure angles and consideration should be given to the Vehicles entered when laying out sections.
   b. Any longitudinal gradient must be 50% maximum.
   c. Any transverse gradient must be 25% maximum.
   d. The depth of any water must be 0.3m maximum.
30. Vehicles must be capable of traversing sections without making contact with any trees bushes or other natural features.
31. No features may be included within sections which are likely to cause damage to the underside of competing Vehicles.
32. It is recommended that a non-competitive section is provided in the itinerary so that unlicensed and less experienced drivers are afforded the opportunity to familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course before the Competition starts.

Winch Recovery
33. The aim of these Events is to safely and precisely winch an object between two points via gates and different routes as defined in the written instructions. They must be organised in accordance with App.1 Arts.1 - 26 and the following:
   a. The Course can be laid out over any type of terrain but must be on private ground in an area prohibited to spectators. It must be taped or roped off to indicate the boundary to Competitors and spectators.
   b. Natural anchorages may be used at the discretion of the Clerk of the Course but must be protected from damage.
   c. All objects to be recovered must have a good quality chain attached to the satisfaction of the Clerk of
the Course. If the object is a Vehicle then all glass must be removed where appropriate. The steered wheels may be locked in any position and one or more wheels may be removed.

d. The Clerk of the Course may stop a team if their mode of recovery is considered likely to be dangerous to Officials, Competitors, spectators or the natural terrain.

e. Penalty points will be awarded if any gate or previously specified object is touched by either the object or team.

f. The Organisers will allocate Competition Numbers at random and Teams will start in numerical order.

Promotional Events

34. These are non-competitive Events designed to enable participants to experience driving their Vehicles off-road and to introduce them to organised off-roading. They must be run in accordance with Chapter 3 App.7 and the following:

a. They must consist primarily of a liaison route or routes wholly off the Public Highway which may also include optional simple and non-damaging trials type sections.

b. The liaison routes and any special sections should be clearly marked and adequately marshalled.

c. Clubs may not organise more than three Promotional Events per year.
CHAPTER 20

CROSS COUNTRY EVENTS

Appendix 5 – Organisers Regulations – Timed Events

Cross Country Vehicle Timed Trials
1. These Trials must be organised in accordance with Appendix 4 Arts 1 – 21 and the following:
   a. The instructions must state the maximum time and the target time allowed to complete each section.
   b. The target time must be set at no more than 22mph (10m/s) average.
   c. The maximum length of any Timed Trial section must not exceed 320m.
   d. Events must be timed using equipment as specified in Art.7 below.
   e. Each section must be clearly identified (in accordance with Chapter 3 Appendix 3) and must be a prohibited area for all persons except Officials and those Competitors attempting the section.
   f. The Chief Scrutineer at a Timed Trial must be appointed from the list of ASN Technical Officials.

Competitive Safaris
2. Competitive Safaris must be organised in accordance with Appendix 1 and the following:
   a. All Courses must be on private ground and should be laid out at one venue only.
   b. Timed Sections must run over roads or tracks from which all Vehicle and animal traffic has been excluded. These need not be marked on definitive maps.
   c. The route should be made as safe as possible and unmistakable for Competitors and spectators.
   d. Means of access both to the section and to the site should be closed by barriers and signs to prevent any non-competing Vehicle gaining access.
   e. Warning notices as detailed in Chapter 3 Appendix 3 should be displayed and areas of particular danger (eg escape routes) should be marked with signs as specified.
   f. It should be impossible for anyone on foot to get on to any Stage through normal access roads or tracks without:
      i. Being aware of it.
      ii. Having been seen by an Official.
      iii. Having seen a warning notice.
   g. The Course can involve trials type sections the surmounting of natural obstacles or hazards or points at which the Crew may be required to dismount to perform a set task.
   h. Wherever possible the Course should be not less than one mile long and where the terrain makes this impossible at least a quarter mile long.

Timing
3. The average speed must not exceed 30mph unless run in accordance with minimum safety requirements of a Hill Rally Special Stage when the average speed must not exceed 50mph. Competitive Safaris timed in excess of 30mph shall be referred to as Safari Plus.
4. No Competitor exceeding the specified average speed should gain any advantage nor be penalised.
5. Competitors must not be offered any award for equalising or improving upon the target time or achieving the
fastest times or least penalties for such sections.

6. The **Final Results** must include a statement of the **Course** length.

7. For **Clubmans Events** the following is strongly recommended. Interclub and higher **Events** must be timed by:
   a. Certified equipment.
   b. Digital clocks to **ASN** Specification R or E/B.
   c. Recording clocks printing to seconds or
   d. Automatic apparatus.

8. All times recorded must be to the previous whole second only.

9. Where timing is actuated by a light beam then **Vehicles** must be positioned at the Start with the part which will break the beam 1 to 2 metres behind the beam.

10. Where an **Event** is timed manually and the Start **Marshal** has instructed a **Competitor** that they are next to start the starting procedure shall be either of the following:
    a. The **Marshal** will give a loud verbal indication of 30 seconds to go 15 seconds 10 seconds and 5 seconds and then count down verbally each second 5-4-3-2-1-GO. Upon the **Signal** GO a visual starting **Signal** must be given which will normally be the raising of a flag from the bonnet (not the windscreen). Any other visual **Signal** to be used must be described in the **Event Official Documents**. False starts will be penalised in accordance with **Appendix 11 Charts 3.h or 4.h**.
    OR
    b. Before the illumination of the green light indicating that a **Competitor** may start a red light is illuminated warning that their countdown is imminent. The **Official Documents** must specify the countdown method. Timing will start from the green light whether or not the **Competitor** starts immediately on its illumination.

11. **Courses** and **Stages** where **Competitors** are required to start at intervals of less than one minute may dispense with the ’30 seconds to go’ advance warning. This procedure must be advised in the **Official Documents**.

**Course Organisation**

12. There must be adequate communication between **Start Finish** and intermediate points.

13. Adequate **Marshals** must be posted along the **Course** particularly at any potentially dangerous points at any observed section and where recovery operations may be required.

14. **Rescue Vehicles** must be positioned at predetermined locations to transport any injured **Crew** or Officials to the medical or first aid facilities.

15. Motorised reconnaissance of the **Course** is forbidden unless specifically allowed by the **Official Documents** and then only if run to the requirements of a **Promotional Event** and in a controlled convoy with lead and tail official **Course Vehicles**.

**Course Marking**

16. The **Course** should have a clearly marked route so that no navigation is required and all **Course** markings should comply with **Special Stage** requirements.

17. The correct route should be indicated to **Competitors** by arrows and signs and by physical blockage of all but the correct road.

18. These indications must wherever possible be consistent with the illustrations at **Appendix 11 Chart 1** and with the following:
    a. Arrowing should be reduced to a minimum and placed only at junctions.
b. Really acute bends or hazards where a drastic reduction in speed is required should be marked by a Caution Board. Caution Boards comprising red exclamation Marks on a white background 51cm x 38cm will be displayed on each side of the Stage between 40 to 50 metres before the hazard. At the hazard a pair of diamond shaped orange markers at least 150mm x 150mm will be placed each side of the Stage. These will be repeated in pairs on each hazard if there is more than one hazard to which the warning refers (see Appendix 11 Chart 1).

c. All signs should be placed approximately 1.2m from the ground. Wherever possible arrows and signs should be Dayglo red or orange and should be easily visible. To avoid confusion multiple signs on one post should be avoided.

d. Advance warning signs for junctions should be between 50m and 100m before the junction. Two arrows should be visible on the junction fixed to form a ‘gate’ through which the Competitor will pass. Arrows may be angled to show the severity of the junction indicated by one of four basic positions either vertical horizontal raised or lowered by 45°.

e. An example of the method used must be shown to Competitors before the Event.

f. Consistency with the distance of the advance warning signs from their respective junctions is important throughout the Event and an explanation should be included within the Drivers briefing.

g. A vertical arrow should confirm the correct route immediately after a junction where the Course is not laid out on clearly defined tracks unless the next junction is clearly visible. Where the Course is laid out using clearly defined tracks a confirmation arrow is not required.

h. A wrong direction should be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road should be visibly blocked by means of tree trunks.

19. The location of all danger spots on the route must be clearly marked in the Road Book or Stage Tulip Diagrams.

20. Special warning signs a minimum of 51cm x 38cm and fixed on a stake must be erected in a clearly visible position.

21. The sign must show two exclamation marks and be preceded at 50m and 100m by similar exclamation marks.

22. Both signs must be marshalled throughout the Event.

23. Other hazards should be indicated by single exclamation signs 50m and 100m before the hazard (an ASN list is available to Organisers on request).

24. If a section of road is used twice on Stages where the route divides or where two roads merge the junction itself should be clearly marked by a white board at least 76cm x 61cm illustrating the nature of the junction. Figures on this board should be at least 16cm high.

25. The junction should be preceded by similar signs at 100m and 200m showing Motorway-type count down diagonal bands.

26. Judges of Fact should be placed at the split junction to record penalties on Competitors overshooting and reversing back against the route of competitive traffic.

27. Where Competition routes merge on a lapping Course the angle between the two roads (prior to the common route) should be no more than 45° to each other and on joining should run separately but in parallel for at least 100m before merging.
28. Signs of a minimum size of 76cm x 51cm must be shown to Competitors as detailed in Appendix 11 Chart 2.

29. Arrows must have a bright preferably Dayglo finish facing the Competitor.

30. Where the Course changes direction repeatedly without any natural features arrows must have a contrasting colour on the reverse side (preferably matt black or white) with tape staked at reasonable intervals to further define the Course.

31. The Flying Finish Line must be located a sufficient distance from the Stop Line to allow Competitors to decelerate in a controlled manner especially where they proceed directly into a Service Area.

32. Bad weather slippery conditions and the speed potential of Vehicles crossing the Flying Finish Line will require a greater distance.

33. The area between the Flying Finish and the Stop Line should be free from bends sharp or deceptive corners or hazards such as gates or ditches. This area is prohibited to spectators.

Flags Signals

34. During a run it may be necessary to communicate to Competitors the need to proceed with caution or to cease Competition immediately. This will be achieved by the display of a flag to oncoming Competitors.

35. Proceed with Caution
   a. A requirement to proceed with caution shall be indicated by a Marshal wearing a high visibility tabard or vest displaying a held yellow Signal.
   b. On displaying the yellow Signal the Marshal must radio the deployment to the Event Control detailing the cause and Competitor involved and must radio to Event Control when the yellow Signal is withdrawn.
   c. Yellow Signals shall measure a minimum of 60cm x 70cm.
   d. Time lost whilst proceeding under caution will be regarded as force majeure unless a re-run is authorised by the Clerk of the Course in accordance with the provisions of the Official Documents and / or any Decision by a Judge of Fact when such Judges have been appointed.
   e. Failure to comply as instructed will incur a penalty of Disqualification.
   f. Where Live Recovery is in operation the process is further detailed in Articles 44 – 61 below.

36. Cease Competition
   a. Where extreme circumstances make it necessary to neutralise the Competition e.g. where spectator safety is compromised or to authorise the movement of non-competing or rescue Vehicles the system of Red Signals must be used.
   b. These Red Signals should be located at all locations where a rescue / emergency vehicle may re-enter the Course following a shortcut and at each Radio Point.
   c. Red Signals will be displayed at all Radio Points preceding the incident only on the specific instruction of the Clerk of the Course.
   d. Red Signals must be prominently displayed (held out steady not waved) by a designated Marshal who MUST wear a high visibility tabard or vest.
   e. Red Signals shall measure a minimum of 60cm x 70cm.
   f. Competitors who have been shown a Red Signal will be given a notional time for the run or a re-run.
   g. The time of the deployment of the Red Signal will be recorded and notified to the Clerk of the Course.
   h. Under no circumstances will any Vehicle be allowed to drive in the reverse direction of the Stage.
i. The priorities in dealing with an incident are to deal first with those who are injured (whether Competitor, Official or spectator) by removing them in a suitable Vehicle if it appears prudent to do so and then to deal with the Vehicles if they constitute a hazard to the continued running of the Stage or to property.

j. No Competitor will be permitted a re-run when a Red Signal is deployed.

k. Failure to comply as instructed will incur a penalty of Disqualification.

Senior Officials
37. The Clerk of the Course at a National or International Competitive Safari must be licensed as in Appendix 1 Art.13.
38. The Chief Scrutineer at a Competitive Safari must be appointed from the list of ASN Technical Officials.
39. An Event Safety Officer should be appointed experienced in the operation of current Competitive Safaris who appreciates the potential problems of Vehicles competing in differing conditions. The same Officer may also assume the duties of Chief Marshal and can be responsible for ensuring effective arrangements are in place to supplement the general marshalling strength organised by the Clerk of the Course as follows:
40. There should be pre-determined arrangements available for summoning appropriate emergency services via rendezvous points if necessary to the scene of an incident.
41. Unless the complete route is visible from the Start or Finish areas there should be an effective radio communications network (excluding CB radios) operated through a nominated Controller under the direction of the Clerk of the Course linking Officials at the Start Finish and intermediate Radio Points with rescue and medical services.
42. Radio Point signs as follows should be displayed at and before all designated Radio Points:
   - Approximately 100m Yellow before Radio Point background
   - At Radio Point Blue Background
43. The Chief Medical Officer or Chief Paramedic being a Doctor or ASN Registered Paramedic is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided.

Live Recovery
44. At Competitive Safaris and Hill Rallies Live Recovery (the recovery of stranded Competitors whilst the Course or Stage is still live) may only be undertaken in accordance with the following:
45. The Official Documents must state whether Live Recovery will be operating at an Event and the Clerk of the Course must brief Drivers on the procedures.
46. Live Recovery can only be undertaken by dedicated Specialist Recovery Vehicles (SRVs) deployed by the Clerk of the Course at potentially difficult locations.
47. Live Recovery must not be used for accidents which must be dealt with by the appropriate medical and rescue services deployed by the Clerk of the Course.
48. The SRV must comply with Appendix 10 Arts.50 – 55 and be equipped with appropriate tyres substantial
towing points a suitable tow rope a Yellow Signal a roof mounted amber warning beacon and a radio (either on the ASN medical and safety frequency (Appendix 2 Art.17.h) or on a PMR frequency licensed for the Event: CB Radio is not acceptable).

49. The Crew will comprise a minimum of two people who must always wear high-visibility jackets. The first will operate the SRV and radio communications the second will warn other Competitors that Live Recovery is in progress by displaying a Yellow Signal at a suitable distance ahead of the recovery location.

50. It is the Competitor’s responsibility to attach and detach the tow rope from the SRV Vehicle during Live Recovery. Exceptionally where available a third Crew member can attach and detach the tow rope and supervise the operation. Three-person Crews are strongly recommended for National Events.

51. Procedures must be identical for each SRV deployed at an Event.

52. The procedure for a Live Recovery operation must be as follows:

53. The SRV must report the number of the stranded Vehicle by radio and should not commence operations without permission.

54. The second Crew member then proceeds on foot to a safe distance ahead of the stranded Vehicle and displays a Yellow Signal to warn other Competitors that a Live Recovery is taking place.

55. The SRV must display a flashing amber beacon and flashing hazard lights at all times during Live Recovery.

56. In reaching a stranded Vehicle it must avoid travelling across or along the Course except in positioning itself to approach the recovery from a down-course direction and place the stranded Vehicle between it and approaching Competitors.

57. Course Marshals may assist the SRV Crew and must ensure all spectators are kept clear.

58. Wherever practicable the stranded Competitor must be pulled through or over any obstruction in the direction of travel along the Course.

59. When the SRV is in position the first Crew member should instruct either the Passenger or Navigator of the stranded Vehicle (or the third Crew member) to attach the tow rope between the Vehicles. Once attached they must stand clear and indicate to the first Crew member that it is safe to commence recovery.

60. On completion of the recovery the first Crew member will indicate to the Passenger or Navigator (or third Crew member) that it is safe to detach the tow rope between the Vehicles ensure that the tow rope is properly stowed and then indicate to the first Crew member that it is safe to move the SRV clear.

61. Once the first Crew member reports that the SRV is clear the second Crew member can allow Competitors to proceed past the recovery location.

Hill Rallies

62. These must be organised in accordance with Arts.1 – 61 above and Appendix 1 and 2 to this Chapter and the following:

a. Competitors must be seeded in order of anticipated performance with the first Competitor having the best performance potential unless the ASN has given prior approval to the contrary.

b. All Special Stages must not be less than a quarter mile long in demanding terrain or 1 mile in other instances.

c. Trials-type sections or tests may be incorporated within Special Stages.
Duties and Responsibilities of the Clerk of the Course

63. In addition to the responsibilities detailed in Arts.135 – 145 below the Clerk of the Course should ensure the following Arts 64 – 82.

64. The use of the public forest estates managed by Natural Resources Wales, Forestry and Land Scotland and Forestry England has been approved by the ASN. Permission must be applied for by an annually specified date prior to the relevant Forestry Year. No contact should be made with the Forestry Commission prior to receiving approval from the ASN or an appointed Forestry Liaison Officer.

65. Other motor sport users of Venues to be included in Special Stages must be notified of arrangements.

66. The Chief Scrutineer must be appointed from the list of ASN Technical Officials.

67. A Stage Commander should be appointed for every Stage with the responsibility for ensuring that the Stage complies with the Regulations.

68. An Event Safety Officer should be appointed. The Officer should be experienced in the operation of current Hill Rally Stages and have an appreciation of the performance of Hill Rally Vehicles in differing weather conditions.

69. The Event Safety Officer should be assisted by a Spectator Safety Officer who is responsible for specific arrangements to accommodate spectators in suitable areas to prevent them accessing unsuitable areas and to make suitable access facilities for spectators’ use.

70. The Event Safety Officer is responsible for ensuring effective arrangements to supplement the general Marshalling strength organised by the Stage Commander as follows:
   a. Ensure arrangements are available to every Stage Commander for summoning appropriate emergency services via rendezvous points if necessary to the scene of any incident
   b. Unless the complete route is visible from the Start or Finish areas provide an effective radio network operated through a nominated Controller under the direction of the Stage Commander linking Officials at Start, Finish and intermediate points with rescue and medical services. The frequency must be secure and either the ASN Safety Frequency or a privately-licensed frequency to Ofcom Regulations.
   c. The Controller must be experienced in the use of radios and in controlling a network and must ensure the disciplined use of the radios. Where the ASN Safety Frequency is used the Radio Controller must hold a valid ASN Controller’s Licence (Notes on radio procedure are available from the ASN).

71. Written instructions on the operation of the Stages must be made available to all Officials and Marshals. These must clearly establish:
   a. That the number of Vehicles to be sent through any Stage prior to the Competition is to be kept to a minimum; that the Crew of each Course car has specific duties allocated by the Clerk of the Course on which they must report to the Stage Commander (or Deputy) immediately on completing each Special Stage; and that no Stage can start until the Zero car Crew have confirmed that the Stage is ready for Competitors and Marshals have any spectators on the Stage under their control (see Arts.157 – 164).
   b. That there must be no movement of any Vehicle or of the rescue services once the Stage has opened without the specific approval of the Stage Commander and then only after suspending the Stage and being satisfied that it is cleared of competing Vehicles.

72. On Special Stages where it may be necessary to authorise the movement of non-competing Vehicles prior to the Stage being cleared a system of Red Signals must be in place (see Art.34)
These **Signals** can only be located at radio points and only displayed on the specific instruction of the **Clerk of the Course** or the **Stage Commander**.

**Red Signals** must be used when there is a possibility of non-competing **Vehicles** and rescue services moving on a **Stage** ahead of competing **Vehicles**.

There must always be a **Red Signal** displayed at the **Point** where rescue or emergency **Vehicles** join the route of a **Stage**.

**Competitors** must be advised in writing which **Stages** are operating this system and the procedure which they must adopt (See Appendix 9 Arts.76 – 87 re **Special Stages**).

a. That under no circumstances will any car be allowed to drive in the reverse direction of the **Stage**.
b. That detailed emergency procedures and equipment have been made available by the **Event Safety Officer**
c. That the priorities in dealing with an incident are first to deal first with the injured by removing them in a suitable **Vehicle** if it is safe to do so and then to deal with the **Vehicles** if they constitute a hazard to the continued running of the **Stage** or to property
d. That no **Competitor** will be permitted a re-run of a **Special Stage**.
e. That the system of ensuring **Competitors** are positively monitored and checked through a **Stage** is explained. **Organisers** may either use numbered **Stage** timecards or note the previous **Competitor**’s **Competition** number with the next **Competitor** to leave the start
f. That all non-competing **Vehicles** are parked in a safe place or at least 30m from a road or track used as a **Special Stage** between a point in advance of the **Start** control and a point 100m beyond the **Finish** stop **Control**. Non-competing **Vehicles** required solely for purposes of safety may be parked at any place designated by the **Stage Commander** as suitable
g. That any road or track which can form an escape road between the start and stop controls should be kept clear and unobstructed for a distance of at least 100m bearing in mind the potential approaching speed of a **Competitor**
h. That the location of any competing car that fails to complete the **Stage** is reported to the **Stage Commander**.
i. That the information required by the **Clerk of the Course** to consider **Art.81** below is available if the **Stage** is interrupted or stopped for any period of time
j. That reasonable precautions are taken to protect private property located adjacent to any **Stage** against damage.

If the normal running of a **Special Stage** is stopped for any reasons after the passage of one or more **Competitors** and it proves impossible to allow other **Competitors** to cover the **Stage** competitively the **Clerk of the Course** can give each **Crew** that has not covered the **Stage** a notional time corresponding to the slowest time set up before the interruption.

If the slowest time represents a complete anomaly the next slowest time should be retained (and so on until the 5th slowest time).

However no **Crew** which is totally or partially responsible for stopping a **Stage** can benefit from this measure.

If they finish the **Stage** they will be given the time which they actually set even if this is greater than the time awarded to other **Crews** by application of **Appendix 7 Art.19**.
81. In any Event seeding Competitors in reverse order of anticipated performance the Clerk of the Course can give to Competitors a notional time corresponding to the fastest time set at the moment of any interruption or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.

82. The Clerk of the Course has the right to:
   a. Impose a Penalty of Disqualification pursuant to a Judicial Hearing in accordance with Chapter 2 on any Competitor who causes or is part of a serious blockage on a Special Stage whether intentionally or otherwise if their actions prevent any other Competitor from completing the Stage competitively.
   b. Impose further penalties under Chapter 2 as appropriate.
   c. Appoint Officials to search Competitors and their Vehicle for unauthorised Pace Notes. There should be two such Officials one male to check male Competitors and one female to check female Competitors.

Special Stages
83. The route of a Special Stage may not be defined by grid references or any other method requiring Competitors to choose their own route.
84. Every effort should be made to site the Flying Finish at a point where Vehicles can be expected to be travelling slowly as a result of a preceding bend or hazard.
85. No practicing or testing is permitted on any Special Stage before any Event unless specifically authorised by the ASN.
86. The Flying Finish line must be at least 200m before the stop line which should be at least 100m before any Public Highway.
87. Bad weather slippery conditions and the speed potential of Vehicles crossing the Flying Finish line will require these distances to be extended.
88. The area between the Flying Finish and the Stop Line should be free from bends sharp or deceptive corners or hazards such as gates etc.
89. This area must be prohibited to spectators.
90. All Officials should be clearly identifiable and wherever possible:
   91. Be in visual contact throughout the length of the Stage.
   92. Be in sight of all signs and arrows and at prohibited areas.
   93. Be placed where the public are expected to arrive to watch the Stage.
   94. Have some pre-arranged system for warning spectators of the approach of Vehicles.
   95. Be under the control of a Sector Marshal if appropriate.
96. Where a Special Stage forms a continuous circuit Competitors must not be required to complete more than two laps.
97. Organisers should allow at least 100m separation from the start of the Stage before Competitors join other Vehicles already on the Stage.
98. No individual Stage on a multi-venue Hill Rally may use any particular section of road or track more than four times.
99. Throughout the Event Stage Timing will be to the preceding second using specified equipment.
100. The timing of any section should be recorded so that Competitors can ascertain its correctness. This prohibits the ‘setting back’ of the section finish watch.
101. Timing must be from a Standing Start to the Flying Finish line.

102. No Competitor should be allowed to gain an advantage by exceeding the specified average speed.

103. The time based on this average is referred to as the Stage Bogey Time.

104. No award can be made to Drivers who improve upon or equal the Bogey Time or for the fastest time or least penalties on such a Stage.

105. Competitors must not be started from any Stage start at intervals of less than one minute unless in accordance with the following procedures:
   a. Starts of between 30 second- and one-minute interval are permitted provided no undue difficulties are foreseen and:
   b. The Stage has no split route and does not exceed a total length of four miles if on an unsealed or mixed surface or eight miles if completely on a sealed surface.

106. The Stage is neither a currently nor previously licensed Race Speed or Kart Venue or an airfield (disused or otherwise).

107. No part of any Stage traverses the same section of route during the running of that Stage or as part of another Stage running concurrently. If the Stage constitutes a continuous Circuit it must be less than one lap.

108. Competitors have been seeded by the Organisers by performance in accordance with Art.62.a above without dispensation.

109. That suitable timing arrangements have been made at the Finish Line.

110. Authorisation for Stages not covered in Arts.105 – 109 above must be obtained in writing from the ASN and will only be considered when the following information has been submitted:
   a. The individual Stage name number and location.
   b. The length of the Stage and the type of surface (forest tarmac etc).
   c. The average width of the road or Track.
   d. Diagram(s) of Venues showing Stage routes and safety provisions.
   e. The number of times Competitors are attempting the Stage.

111. If Competitors are attempting the Stage more than once the time interval between a Competitor’s first and second run and the possibility of catching previous Competitors.

112. Whether Competitors attempting their second run will be interposed with Competitors still attempting their first run.

113. Whether the Stage has a split route and if so how far this is into the Stage. On unsealed surfaces the Stage must not consist of more than 2.5 miles of common route.

114. Whether extreme weather conditions will adversely affect a fair Competition.

115. Confirmation that suitable timing arrangements have been made at the Finish Line.

116. Any access to any part of a Stage whether from a car park or through entrances should be protected by warning notices as specified in Chapter 3 Appendix 3 Warning Notices: Art.2 Notice A and Art.6 Notice B and is subject to the requirements of visibility provided at Chapter 3 Appendix 3 Art.8.

117. A copy of the Safety Code should be displayed at all entrances where the public are likely to enter and in areas considered to be hazardous (including escape routes and prohibited areas).

118. On Stages or Events where it is intended to charge for admission whether directly or by programme sales specific ASN approval must be obtained prior to any publicity material (which must include the Safety Code)
being circulated.

119. The ASN will not authorise any admission charge for spectators unless adequate safety precautions for them appropriate to speed Events are in place.

120. Where the nature of a Venue means it is impractical to apply such precautions or access by the public cannot reasonably be controlled then only a car park charge may be made for which no ASN approval is required.

121. For Events with a published programme or where information is published which gives details of the location of Special Stages a copy of the Safety Code should be included for the guidance of spectators.

122. The organisation of Special Stages should seek to ensure the route is made as safe as possible and unmistakable to Competitors and spectators alike.

123. Means of access onto the Stage should be closed by sufficient barriers and signs to prevent any non-competing Vehicle gaining access.

124. It should also be impossible for anyone on foot to get on to any Stage through normal access roads or tracks without:
   a. Being aware of it.
   b. Having been seen by an Official.
   c. Having seen a warning notice.

125. Fire extinguishers of a minimum 9kg total capacity in units of not less than 6kg each (20lb / 9kg dry powder type) must be available in any area defined as 'Service Area' or 'Paddock' and any area in which competing Vehicles are assembled awaiting their attempt at the Stage(s) and at Stage finishes.

Course Vehicles

126. The only category of Course Car that may be driven through a Stage at near competitive speeds will be a Zero car identified by carrying markings of 0 00 or 000 as appropriate.

127. No other Official car can carry such markings.

128. Zero Vehicles must be the last Vehicles to traverse a Stage before the first Competitor unless the Clerk of the Course authorises otherwise.

129. Zero Vehicles must only stop on the Course in the case of emergency and must be fitted with an effective method of communicating with the start control Officials.

130. With the exception of Class eligibility all Zero Vehicles must pass the same pre-Event scrutiny as Competitors.

131. There must only be two Crew member in each Vehicle and they must wear helmets and seat belts and have fire extinguishers fitted as is mandatory for Competitors.

132. Both Crew members must be signed-on Officials. It is recommended that the Driver is a Competition Licence holder and that one of them has been involved in pre-Event planning.

133. No Driver who is barred from holding a Competition Licence may drive an Official Course or Zero car over a competitive safari Course.

Special Stages: Arrows and Signs (see also App.9 Arts.76 – 87)

134. The Course for those parts of Hill Rally Special Stages which are run on defined tracks must be defined in accordance with Arts.16 -18. Where the route does not follow defined tracks the Special Stage shall be
marked as follows:

a. Pairs of arrows must be erected to form a gate; sufficient stakes should be used to ensure each arrow remains standing and indicating the correct direction.

b. The arrows must point in the direction that the Stage continues after the gate.

c. Consecutive gates must be approximately 100 metres apart or in sight of each other allowing for the lower seating position of Crews in non-production Vehicles. They should be approximately 6 metres wide but in soft ground where a choice of route may be given they can be approximately 20 metres wide.

d. A single warning arrow must be positioned approximately 25 metres ahead of numbered locations (rather than intermediate gates) and changes of direction of over 45° indicating the direction to be followed at the location.

e. If there is any doubt about route direction tape should be used to form a funnel in the correct direction or to define the outside of a corner.

f. Where the Course repeatedly changes direction without any natural features tape staked at reasonable intervals should be used to define the Course.

g. All roads and tracks used must appear on the Competitors’ maps or any tulip diagram supplied. These should show junction or hazard numbers or letters indicate the intermediate mileages between junctions any danger spots and hazards and the direction to be taken. This diagram must be approved by the ASN prior to the Event.

h. Location numbers must be placed on the single warning arrow as required by a. – f. above.

i. Each digit must be black and measure 76.3mm high and 12.7mm thick.

j. They must be in a sans serif font on a white background a minimum of 147mm tall x 104mm wide (ie if there are two digits the background will be 208mm wide).

**Multi-Use Hill Rallies**

135. The Official Documents for Multi-Use Hill Rallies must state whether the Public Highway is being used or not.

136. No Stage route may be used more than twice.

137. For a Stage route to be recognised as different it must vary by at least 20% if run in the same direction or for it to be reversed.

138. No part of a Stage may be used in any one direction more than 12 times during any Event.

139. Venues where spectators are encouraged to attend should have a resident Spectator Control Car equipped with a PA system and a radio on the frequency to be used at the Event.

140. A Co-Driver who has signed-on must be carried in each competing car and no practising is allowed.

141. Fire extinguishers must be available in any area defined as a service area or paddock and any area in which competing Vehicles are assembled waiting their attempt at a Stage.

142. The ASN may appoint a Steward for any Event and will do so where an Event is confined to one venue.

143. Written ASN permission must be obtained in advance in respect of any other activity being held at the time of the Event at the venue to ensure whether suitable insurance can be arranged.

144. PR work in accordance with Appendix 12 must be undertaken irrespective of whether or not the public highway is used on the Event.

145. The Clerk of the Course at a National or International Hill Rally must be licensed as required by Appendix 1.
Art.13.

Service Areas
146. All Service Areas should be under the supervision of a Safety Officer with suitable means of contacting the Emergency Services.
147. Special care must be taken to ensure that the areas are kept secure from spectators and that all aspects of Health and Safety Regulations are observed.
148. Adequate fire extinguishers must be available at the site.

Emergency Vehicles
149. The equipment and licensing criteria for Rally emergency Vehicles are listed in Chapter 11.
150. These Vehicles comprise Rally Recovery Units, Rally Rescue Units and Stage Safety Units (SSUs).
151. maintain safety cover unless licensed Vehicles are available SSUs should be able to provide rescue first aid and firefighting to incidents within 15 minutes (ie starting from the beginning of a Stage and proceeding in the direction of the Stage).
152. It is recommended that an SSU is stationed at each Stage start.

Medical and Safety Cover Multi-Use Hill Rallies
153. At each Venue there must be:
   a. A Doctor or ASN Registered Paramedic.
   b. An ASN-licensed Rally (or Dual) Rescue Unit.
   c. A Recovery Unit.
154. The Chief Medical Officer or Chief Paramedic being a Doctor or ASN Registered Paramedic is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided.
155. Their responsibilities should include the detailed organisation of doctors their planning and deployment within Stages the organisation of ambulance meeting points and the notification of hospitals in relation to the Stages.
156. The Chief Medical Officer or Chief Paramedic and Safety Officer in liaison with Stage Commanders should be aware of the evacuation routes from all Stages and rendezvous points.
157. Following consultation with the Clerk of the Course the Chief Medical Officer or Chief Paramedic may appoint a suitable deputy to take over the Chief Medical Officer’s or Chief Paramedic’s duties in an emergency.

Hill Rallies Other Than Multi-Use
158. For Clubman, Interclub and National Multi-Venue Hill Rallies there must be at every Stage (or group of Stages of which a maximum three are permitted in close proximity):
   a. A doctor or ASN Registered Paramedic.
   b. An ASN Licensed Rally (or Dual) Rescue Unit.
159. In addition those Stages without an ASN approved Rescue Unit may position an ASN Licensed SSU at the start.
160. For every Stage in excess of nine miles in length in addition to the above there must be at a suitable mid-point:
a. A doctor or ASN Registered Paramedic.
b. An ASN-licensed Rally (or Dual) Rescue Unit or an ASN-licensed SSU.

161. It is recommended that an ASN-licensed Recovery Unit or a commercially operated Recovery Unit is placed at or near those Stage start locations where a Rescue Unit is positioned.

162. For International Hill Rallies (other than FIA Championships) there must be at every Stage start:
   a. A doctor or ASN Registered Paramedic.
   b. An ASN-licensed Rally (or Dual) Rescue Unit.
   c. A Recovery Unit.

163. For Stages in excess of nine miles in length these requirements must be repeated at a suitable mid-point.

International and National Hill Rallies

164. It is recommended that the Chief Medical Officer is appointed from the ASN Register and approved for the grade of Rally being run.

165. A senior Medical Officer should also be appointed for each Stage and be positioned at the Stage start to work under the instructions of the Stage Commander.

166. Doctors should carry sufficient equipment as they feel necessary for the performance of their duties. The following is suggested:
   • Airways x2
   • Cervical collar
   • Two large field dressings
   • Powerful hand torch
   • Space blanket
   • First aid kit.

167. It is recommended that Organisers have available a full resuscitation kit.

168. All accidents and incidents involving injury must be reported in writing by both the Medical Officer and Stage Commander to the Clerk of the Course. A completed ASN report form signed by the Doctor should be sent to the Medical Consultant at the ASN.

Cross Country Orienteering

169. These Events must be organised in accordance with Appendix 1 Arts.1 - 26 and the following:

170. There should be no merit attached to being the first to arrive at any point nor should it be necessary to arrive at any point other than the Finish by a specified time.

171. If an overall speed limit is set for an Event it must be possible to win without exceeding an average speed of 10mph from Start to Finish. Participants must not be required to travel more than 50 miles nor to perform any task or solve any problem that is likely to offend anybody not taking part in the Event.

172. When running an Orienteering Event at night careful consideration should be given to restricting auxiliary lights. Such restrictions must be specified in the Official Documents for the Event.

Team Recovery

173. Any Team Recovery Event must be organised in accordance with Appendix 1 Arts.1 – 26 and the following:

174. The Event must be on private ground.
175. The use of the Public Highway including Rights of Way is forbidden.

176. Only Vehicles within the same team may be on any observed section at the same time.

177. At each observed section Official Recovery Teams must be on duty in the location specified by the Clerk of the Course.

178. Rescue Vehicles must be positioned at predetermined locations to evacuate any injured party.

**Point to Point**

179. Point to Point Events must be organised in accordance with Appendix 1 Arts.1 - 26 and the following:

180. They must be on private property at one venue only. They can incorporate open ground tracks or roads and can include arduous or demanding areas water Courses and other natural obstacles or hazards

181. The ground should be an open area and positive steps (including the closure of tracks) should be taken to prevent Vehicles meeting at blind points

182. Only Vehicles from the same team may be in any point at the same time

183. The Event must be timed in accordance with the requirements of Art.21 above.

184. Rescue Vehicles must be positioned at predetermined locations to evacuate any injured party.

185. Adequate Marshals must be positioned at each point to be visited and at locations overlooking the areas that Competitors will cross.

**Challenge Events**

186. Challenge Events must be organised in accordance with Appendix 1 and Appendix 2 and the following;

187. The aim of the Event is to drive tow and or winch a Vehicle(s) to the various identified points within the Competition site the location of which will be indicated in the Official Documents.

188. At each location will be a means to prove that the Vehicle has reached the location this will be identified by a number to verify it is the desired objective and will be attached to a fixed point by a cable. A score card (or other device) (attached by the Scrutineer in a consistent point on all Vehicles) must be marked as proof that the location has been visited. The Vehicle must negotiate close enough to mark the scorecard without detaching either component.

189. The Official Documents will specify:
   a. whether the Event is for single Vehicles or teams of Vehicles.
   b. whether there is a class structure and specify the eligibility requirements for classes.
   c. The start time finish time and any penalty which will be applied for late finishing.
   d. any start order and the method arrived at for employing it.
   e. the values of each point visited or any formula which is used to calculate the value of each point visited.

190. In addition there may also be Special Tasks at certain locations which are worth extra points. These may take the form of driving mental or physical tasks these may involve the use of the competing Vehicle or alternatively a Vehicle may be provided for the task. Each task will be overseen by a Marshal who will issue instructions and record the score.

191. The Official Documents will specify the number of Special Tasks available on the day and their maximum scoring potential.

192. Special Tasks may be timed to an accuracy of one second.

193. Where a winch cable or rope may be deployed the area of that section shall be no less than the length of the
outstretched winch cable of rope and only Competitors attempting the section and the observing official may be present in the Section. Where Official Documents require all Competitors to use synthetic winch rope the width of this area may be reduced.

194. Winch cable and rope must be presented in a serviceable condition.

Cross Country Driving Tests

195. These Events must be organised in accordance with Appendix 4 Arts.29 - 31 and the following:

Driving Test Layouts

196. Vehicles must not be allowed to travel more than 25m (between manoeuvres) without having to stop astride a penalty line reverse or drive clear of the line or manoeuvre in a garage or box.

197. Competitors must either stop astride a penalty line or make a change of direction of at least 90° at a distance of not more than 20m before the Finish Line.

198. The route must be made available to all Drivers before any Test.

199. The Start and Finish of all Tests must be in a forward direction.

200. All Tests must be arranged so that the whole of the Course is visible to the Driver from the Start Line unless Competitors are given the opportunity to walk the Course beforehand.

201. There must be no optional direction of travel except as specified in Appendix 9 Art.154.

202. Clarification of where and how a change of direction may be made without incurring a penalty must be available on request to all Competitors before the start of any Test.

203. Spin turns are not permitted.

204. Practising for tests is not permitted.

205. Markers should be not less than 1m in height unless the Supplementary Regulations (Official Documents) or test instructions specify otherwise.

206. Lines and gates must have a minimum width of 3.5m.

207. Any ‘garage’ must have a minimum length of 6m and a minimum width of 3.5m.

208. When Competitors are required to perform a 180° turn in a box the size of the box must be sufficient to contain a circle of 16m diameter.

209. Each test should be designed so that a Competitor is not expected to engage reverse gear more than four times (ignoring manoeuvres to correct mistakes).

210. Each test must be run at least twice.

211. Each Competitor’s worst performance at each test will be discarded in arriving at total penalties for the Event.
CHAPTER 20 CROSS COUNTRY

APPENDIX 6

Competitors Regulations – All Events

1. Any Competition Licence holder who permits the unauthorised presence at any time of any Vehicle on a known or former Cross Country Course, a Special Stage or on private property including land owned or managed by the Defence Infrastructure Organisation, Natural Resources Wales, Forestry and Land Scotland, the Forestry England or DAERA Forest Service NI will be Disqualified from any related Event and may be referred to the ASN National Court.

2. No verbal instruction to Competitors regarding routes time schedules layouts or performance in a Stage or Test or section issued during an Event will be valid.

3. Any instruction relating to these matters must be displayed as an official notice at least 30 minutes before the first Vehicle is due to start a Competition or issued in writing to each Competitor who must acknowledge receipt by signing an appropriate form provided by the Organiser.

4. At the start each Competitor, Passenger and Vehicle will be checked for eligibility.

5. Any Competitor not reporting as instructed may be fined Disqualified or may forfeit their starting position.

6. Drivers and Passengers must produce a valid Club Membership Card and Competition Licence as detailed in Chapter 6.

7. For any Cross Country Event where crash helmets are required and irrespective of licence grade Drivers, Navigators and Passengers who have any notifiable condition referred to in Chapter 6 may not apply for their Competition Licence on the day and should allow a calendar month for their application to be assessed and processed by the ASN.

8. Drivers at Hill Rallies, Competitive Safaris, Team Recovery, Point to Point, Challenge Events and all Events crossing a Public Highway must hold a current valid RTA Licence appropriate to the Vehicle.

9. Drivers at Trials, Winch Recovery, Gymkhanas, Treasure Hunts and Orienteering must also hold a current valid RTA Licence appropriate to the Vehicle but the Official Documents can permit entries from
   a. Drivers who are 16 or over but who do not have a current valid RTA Licence for the Vehicle provided their Passenger holds such a licence and is experienced in Cross Country Trials.
   b. Drivers aged 15 or over where the Competitor has finished four Tyro Trials in a road legal Vehicle and either:
      i. the Vehicle is road legal, or
      ii. the Vehicle is a special Vehicle as defined by Appendix 8 Art.53.
   c. Proof of finishing may be recorded on the Licence Upgrade Card or other suitable means.

10. Drivers at Timed Trials must hold a current valid RTA Licence appropriate to the Vehicle exceptionally the Official Documents may permit Drivers aged 16 or over who do not hold a current valid RTA Licence appropriate to the Vehicle where the Competitor has finished four Cross Country Trials.

11. The Vehicle may only be driven between observed sections by a Crew member holding a valid full RTA Licence. For Tyro and Junior Trials see Arts.29 – 31 below and Appendix 8 (Tyro Trials and Junior Trials).

12. At Hill Rallies both the Driver and Co-Driver or Navigator must produce a valid Competition Licence for those
Rallies specified in the current chart of Minimum Acceptable Licences as requiring a Competition Licence.

13. Upgrading of Competition Licences is provided in Chapter 6.

14. Vehicles competing in Cross Country Events must comply with Technical Regulations Appendix 10 and Chapter 7 as appropriate.

15. Vehicles may be divided into Classes as specified by the Official Documents.

The Crew

16. For Hill Rallies and Competitive Safaris all Competitors must wear approved crash helmets in accordance with Chapter 9 and FIA approved FHRs and clothing which covers the arms legs and torso up to the neck and unless a laminated glass windscreen or minimum thickness 4mm plastic windscreen is fitted the Crew must wear goggles or visors to protect the eyes.

17. For Timed Trials Team Recoveries and Point to Point all Competitors must wear approved crash helmets in accordance with Chapter 9 and clothing which covers the arms legs and torso up to the neck and unless a laminated glass windscreen or minimum thickness 4mm plastic windscreen is fitted the Crew must wear goggles or visors to protect the eyes.

18. In addition Competitors in Sports Utility Task Vehicles must wear an FIA approved FHR device fitted in accordance with FIA regulations.

19. Wearing of flame-resistant clothing and gloves is strongly recommended for all Events including untimed Events.

20. The Official Documents may require crash helmets to be worn in untimed Events.

21. Seat belts must be worn on all timed Events except Team and Winch Recovery and are strongly recommended at all Events.

22. Any means of identification fixed for the Competition must be removed when a Competitor retires or is Disqualified from or completes the Event.

23. Vehicle Competition Numbers must be displayed as required by these Regulations.

24. The same Driver must drive throughout a Competition and except with official approval the people carried at the start of an Event must not change during the Event.

25. Only the nominated Driver and / or Co-Driver listed on the Entry form can drive during a Competition unless the Official Documents specify otherwise.

26. No person under 16 years of age can be carried in an open Vehicle during an Event and no one is permitted to ride other than in a proper seat.

27. No Driver may drive for more than 200 miles without rest or relief either by halting the Vehicles for at least one hour or by a change of Drivers.

28. No competing Vehicle may carry more than one physically disabled person whose participation must be authorised in accordance with Chapter 6.

29. The minimum age for taking part in a Junior Trial is 8 years.

30. Competitors are not eligible for Junior Trials on or after their 18th birthday.

31. All Competitors must comply with Chapter 6 in respect of the counter-signatory of Parent or Guardian in respect of Entries and a minor Competitor shall not take time off from school to compete.
CHAPTER 20 CROSS COUNTRY

APPENDIX 7

Competitors Regulations All Events using the Highway and Hill Rallies

Route Details
Note: the limitation on maximum distances to be driven by Competitors
Note: Penalties are provided in Appendix 11.
Note: * indicate matters that should be notified in the Official Documents.

1. The onus of following the correct route rests with the Competitor who must visit controls in the order set out in the Road Book or Route Card unless otherwise specified.
2. A Control is considered to extend for 50m around the actual point at which Officials are located unless clearly visible signs are displayed to define a different area.
3. The direction of approach to or departure from a Control can be specified.
4. Non-compliance with Art. 3 above requirement by passing a Control travelling in the wrong direction or visiting a Control or check more than once may involve a Penalty.
5. No private road track can be used by Competitors unless specific permission is given in the Road Book or Route Card.
6. Officials must be on duty at all Controls where it has been indicated in the Official Documents that they will be manned. If Officials are not present at a Control during the whole period when Competitors are due to report all performances at that control point will be ignored in compiling the Results.
7. All performances will also be ignored if a control is not sited at the location specified in Official Documents.
8. The onus of ensuring all the information required by the Organisers in the Official Documents is clearly and legibly recorded at the appropriate time and place rests with the Competitor.
9. Should any entry on a Time Card not be legible or not appear authentic it may be ignored.
10. Organisers can refer to Marshals’ check sheets in case of doubt.
11. If there is a discrepancy between the time allowance shown by Organisers on the Time Cards and that shown on any other document the Time Card will be taken to be correct unless previously amended in an Official Bulletin.
12. It is an offence for any Competitor to proceed or continue in an Event until the information required by App.2 Art.20 is provided.

Rights and Duties of the Organisers (see also Chapter 3)
13. Judges may be appointed to adjudicate on:
   a. Failure to stop at Stop or Give Way signs.
   b. Failure to comply with the Regulations in respect of Special Stages.
   c. False starts on Stage, Test or standard sections.
   d. Unauthorised use of auxiliary lights.
   e. Unauthorised possession of recorded notes or unlicenced radio equipment or intercoms or
f. Unauthorised servicing.
g. Unauthorised smoking.
h. Excessive Noise (measured by meter) (see Chapter 7).
i. Violation of out of bounds areas.
j. Violation of crash helmet or seat belt regulations.

14. Driving Standards Observers (DSOs) may be appointed to adjudicate on:
   a. Excessive vehicle Noise (observed during the Event).
   b. Excessive speed.
   c. Driving in a manner likely to bring motor sport into disrepute.

15. Any Competitor driving at an excessive speed in a reckless manner or in a manner likely to bring motor sport into disrepute or convicted of any driving offence committed during an Event may be Disqualified.

16. Checks manned by Judges of Fact or DSOs need not be manned for the whole period during which Competitors may report and may operate on a random basis.

17. The Official in charge of any control or check may mark or withhold a Competitor’s Road Book, Route Card or Time Card if the Vehicle concerned has suffered damage to its exhaust system.

18. “The Organisers may establish a Control at any point for the purpose of observing maintenance of a set speed time schedule or route provided that the intention to do so is stated in the Official Documents and Competitors are given all the necessary information for them to comply with the requirements which are to be observed.

19. After a Competition has started Organisers will not accept any claim from Competitors in respect of Force Majeure or baulking. Despite this the Clerk of the Course has the right to Disqualify any Competitor proven to have unreasonably baulked another.

20. All Timekeepers will be Judges of Fact in respect of time recorded.

Finish – Events Using the Public Highway

21. To be classified as a finisher a Competitor must report to at least two-thirds of the controls listed in the Road Book or Route Card and report to the final control within the maximum lateness specified with the car in which they started unless otherwise stated in the Official Documents.

22. Competitors at the conclusion of their Competition shall sign a declaration form to the effect that they have not been involved in any incident that may have caused damage to persons or property or alternatively give details of such incident. Failure to comply will be penalised by Disqualification pursuant to a Judicial Hearing in accordance with Chapter 2 and may be reported the ASN for further disciplinary action.

23. Competitors who retire will be required to submit this form to the Event Secretary within 72 hours of the Event.

24. Failure to return this form may be penalised by a fine in accordance with Chapter 1 App.2.

Results – Events Using the Public Highway

25. Competitors start with zero marks and classification is based on Competitors who have incurred the least number of marks. Competitors who have incurred an equal number of marks will be classified by reference
to total marks lost in accordance with the provisions for target timing or schedules timing as applicable in this Appendix.

26. In the event of a tie the Competitor who has completed the greater portion of the Competition from the Start (including any tests) without Penalty will win.

27. If both incurred a Penalty at the same point the Competitor with the lesser Penalty will be the winner unless another method of resolving ties is specified in the Official Documents.

28. Damage in relation to Chart 3.r or Chart 4.t as provided by Appendix 11 will be considered as being any tear or any indentation exceeding two inches in depth occurring to the external surfaces of the coachwork or accessories (excluding wind-screen windows lamps and bumpers) above the horizontal plane of the road Wheel centre.

Timing – Events Using the Public Highway

29. A Competition must be timed by one of the following methods which must be stated in the Official Documents:
   a. Target Timing (Arts.29 – 51 and Appendix 12 Chart 3)
   b. Schedule Timing (Arts.52 – 73 and Appendix 12 Chart 4)

*Target Timing Definitions – Additional information must be provided in the Official Documents.

30. Target Time is the time specified to cover the distance between two consecutive controls.

31. A Competitor can calculate their Due Time of Arrival at any Time Control by adding the Target Time for the section to their actual time of departure from the preceding Time Control.

32. When Target Time is used each period of time must be treated individually and no penalties incurred will apply to any subsequent section.

33. Lateness taken over Target Time on Road Sections and Special Stages is cumulative and cannot be reduced.

34. Bogey Time is the time specified for a Competitor to complete a Special Stage without incurring Penalty and must comply with the requirement for Special Stages at Appendix 3 and the average speed requirements of Timed Events at Appendix 5 Art.9.

35. Stage Maximum Time is the maximum time penalty that can be applied on a Special Stage and will be the Target Time for the Special Stage. It must be stated on the Time Card.

36. Cumulative Lateness is the sum of times in excess of Target Time taken over each section and once lost cannot be regained.

37. Maximum Permitted Lateness is the amount of cumulative lateness which if exceeded from the previous Main Control will result in the Competitor being deemed to have retired.

38. This amount will be 30 minutes (unless the Official Documents specify a different period).

39. Penalty-Free Cumulative Lateness: the Official Documents must specify the amount of cumulative lateness allowed free of Penalty before a Competitor is penalised.

40. Dead Time is that authorised between booking in at the end of one Target Timed section and the commencement of the next section where that time is spent entirely within a control zone.

41. Dead time has no effect on penalties or cumulative lateness incurred elsewhere.

42. Delay Allowance is a Penalty-free allowance granted by an authorised Official to specific Competitors following a delay and extends the Target Time for those Competitors on that section only.
43. Any delay allowance must be recorded in writing on a Competitor's Time Card by the Official.

44. A Main Control is situated at the Start and Finish of a Rally immediately before and after any Rest Halt and at any other specified point.

45. At a Main Control after a Rest Halt Competitors will (unless the Official Documents specify otherwise) restart at one-minute intervals.

46. They do so by one of the following methods which must be specified in an Official Instruction:
   a. In number order
   b. In the order of their arrival at the Main Control preceding the Rest Halt
   c. In the order of their arrival at some other preceding Control or
   d. In the order of General Classification at a specified point if interim results are available.

47. Each Competitor must be given a due starting time from any Main Control (Out) and any difference between this time and the Competitor's actual starting time will be counted towards cumulative lateness and a Time Penalty applied (unless the Official Documents specify otherwise).

48. Re-grouping Controls: the Road Book or Route Card can specify any controls that relate to Competitors who are considered to have retired through having accumulated more than the maximum permitted lateness at a Control.

49. These Competitors commence the next section with zero lateness towards Disqualification.

50. In a Special Stage Arrival Control a Competitor proceeds to the Special Stage Start immediately after checking in to the Special Stage Arrival Control. The area between the Special Stage Arrival Control and the Stage Start must be Parc Fermé.

51. Similarly in a Special Stage Finish Control a Competitor receives a Special Stage Finish Time in hours minutes and seconds at the Special Stage Finish Control. This time (in hours and minutes) is used as the start time for the next section (unless the Official Documents specify otherwise).

52. Competitors will receive penalties on Special Stages as follows (unless the Official Documents specify otherwise):
   a. Under Bogey = Bogey Time
   b. Over Bogey under Target = Actual Time taken
   c. Over Target = Target Time.

Scheduled Timing Definitions

53. Standard Time is the time of day a notional Competitor number zero would be due at any Control or check.

54. Scheduled Time is the actual time each Competitor is required to be at any specific point and can be calculated for any point by adding that Competitor's Competition Number multiplied by the time interval between Competitors at the Start to the standard time at that point.

55. Delay Allowance is a Penalty-free allowance granted by an authorised Official to specific Competitors following a delay and it must be recorded in writing on the Competitor's Time Card by the Official.

56. Due Time is the time a Competitor is due at any control or check inclusive of any previous lateness.

57. Penalised Time is the difference between Due Time and an earlier or later arrival time.
58. **Penalty Free Lateness** allows a Competitor late at one Control to be an equivalent amount late at the next control without incurring further Penalty.

59. **Maximum Time** is the latest time a Competitor can arrive at a control or check without incurring further Penalty.

60. **Outside Total Lateness (OTL)** is the point where a Competitor is considered not to have visited the Control or check by virtue of the fact that they are more than 30 minutes past their Scheduled Time (including any delay allowance). It is permitted for the Official Documents to specify a different period.

61. Organisers may require any Competitor who is late to reduce their lateness by either foregoing or reducing any period provided for remaining at a Control or official Halt.

62. Competitors may themselves reduce lateness without Penalty in the following ways (providing the Section is not defined as Neutral and unless forbidden to do so by the Official Documents or by breaching Art.69 below):
   a. When Target Times are used by traversing the distance between any two or more points in a time less than the Target Time so long as they do not report at a control or check before the original Scheduled Time.
   b. By reporting at any Control or check following one at which a Penalty was applied for lateness at any time not earlier than Scheduled Time.
   c. A Competitor on any Rally without Special Stages who wishes may miss a Control or Controls. They will be penalised in accordance with Appendix 11 Chart 3.a or 4.a for every Control missed. If they rejoin the route at a control at the end of Standard Section they will be permitted to restart without further Penalty at any time between their original Scheduled Time and their Maximum Permitted Lateness in relation to their original Scheduled Time. If rejoining at the end of a Neutral Section they will only be permitted to restart without further Penalty at their official Corrected Time based on the time of arrival at the last Control at which they reported.

63. If the need arises for an Organiser to extend Maximum Permitted Lateness this can only be done at a point on the route at which Competitors are required to report to avoid Disqualification.

64. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

65. These provisions are subject to Standard Condition 4 of the Motor Vehicles (Competitions and Trials) Regulations where they apply.

66. No Penalty free lateness or official delay allowance which has been either reduced or foregone as permitted by Arts.62 – 63 above can be reclaimed.

67. This does not exclude fresh claims based on new circumstances.

68. A Competitor found to have traversed a distance greater than four miles between two consecutive time Controls in less than three-quarters of the time specified by the official time schedule will be penalised in accordance with Art.62 above unless competing on a Special Stage. In calculating such a penalty any fraction of a minute will be ignored. Thus:
   a. In a nine minute section a penalty is imposed if a Competitor completes the section in less than six minutes.
   b. In a 10 minute section – seven minutes.
c. In an 11 minute section – eight minutes.
d. In a 12 minute section – nine minutes.

69. Any timing to less than one minute will be recorded on equipment as detailed in the Timekeeping Regulations at Appendix 2 to this Chapter.

70. Competitors will be timed by the official timepieces in the charge of Officials unless the Official Documents state that watches carried by the Competitors can be used.

71. If Competitor’s own watches are used they must be of a size and type to enable the dial to be read and must be sealed.

72. The requirements for sealing watches must be stated in the Official Documents.

73. The promoters may reject any watch which cannot be satisfactorily sealed or read. If any sealed watch varies from official time by more than one minute the Competitor concerned will be timed by official clocks from then unless the Official Documents make provision for the replacement or re-setting of the watch concerned.

Controls – All Events using the Public Highway and Hill Rallies

74. Controls, checks and test sites must open 30 minutes before the due time of arrival of the first Vehicle and close 30 minutes after the due time of arrival of the last Vehicle unless the Official Documents specify otherwise.

75. The time of arrival at or departure from a Control other than intermediate and final controls of Regularity Sections (where Arts.62 and 63 apply) will be the time at which the Road Book or Time Card is presented by the Competitor concerned providing all Crew members and the Vehicle are within the Control area.

76. Exceptions to this are:
   a. In the Event of a competing car obstructing other Competitors through being halted or unduly slow near a control Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.
   b. In the Event of a Competitor presenting a Time Card to Officials at a time when the car is outside the control area the Officials may or may not make a record on the Time Card at their discretion.
   c. At Special Stage Arrival Controls no penalty will be incurred if the car enters the control area as follows:
      i. On a Target Timed Event the Vehicle may enter during the sixty seconds immediately preceding the target check-in minute or during the check-in minute. (For example: a Vehicle has left the previous Stage Finish at 11.04.40 on a section for which the Target Time is nine minutes. It is therefore due at the next Time Control at 11.13. The Vehicle arrives at the yellow advance Control Board at 11.08 stopping before the yellow board. The Vehicle is permitted to enter the control zone at any time after 11.12.00. The Time Card may be handed in at any time between 11.13.00 and 11.13.59 and a time of 11.13 will be recorded. This procedure will incur no Penalty.)
      ii. On a Scheduled Time Event the Vehicle may enter the Control zone during the sixty seconds immediately preceding the due time minute or during the due time minute. The procedure to be followed is identical to that for a Target Timed Event from the point of arrival at the yellow control board to the actual check in time.

77. The responsibility of establishing the correct Due Time rests solely with the Competitor as does the onus of presenting the Time Card.
78. The time of reporting at Controls will be recorded to the preceding whole minute when penalties are imposed per minute (eg 09 minutes 59 seconds will be recorded as 09 minutes).
79. When a Penalty is imposed for a timekeeping error of less than one minute the time will be recorded to the preceding second.
80. Where a Control at the end of a section timed to the second also forms the start of a section timed to the minute the time of departure will be considered as being the same as arrival but ignoring any seconds.

All Events except Hill Rallies Using the Public Highway

81. Competitors must not carry any form of Intercom (ie any method of voice amplification) or any radio transmitting device. Penalties are specified in Appendix 11 Chart 3.s or 4.s.
82. Exceptionally mobile telephones are permitted if the Official Documents specifically allow them.
83. No regular assistance organised in advance may be used by Competitors.
84. Competitors must stop before entering any road protected by a Stop or Give Way sign. Failure to do so will be penalised by Disqualification following a Judicial Hearing in accordance with Chapter 2.
85. Exceptionally with the specific permission of the RLO Give Way signs in Quiet Zones may be negotiated in accordance with the Highway Code.
86. Any such junctions must be advised to Competitors in advance.
87. Only 1:50000 scale OS maps may be used. The only information which can be added to these maps as sold is:
   a. Highlighting numbers words and legends printed on the map within the outer printed grid numbers.
   b. Highlighting and repeating grid lines and numbers and marking adjacent map numbers outside the area defined above.
   c. Including information provided by the Event Organisers.
88. If required by the Organisers Rally plates must be displayed at the rear of the Vehicle and on or just below the rear side window.
89. Competitors are strongly recommended to carry a First Aid Kit.

Regularity Sections

90. Timing will be at the moment of entering the control area. The Official Documents will specify:
   a. Whether Competitors need to stop and present Time Cards at intermediate controls.
   b. *The penalties for stopping within sight of any Control.
   c. *The penalties for early or late arrival at any Control on a Regularity Section.

Route Checks

91. These unmanned checks prove a Competitor’s stays on the correct route.
92. Proof of passage will involves recording the symbols from a Code Board which must be placed facing oncoming Rally Vehicles.
93. The Code Board will at least 315 sq cm and show a maximum five black numbers or letters (or a combination of both up to a maximum of seven) on a contrasting background.
94. The letters/numbers must be at least three inches high (7.63 cm) with a minimum of 1/2 inch (1.27 cm) stroke width.
Passage Controls

95. Manned Passage Controls also prove a Competitor’s adherence to the correct route.

96. Passage Controls cannot be located less than 500m from any other manned Control.

97. The only requirement for a Competitor is to have the Marshal’s signature recorded.

Time Controls

98. Time Controls are manned points established to record the time of a Competitor who must come to a stop for the purpose.

99. It can additionally record the direction of the Competitor’s approach and departure.

100. The only other information permitted to be recorded by the Marshal is the authentication of the records held by the Competitor.

101. These records to be valid must be signed by the Marshal with the Competitor not being required to make any entry on the Time Card.

102. An example of all official boards must be on display at documentation for the Event.
CHAPTER 20 CROSS COUNTRY

APPENDIX 8

Competitors Regulations – Trials and Un-timed Events

Note: *indicated matters to be included in the Official Documents.

1. These Events must be organised in accordance with Appendix 6 and Appendix 7 as appropriate.

2. *The Official Documents may allow the Vehicle Crew to be varied during the Event and may specify the minimum tyre pressure permitted for the Competition.

3. Only one Passenger aged 16 or over may be carried on a Vehicle during Observed Sections.

4. Exceptionally the Official Documents may reduce this minimum age to 14 providing the Vehicle is fitted with seat belts and either a manufacturer’s hard top, a truck cab, or a rollbar, or where the Vehicle is a road legal, mass produced, production Vehicle retaining the original hardtop or truck cab and where the seat belts comply with Chapter 7 the Official Documents may further reduce the minimum age of the Passenger to 12.

5. The Passenger must remain properly seated alongside the Driver throughout all Observed Sections.

6. ‘Bouncing’ will be permitted only within the confines of the seating compartment, and then only so long as no portion of either the Driver’s or Passenger’s body (other than arms and hands) is placed outside the sides of the Vehicle or behind the seat they are occupying.

Numbers

7. Numbers will be allotted by ballot.

8. Numbered Results Cards will be issued at the Start and must be presented by the Crew to Officials.

9. Competition Numbers must be displayed on both sides of all competing Vehicles, except for Trials when the Official Documents may relax this requirement.

10. Competitors will start in numerical order and the Organisers shall determine the order of running at each Observed Section.

11. Competition Numbers or Number Cards must be removed at the Finish or if a Competitor retires.

Observed Sections and Route

12. The onus of following the correct route rests with the Competitor.

13. Any signs displayed other than in an Observed Section are designed to assist Competitors and have no mandatory authority unless the Official Documents specify otherwise.

14. Competitors will drive from point to point with as little delay as possible and any Competitor suspected of loitering can be ordered to proceed by an Official.

15. Competitors arriving at an Observed Section more than 20 minutes after the preceding Competitor may be refused permission to attempt that section.

16. *Competitors should attempt to negotiate Observed Sections without stopping.

17. Organisers may, however, allow certain Vehicles by virtue of their size to take a specified number of changes of direction on any particular section.

18. The permission to change direction and the eligibility of Vehicles to do so must be specified in the Official Documents or Final Instructions (see Appendix 12 Chart 5).
19. Failure of a Vehicle to maintain unassisted forward motion in the direction of the Course will be regarded as failure to comply with the requirements to proceed non-stop unless the Judges are satisfied that a permitted change of direction is intended or the Organisers have ruled that more than one attempt may be made.

20. The point of failure will be at a vertical line from the centre of the hub of the front Wheel which is the farther from the start of the section.

21. The beginning of any Observed Section will be marked by signs and its boundaries by markers or natural obstacles.

22. Natural obstacles must not be used as penalty markers.

23. Before attempting an Observed Section a Vehicle must be brought to rest with a leading Wheel hub centre vertically over the Start Line as indicated by Officials.

24. The Driver must not proceed until instructed to do so.

25. If an Observed Section is divided into Sub-Sections signs must indicate the beginning and end of each Sub-Section.

26. A Vehicle will be considered to have entered an Observed Section or Sub-Section when the leading wheel hub centre has passed the marker(s) indicating the beginning of the section.

27. A Vehicle will be considered to have left an Observed Section or Sub-Section when the leading Wheel hub centre is past the marker(s) indicating the end of the section, provided that no prior penalties have been incurred.

28. *Failure in a lower or earlier Sub-Section will constitute failure in all succeeding Sub-Sections.

29. The Start Line will indicate the greatest penalty and the Finish Line the zero Penalty. The Official Documents will specify the methods of scoring and application of penalties.

30. A Competitor will be deemed to have failed to negotiate an Observed Section non-stop if:
   a. Any part of the Vehicle touches a penalty marker, and / or
   b. All Wheels cross the boundary of the Course as defined by the Clerk of the Course.

31. The point of failure will be deemed to be that at which the first penalty marker is touched or the point at which the Course boundary is first crossed by all Wheels of the Competition Vehicle.

32. Should this point of failure coincide with the division between two Sub-Sections the marks lost will be those on the Sub-Section recording the greater penalty.

33. Performances on any Observed Section may be ignored at the Organisers' discretion even though there have been successful attempts to negotiate the section.

34. If this discretion is exercised no performance on the section in question must be taken into account when compiling the results.

35. No unauthorised assistance is allowed and Vehicles must complete the Course under their own power. No case of Force Majeure will be taken into consideration.

36. At the Organisers' discretion a minority of the Observed Sections may be timed if provided for in the Official Documents. The following conditions will apply:

37. Only those sections which the Organisers anticipate will be completed without penalty by the majority of Competitors may be timed.
   a. Any such timed section must be less that 200m long.
   b. No Sub-Sections of an arduous or demanding nature can be used.
c. The maximum time allowed for each timed section must be stated in the **Official Instructions** prior to the commencement of the test.

d. The maximum time allowed for each timed section must not require any **Competitor** to exceed 15mph or 30 seconds per 200m.

**Results – Trials**

39. Any penalties incurred on a timed section must be calculated by reference to the following formulae unless the **Official Documents** specify otherwise.

40. For failing to proceed non-stop. Where the 12* failure will decrease in proportion to the number of Sub-Sections negotiated non-stop.

41. For successfully negotiating the section 0 within the time allowed.

42. *Plus the highest penalty incurred by any **Competitor** making an attempt correctly.

43. For negotiating the section non-stop in excess of the time allowed the following formula is used:

\[
\text{Time taken} \times 100 - 100 = \text{Time allowed Penalties}
\]

<table>
<thead>
<tr>
<th>Penalty points</th>
<th>Penalty points</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 – 8.3 1</td>
<td>1</td>
</tr>
<tr>
<td>8.4 – 16.6</td>
<td>2</td>
</tr>
<tr>
<td>16.7 – 25.0</td>
<td>3</td>
</tr>
<tr>
<td>25.1 – 33.2</td>
<td>4</td>
</tr>
<tr>
<td>33.3 – 41.6</td>
<td>5</td>
</tr>
<tr>
<td>41.7 – 50.0</td>
<td>6</td>
</tr>
<tr>
<td>100.0 &amp; above</td>
<td>12</td>
</tr>
</tbody>
</table>

44. **Competitors** will start with zero marks. To be classified as a finisher, a **Competitor** must have attempted at least three quarters of the total number of **Observed Sections** and arrive at the **Finish** within 20 minutes of the preceding **Vehicle**.

45. The **Competitor** incurring the lowest marks will be the winner, and so on.

46. Ties will be resolved at the **Organisers’** discretion, unless the **Official Documents** state otherwise.

47. Each **Competitor** will be provided with a **Results Card** which must be produced on demand for **Officials** to mark at each section unless the **Official Documents** specify an alternative method.

48. Penalty marks will be incurred as follows unless the Marks Lost indicated below are modified by the **Official Documents**:

<table>
<thead>
<tr>
<th>Penalty</th>
<th>Marks Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Each minute late reporting at the Start or a re-Start</td>
<td>5</td>
</tr>
<tr>
<td>Failure in an Observed Section (where an <strong>Observed Section</strong> is divided into <strong>Sub-Sections</strong> the <strong>Penalty</strong> for failure will decrease in proportion to the number of <strong>Sub-Sections</strong> negotiated non-stop)</td>
<td>12</td>
</tr>
<tr>
<td>Not attempting or being ready to attempt an <strong>Observed Section</strong> or <strong>Sub-Section</strong> when instructed to do so</td>
<td>12*</td>
</tr>
</tbody>
</table>

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2025 National Competition Rules Chapter 20 Appendix 8 Competitors Regulations – Trials and Un-timed Events
<table>
<thead>
<tr>
<th><strong>Not complying with a reasonable instruction by an Official for which a Penalty is not otherwise stipulated and provided warning of Penalty is given</strong></th>
<th>12*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Driver and / or Passenger not seated in accordance with Regulations</strong></td>
<td>12</td>
</tr>
<tr>
<td><strong>Running with tyre pressures lower than that required by the Official Documents</strong></td>
<td>50</td>
</tr>
</tbody>
</table>

*Plus the lowest total penalty incurred by any Competitor making an attempt correctly.

### Tyro Trial

49. **Tyro Trial Drivers** must hold a valid RTA licence (not provisional) for Vehicles with more than three wheels and produce a valid Club membership card.

50. The **Official Documents** may permit entries from Drivers who are 13 or over without a full RTA Licence, provided that their Passenger has experience of Cross Country.

51. **Trials** and holds a full RTA Licence for the Vehicle entered.

52. The **Vehicle** may only be driven between observed sections by a Crew member who holds a valid full RTA Licence.

53. **Vehicles** not complying with Appendix 10 Arts.99 – 105 must be fitted with a standard manufacturer's hardtop, truck cab or a roll bar to Chapter 7 Appendix 13 Diagram 10, Chapter 7 App.7 Art.30 (three point harness), Chapter 7 App.5 Arts.13 - 18 (external circuit breaker) and the **Official Documents** may permit entries to be accepted in respect of Drivers who are 13 or over without a full RTA licence provided that the Passenger holds a full RTA licence valid for the Vehicle concerned and is a person who has experience of Cross Country Trials. Where the Driver holds a full RTA licence the minimum age of the front seat Passenger is 12 years of age.

54. More than one Passenger may be carried where the Driver holds a valid full RTA Licence.

55. Passengers under the age of 18 will not be considered as Competitors for the purpose of Club membership.

56. Passengers aged between 2 and 12 years old will be signed on by their parent or guardian.

57. All Passengers must be properly seated with their seat back in an upright position and the seat adequately fixed.

58. All occupants must wear an approved seat belt at all times and all Passengers must be seated in forward facing seats. Their seat back must be upright and they must face forwards.

59. The Passenger sitting alongside the Driver during sections must be at least 12 years.

60. Passengers who occupy the rear seats of the Vehicle must not be less than 2 years of age any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.

### Junior Trial

61. **Junior Trials** must be organised in accordance with Appendix 6, Appendix 7 Arts 1 – 73 and Arts 12 – 48 of this Appendix.

62. At all times during a Junior Trials Event Vehicles may only be driven under the instruction of an Official.

63. There are three Classes of Trial: Novice, Intermediate and Expert.

64. Competitors must finish four Novice Junior Trials before being eligible for Intermediate Junior Trials, and four Intermediate Junior Trials before entering Expert Junior Trials.

65. Proof of finishing a Junior Trial will be by the signing of a Competitor's Competition Licence by the Clerk of
the Course.

66. Sections for the different Classes may either be set out separately or so that a section increases in severity with separate finishing points for the respective Classes.

67. Fiddle brakes may only be used by Competitors in the Expert Class. If fitted to Vehicles entered in Novice or Intermediate Classes they must be rendered inoperative.

Winch Recovery

68. The following regulations are additional to and take precedence over Appendix 6, and Appendix 7 Arts.1-73.

69. Details of the Course, the manner of recovery, the maximum time for completion and the method of starting will be given at the Start.

70. Competitors will be allowed to examine the Course prior to the Start.

71. *The Official Documents will specify the number of Vehicles and members in a team.

72. No more than three members will be allowed in each team which must nominate a Captain to be responsible for keeping any score-card issued and represent the team to the Clerk of the Course.

73. *At the Start and Finish, all team members must be correctly seated in their Vehicle and all equipment must be in or on the Vehicle.

74. Each team will be allowed a minimum of two attempts at the Course.

75. The team completing the course with the least penalties as stated in the Official Documents will be the winner.

76. The Clerk of the Course may penalise or stop a team if it is considered their mode of recovery is likely to be dangerous to Officials, Competitors, spectators or natural terrain.

77. The Clerk can also award penalties for touching gates.

78. Once a winch Vehicle and anchor Vehicle have been manoeuvred into position they must remain stationary whilst winching.

79. Natural anchorage points may be used but must be protected from damage.

80. It is strongly recommended that all members of the team wear protective clothing during winching operations, ie overalls, gloves, eye protectors.

81. It is strongly recommended that Competitors other than the winch operator should also wear a crash helmet to ASN specification.

82. All equipment, including cables, ropes, straps or webbing, shackles, blocks, hooks, ground anchors, winches, etc and Vehicles must be presented to and approved by the Scrutineer prior to an Event.

83. The Organisers may supply certain equipment.

Promotional Events

84. Drivers must hold a valid RTA Licence (not provisional) in respect of Vehicles having more than three Wheels.

85. The Official Documents may permit entries from Drivers who are at least 16 without a full RTA Licence, provided the Passenger holds a valid full RTA Licence and has experience in Cross Country Trials.

86. The Vehicle may only be driven between Observed Sections by a Crew member who holds a valid full RTA Licence.

87. All Drivers must produce a valid Club membership card.
88. More than one Passenger may be carried where the Driver holds a valid full RTA Licence.
89. Passengers under the age of 18 will not be considered Competitors for the purpose of Club membership.
90. Passengers aged between 2 and 12 years old will be signed on by their Parent or Guardian.
91. All Passengers must be properly seated with the seat back in the upright position and with the seat adequately fixed.
92. All occupants must wear an approved seat belt at all times.
93. The Passenger sitting alongside the Driver in sections must be at least 14 years of age.
94. Passengers who occupy the rear seats of the Vehicle must not be less than 2 years of age, any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.
95. Passengers may not be carried for hire or reward.
CHAPTER 20 CROSS COUNTRY

APPENDIX 9

Competitors Regulations All Timed Events

Cross Country Vehicle Timed Trials
1. The following regulations are additional to and take precedence over Appendix 6, and Appendix 7 Arts.1 – 80 and Appendix 8 Arts.1 – 48:
2. Penalties will be in accordance with the following:
   a. For each second over the Target Time: 1 mark per second.
   b. For failing to satisfactorily negotiate an Observed Section within the maximum time allowed: 1 mark per second of maximum time allowed.
3. The Official Documents may specify additional penalties based on a specified number of marks per second.
4. Failure of a Vehicle to maintain unassisted forward motion in the direction of the Course will not be regarded as failure to comply with the requirements to proceed non-stop.
5. Further attempts to regain forward motion will be permitted until the maximum time allowed for the section has elapsed.

Competitive Safaris
6. These regulations are additional to and take precedence over Appendix 6 and Appendix 7 Arts.1 – 80 and Appendix 8 Arts.1 – 48.
7. *The Official Documents may permit two separate Drivers to drive one Vehicle under one Entry. In such cases their total combined penalties will be added together as if they were one Competitor.
8. Vehicles may carry one Passenger, minimum age 16, in addition to the Driver who must be seated in accordance with the provisions of Appendix 8 Art.5.
9. It is recommended that Crew are identified by suitable means, eg a rubber stamp or a plastic wrist identity tag which must be issued at signing-on.
   a. This must not be re-usable and must not cause discomfort.
   b. For safety reasons it must be worn under clothing.
   c. Each Competitor must be allowed to choose to which limb the identity mark is applied.
   d. Competitors will be required to show the identity marking to Officials in the assembly area prior to the Start Line.
10. Competition numbers as required by these Regulations including Chapter 7 must be displayed on both sides of each Vehicle either on the front doors or behind them above the Vehicle waistline and parallel to the Vehicle sides.
11. Where the Official Documents require numbers to be displayed at the front or rear of a Vehicle they must be a minimum 100mm in height.
12. Competitors will be advised of the minimum and maximum time allowed for the Course, before the Start.
13. The Course should have a clearly marked route so that no navigation is required and all Course markings should comply with the Course marking provisions of Appendix 5.

2025 National Competition Rules Chapter 20 Appendix 9 Competitors Regulations All Timed Events
14. Practice will not be allowed over the Course unless the Official Documents state otherwise. If permitted the Official Documents must specify the number of Practice runs and the times of any Practice periods – see Appendix 5 Arts.18 - 21 (Course Organisation).

15. The Official Documents must also specify:
   a. *The number of competitive runs.
   b. *The time interval between Vehicles leaving the Start Line, and whether the Organisers may hold Competitors en route in the event of the Course becoming blocked. In such instances allowance will be made for the time Competitors are delayed.
   c. *The method by which Competitors are signalled to stop and whether re-runs will be permitted.
   d. The starting Signal and method of timing to be used.

16. *Competitors will be required to proceed over the Course in the shortest possible time.

17. The Official Documents will specify whether Live Recovery will be operated by Specialist Recovery Vehicles (SRVs) at the Event.

18. These should be positioned at points where Competitors are likely to make involuntary stops.

19. The Official Documents will specify the maximum time allowed to Competitors for self-recovery, after which they must take official recovery.

20. No recovery operations organised by the Competitor in advance may be used.

21. At Events where Live Recovery is operated the Clerk of the Course must advise Competitors of the procedures at the Drivers Briefing.

22. The Clerk of the Course must specify whether the SRVs will be manned by a third Crew member responsible for attaching the tow rope or whether this will be carried out by the Passenger or Navigator. In the former case, Competitors must remain in the Vehicle and follow the instructions from the SRV Crew. In the latter case, the Passenger or navigator must alight from the stranded Vehicle and follow the following procedure:
   a. They must stand clear and await instruction from the first Crew SRV member before attaching the tow rope between the Vehicles.
   b. When properly attached to the towing points they must stand clear and indicate to the first SRV Crew member that Live Recovery may start.
   c. Once the stranded Vehicle has been recovered, and only after the first SRV Crew member has indicated that it is safe to do they can detach the tow rope and stow it safely. They should then inform the first SRV Crew member that the Course or Stage can be cleared
   d. The Driver of the recovered Vehicle must not proceed until the Passenger or Navigator involved is properly seated and belted in. Failure to comply will be penalised by Disqualification.

23. When arriving at a point on the Course or Stage where a Yellow Signal is being displayed the Competitor must not pass the Yellow Signal unless instructed to do so by a Marshal and will proceed with caution until clear of the incident, obstruction or stranded Vehicle.

24. Failure to comply will be penalised by Disqualification.

25. Time lost whilst Live Recovery of another Competitor is in progress will be regarded as Force Majeure.

26. Unless the Official Documents specify otherwise penalties will be awarded as follows:
   a. For each second to complete the Course over minimum time allowed: 1 mark per second.
   b. For exceeding the maximum time allowed: Disqualification.
c. For taking official recovery: 100 marks.

27. Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for oncoming Competitors.

28. In the case of an accident where urgent medical attention is required the red SOS sign should be displayed as quickly as possible to alert following Vehicles and aid any helicopter attempting to assist.

29. Any Crew that sees a red SOS sign displayed on a Vehicle or sees a major accident where both Crew members are inside the Vehicle but not displaying the SOS sign, must immediately and without exception stop to give assistance.

30. All following Vehicles must also stop and the second Vehicle arriving at the scene must inform the next radio point.

31. Subsequent Vehicles must leave a clear route for emergency Vehicles.

32. The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.

33. Any Crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.

34. In the case of an accident where medical intervention is not required the OK sign must be clearly shown to following Vehicles and to any helicopter attempting to assist.

35. If the Crew leave the Vehicle the OK sign must be left clearly visible to other Competitors.

36. Any Crew failing to comply will be subject to a penalty at the Clerk of the Course’s discretion.

37. Competitors who misuse the SOS or OK signs will be penalised and may be reported to the ASN for further action.

38. Any Crew retiring from an Event must report to the Organisers as soon as possible except in cases of Force Majeure.

Compliance with Flags Signals

39. On passing a Yellow Signal displayed by Marshal wearing a high visibility tabard or vest the Driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any Vehicle they encounter on the Course.

a. A Competitor shown the Yellow Signal may proceed with caution following any instructions given by the Marshals until clear of the cause of the caution.

b. Failure to comply with this rule will incur a penalty of Disqualification.

40. On passing a Red Signal displayed by a Marshal wearing a Marshals` tabard the Driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the Course.

a. The Driver must then follow the instructions of any Marshals and / or safety personnel and maintain this reduced speed until leaving the Course.

b. Failure to comply with this rule will incur a penalty of Disqualification.

Hill Rallies

41. The following regulations are additional to and take precedence over Appendix 5 Arts.68 – 181 and
Appendix 6 and 7 and 8 and Arts.1 – 40 above.

42. Trials-type sections or Tests may be incorporated in Special Stages and should be marked in accordance with the standard procedures for CCV Trials or Autotests.

43. Competitors must be advised of the average speed which will be applied on Special Stages. At no time will Competitors be required to average in excess of 50mph.

44. Each Vehicle must carry at least one Passenger (Navigator / Co-Driver) as well as the Driver.

45. Servicing issues are covered in Arts.63 – 75 below.

46. No assistance may be expected from the Organisers even though they may give advice as to the source of supplies. Competitors are responsible for their own fuel, oil, water etc.

47. No Vehicle may be moved other than by its own power except:
   a. By a ferry
   b. By outside means for a minimum distance necessary to extricate it from difficulty
   c. By gravity
   d. By its Crew.

48. During the course of an Event Competitors are not permitted to use or be directly or indirectly concerned in the use of helicopters or fixed wing aircraft in the vicinity of the Event (whether in connection with servicing, aerial surveillance or for any other reason) without previous ASN authorisation in writing and in compliance with CAA regulations – see Chapter 10.

49. Before considering any such authorisation the ASN must be satisfied that the liabilities of all those involved in the Event have been covered.

50. Any such application must be made at least 14 days prior to an Event.

51. In accordance with CAA regulations no aircraft is allowed within 500ft of the route or within 3,000ft of any large crowd.

Competitors

52. Competitors and their service personnel may only use radio transceiver equipment (and frequencies) that are licensed in accordance with Ofcom Regulations.

53. Competitors must not use or carry any radio transmitting device which operates on or interferes with the ASN Licensed Frequencies.

54. Contravention of these Regulations will be penalised by Disqualification in accordance with Appendix 11 Chart 3t and 4t.

55. All Drivers’ and Co-Drivers’ crash helmets and overalls must be produced for approval during scrutiny of a Vehicle.

56. All Crew members must wear a crash helmet bearing an ASN approval sticker (see Chapter 9) and a safety belt throughout any Special Stage.

57. Crew members must not smoke during any Special Stage or Test.

58. Drivers must conform to the relevant Medical Requirements specified in Chapter 6.

59. No person under 16 years of age may be carried during a Rally with Special Stages.

60. Competitors must comply with any instructions in the Road Book concerning stopping at road junctions. Failure to do so will incur penalties in accordance with Appendix 11 Chart 3.t or 4.t as applicable.
61. **Competition** numbers must be displayed on both sides of the **Vehicle** behind the front doors and above the **Vehicle** waistline and parallel to **Vehicle** sides.

62. **Rally** plates at the front and rear will display **Competition** numbers with a minimum 100mm height. On **Multi-Use Hill Rallies** these will be at the **Organiser's** option.

63. *Organised assistance (service) may be allowed on Hill Rallies if provided for in the **Official Documents** and providing the **Organisers** have made available suitable service areas and a specific time allowance for servicing.

64. *Organised assistance anywhere other than in permitted areas is forbidden.

65. Service vehicles may be required by the **Official Documents** or the **Official Instructions** to follow a prescribed route to and from service areas. In such cases all other areas are **Out of Bounds** for service **Vehicles** and their **Crews**.

66. In any area where service is not allowed the presence of a service vehicle (or any vehicle from which equipment or parts are obtained) or the collection of equipment previously deposited will be considered as servicing.

67. These **Regulations** do not prohibit **Organisers** advising **Competitors** of any garages en route where facilities are available.

68. The above regulations do not prevent **Competitors** from personally making their own **Vehicle** safe to drive. **Crews** may work unassisted on their own **Vehicle** using equipment carried in their **Vehicle** in 'No Service Areas' except:
   a. Within 100m of any **Control**.
   b. Between a **Special Stage Arrival Control** and the **Special Stage Start Control**.
   c. In any **Parc Fermé**.

69. The only work permitted in these areas (and it must be unassisted) is:
   a. Replacing a flat tyre with a wheel and tyre carried in the competing **Vehicle**.
   b. Cleaning lamp glasses, windscreens, windows, identification markings and **Vehicle** registration numbers.

70. Except in the areas listed above **Competitors** may work on their **Vehicle** with the assistance from other **Competitors** from any nationally recognised breakdown service and from any commercial garage not associated with the **Entrant** and not organised in advance.

71. Breakdown service and commercial garage vehicles will not be allowed to enter official service areas.

72. **Competitors** are responsible for ensuring that their service **Crews** understand and comply with these regulations and if official **Service Plates** are issued that the service vehicles at all times bear the **Official Service Plate**.

73. A **Competitor** may be fined or otherwise penalised by the **Clerk of the Course** if the **Crew** of any service vehicle associated with their **Entry** contravenes any regulation or **Official Instruction** or acts in a manner contrary to the interests of the **Event**.

74. **Competitors** may be fined, but not otherwise penalised for any breach of Road Traffic Laws by their service **Crews**.

75. **Competitors** are strongly recommended to carry a **First Aid Kit**.

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**Special Stages**
76. During any **Special Stage** or **Test** the prescribed route must be followed and any direction signs displayed are mandatory.

77. **Competitors** overshooting the stop line at the end of any **Special Stage** or **Test** are not allowed to reverse back to the **Control**.

78. **Competitors** are also not allowed to cross any part of a **Special Stage** in the opposite direction to Rally traffic.

79. **Competitors** must not voluntarily leave the prescribed route without the express permission of the **Stage Commander**.

80. Any **Competitor** who is shown a **Red Signal** on a stage where they have been notified in advance of a **Red Signal** system must cease **Competition** immediately and come to a standstill at the side of the **Course** as soon as possible.

81. They must not proceed until advised to do so by an **Official**.

82. **Competitors** may only attempt a **Special Stage** once. Re-runs are not permitted.

83. *Following instruction from a **Stage Start Marshal** that they are next to start on a **Special Stage**, Competitors abide by the following procedure:
   
a. The **Marshal** should give a loud verbal indication 30 seconds, 15 seconds, 10 seconds and 5 seconds before the actual start, and then countdown verbally each second 5-4-3-2- 1-GO.
   
b. Upon the **Signal** GO a visual starting **Signal** must be given which will normally be the raising of a flag from the bonnet (not the windscreen).
   
c. Any other visual **Signal** to be used must be described in the **Official Documents**.
   
d. Making a false start will be penalised in accordance with **Appendix 11 Chart 3.h** and **4.h** as applicable.
   
e. Stages where **Competitors** are required to start at intervals of less than one minute may dispense with the 30 seconds advance warning. This revised procedure must be advised in the **Official Documents**.

84. Unless the **Official Documents** state otherwise the use or possession of **Pace Notes** or any other means of giving a **Competitor** advice relating to the traversing of a **Special Stage** which has not been provided by the **Organisers** is forbidden.

85. This does not preclude the use of Ordnance Survey maps of 1:25,000 or 1:50,000 scale in addition to others that are specified in the **Official Documents**.

86. The only supplementary information which may be shown on the maps is information given by the **Organisers** of the **Event** (including route details).

87. Contravention of Arts.92 – 95 above will be penalised by **Disqualification** in accordance with **Appendix 11 Charts 3.t** and **4.t**.

**Team Recovery**

88. The following regulations are additional to and take precedence over **Appendix 5 Arts.68 – 181** and **Appendix 6 and 7 and 9 and Arts.1 – 40 above**.

89. *The **Official Documents** will specify the number of **Vehicles** comprising a team.*

90. Teams will start in numerical order and the **Organisers** will determine the order of running at each **Observed Section**.

91. Details of **Observed Sections** must be given at the **Start** and unless the **Official Documents** specify otherwise, teams will have the opportunity of inspecting the **Course** before attempting each **Observed Section**.
92. **Team Members** may start in any order.

93. Each **Team** will nominate a captain who will be responsible for carrying the official score card for the team and who will produce it on demand to **Officials**.

94. **Team Vehicles** must not be harnessed together before the **Start**.

95. The onus of following the correct route will rest with the **Team Captain**.

96. No **Passengers** can be carried in any team **Vehicle** when it leaves the **Start**.

97. This does not preclude other members of the **Team** from being carried through **Observed Sections** provided that they are properly seated and are only carried for as far as is necessary and that the **Vehicle** is stationary when they mount or dismount.

98. Seat belts need not be worn.

99. Any **Team Vehicle** that cannot maintain unassisted forward motion in the direction of the **Course** must be recovered by other members of the team by pushing, towing or winching.

100. *All equipment to be used by **Team Vehicles** as means of self-recovery, including harness ropes and shackles, must be presented to, and cleared by, the **Scrutineer** prior to the **Start**.*

101. This equipment must be carried on **Team Vehicles** throughout the **Competition**.

102. Before attempting any **Observed Section**, **Team Vehicles** will be brought to rest behind the **Start Line** by **Officials** and will not proceed until instructed to do so.

103. *The starting **Signal** will be stated in the **Official Documents**.*

104. A **Team** will be considered to have left an **Observed Section** when all team **Vehicles** have crossed the finishing line.

105. Where a **Competition** involves self-recovery failure of all **Team Vehicles** to proceed whether involuntary or otherwise from the **Start Line** into an **Observed Section** when instructed to do so will be regarded as a failure in that **Section**.

106. Any **Team** which fails to complete a section in the stated time will have three minutes added for each **Vehicle** that has not successfully completed the section.

107. Unless the **Official Documents** state otherwise a **Penalty** of one minute will be added to the team time for each penalty marker touched.

108. The **Official Instructions** will state the maximum time allowed for each **Team** to complete each **Observed Section**.

109. Results will be determined with reference to the time taken including penalties for the **Team** to complete each **Observed Section**.

110. Further penalties may be applied if the **Official Documents** allow.

**Point to Point**

111. The following regulations are additional to and take precedence over **Appendix 5 Arts.68 – 181** and **Appendix 6** and **Appendix 7 Arts.1 – 80** and **Appendix 8 Arts.1 – 11**.

112. *The **Official Documents** will specify whether the **Event** will comprise a set number of points to be visited in the shortest time or a set amount of time during which the maximum number of points are to be visited. In either case all the team must cross a **Finish Line**.*

113. *Competitors will be expected to seek and visit points which may be hidden by the natural topography.*
114. The **Official Documents** will specify:
   a. If the points are to be visited at random or in a set order.
   b. *If a point comprises a single marker pole with minimum height of 1m, or a gate of poles through which the direction of entry will be marked. Each point visited shall be recorded either by collecting a token or by an official marking a score card. Tokens and score cards used will be provided by the Organisers.
   c. *The starting **Signal** to be used.
   d. *The method of timing to be used.
   e. *The maximum time allowed.
   f. *The number of **Vehicles** in a **Team**.

115. Each **Team** must nominate a **Captain** who will be responsible for carrying the official score card or tokens for the **Team** and who will produce them to **Officials** on demand.

116. In addition to the **Driver**, **Vehicles** may carry one **Passenger** or **Navigator** who must be seated in accordance with the provisions of **Appendix 8 Art.5**.

117. **Competitors** may be required to dismount at each point visited to record their visit and must fasten safety belts prior to the **Vehicle** moving off again.

118. **No recovery assistance outside that given by a Team member is allowed.**

119. **Practice** is not permitted.

**Cross Country Orienteering**

120. The following regulations are additional to and take precedence over **Appendix 5 Arts.68 – 181** and **Appendix 6 and 7** and **Appendix 8 Arts.1 - 40**.

121. **Competitors** are expected to drive and navigate to specific objectives.

122. **Official Documents** will specify equipment required to meet navigational and route restrictions.

123. **Competitors** will be issued with instructions before their due start time.

124. **No time schedule will be maintained during the Event but the maximum time allowed will be stated in the Official Documents.**

125. The method of scoring must be specified in the **Official Documents**.

126. Objectives must be attempted without the use of winches or other means of assistance.

**Challenge Events**

127. Each **Vehicle** must carry a **Driver** and either a **Co-Driver** or **Navigator** (together the ‘**Crew**’) 

128. **Driver** and **Co-Driver** must hold a valid **RTA Licence** appropriate to the **Vehicle** and either may drive the **Vehicle** during the **Event**. **Navigators** minimum age 16, do not need to hold a valid **RTA Licence** and may not drive during the **Competition**.

129. **Crew members** must be accommodated in securely fixed seats and wearing approved seatbelts or harnesses while the **Vehicle** is moving.

130. There is no compulsion to attempt to reach any point which has been set out.

131. There is no compulsion to attempt any **Special Task**. The **Official Documents** will specify any **Penalty** which may be applied during the **Competition** including a maximum speed limit for competing **Vehicles**.

132. The winner will be the **Vehicle** or **Team** which has attained the highest points score at the end of the
Competition.

133. Vehicles must comply with the Challenge Events Technical Regulations.

134. Winches may be required primarily for the purpose of self-recovery.

135. All equipment to be used by the Crew as means of self-recovery including ropes, strops and shackles, must be presented to and passed by the Scrutineer prior to the Start.

136. The use of winch sails (minimum 1kg dry weight) and gloves is compulsory when winching.

137. When using winch cable or rope suitable gloves should be worn. Rubber and woollen gloves are not suitable.

Cross Country Driving Tests

138. Drivers must hold a valid full RTA licence (not provisional) for Vehicles with more than three wheels and produce a valid Club membership card.

139. The Official Documents may permit entries from Drivers who are 16 or over without a full RTA Licence provided that their Passenger has experience of Cross Country Trials and holds a full RTA Licence for the Vehicle type entered.

140. The Vehicle may only be driven between Driving Tests by a Crew member who holds a valid full RTA Licence.

141. A Passenger may be carried to assist by giving directions when the driver holds a valid full RTA Licence.

142. The Passenger must occupy the seat alongside the Driver and wear a properly fastened and approved seat belt at all times during the Test.

143. No other Passenger is allowed.

144. If the Driver holds a valid, full RTA Licence, a Passenger, if carried, must be 12 years or over.

145. Vehicles must comply with Appendix 10 Arts.99 - 105 and where either Crew member is under 16 years of age the Vehicle must retain the original hardtop or truck cab and the seat belts comply with the relevant provisions of Chapter 7.

146. Classes are free but the Class structure must be stated in the Official Documents.

Driving Test Procedures

147. Drivers will be considered under Starter’s orders when instructed by an Official to proceed to the Start Line.

148. Drivers then failing to proceed may forfeit their run or may be penalised in accordance with Appendix 11 Chart 7.a.

149. A Start will only be valid if made under the Vehicle’s own power.

150. When a Vehicle is required to stop astride a line, the line must be between its front and back axles and all the area of the tyres in contact with the ground must be seen to have crossed the full width of the line.

151. Similarly if a Vehicle is required to cross a line with all four Wheels all tyre contact area must be seen to be clear of the line.

152. Timing at completion of a Test must be based on the leading Wheel (on the same axle) crossing the Finish Line.

153. Penalties will be applied for failure to cross the Finish Line.

154. In any diagram illustrating a Test the dimensions should be approximate and for guidance only. Indications of the direction of travel of the competing Vehicle when crossing a line or passing between markers must be shown unless specified otherwise (ignoring ‘shunts’ to avoid markers).
155. A maximum **Penalty** (see Appendix 11 Chart 7.c) shall be applied if a **Competitor** crosses with both leading wheels a marked test line in the wrong direction out of the prescribed sequence or too many / few times, otherwise **Competitors** may correct their mistakes by returning to the point where they deviated from the test diagram unless otherwise stated in the **Official Documents**.

156. In changes of direction either lock can be used (unless the **Test** diagram specifically states otherwise).

157. **Clerks of the Course** wishing to define direction of travel between markers should include any necessary marked line(s).

158. In the event of re-run caused by a timing failure, the greater number of penalties incurred in either run will be added to the time taken in assessing the performance on that **Test**.

**Marking**

159. **Judges** must be appointed to each test to adjudicate on:
   
   a. False starts
   
   b. Crossing / failing to cross marker lines
   
   c. Touching markers and not following correct route.

160. **Competitors** will be provided with a score card for the **Organisers** to record times and penalties at the completion of each **Test** run.

161. Marks will be lost for time taken (if applicable) and for any infringements of the test instructions such as striking a marker or crossing a boundary line.

**Results**

162. To be classified as a finisher **Competitors** must complete not less than half of the tests and must hand in their score card to **Officials** within 15 minutes of all other **Competitors** completing the final **Test**.

163. **Competitors** will start with zero marks.

164. All **Class** awards must be calculated on the basis of **Penalty** marks lost with the **Competitor** incurring the least penalty points being judged the winner.

165. In the event of a tie the **Competitor** who was first to have the lesser penalty from the start will be adjudged the winner unless another method of resolving ties is stated in the **Official Documents**.

166. Performance will be assessed as in Appendix 11 Chart 7 unless the ‘Marks Lost’ stated are modified by the **Official Documents**.
CHAPTER 20 CROSS COUNTRY

APPENDIX 10

Technical Regulations (not Junior Trials)

Chassis
1. The Vehicle must have a minimum wheelbase of 127cm (50in).

Body (including Aerodynamics)
2. Unless rear-engined Vehicles must have a bonnet or metal casing of solid flame retardant material covering or surrounding the engine which is secured by fasteners of adequate strength and with a positive locking action.
3. Windscreens must be erected unless the Event takes place wholly on private property or the Official Documents state otherwise.
4. Tailgates may be removed.
5. Be equipped with mudguards for all Wheels which present no sharp edges and cover the complete Wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:
   a. be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted.
   b. extend forward ahead of the axle line
   c. extend downward behind the Wheel.

Seating
6. Vehicles must be equipped with two fixed seats for the Driver and Passenger unless the Official Documents state otherwise.
7. The rearmost part of these seats must not be behind the rear wheel axis.
8. In the case of non-production Vehicles the rearmost part of any additional seat must not be more than 38cm behind the rear wheel axis.

Engine
9. If forced induction is used the coefficient will be 1.7:1 unless the Official Documents or specific Technical Regulations state otherwise.
10. Must have positive throttle closure by external springs so that the throttle automatically closes in the event of any failure of the linkage.
11. Article 10 above does not apply to Vehicles fitted as standard with original manufacturer fitted electronic throttle control for that Vehicle.

Suspension
12. Vehicles must be fitted with sprung suspension between Wheels and Chassis unless originally manufactured otherwise.
13. Where the top mounting of the shock absorber whether or not it is fitted with a coilspring is mounted directly to a main member of the roll-cage a brace must be fitted between the mounting point and the chassis or
those members of the **Vehicle** frame acting as the **Chassis**.

14. It is prohibited to mount the shock absorber by drilling and / or welding a stud or bolt directly to the roll cage.

15. All mountings must be made with reinforcements in material at least the same thickness as the roll cage wall thickness.

16. The recommended mounting is shown in *Appendix 11 to this Chapter, Chart 6*.

### Wheels

17. **Vehicles** may not be fitted with duplicated driving **Wheels** unless permitted by the **Official Documents**.

18. The **Official Documents** may permit the use of TUV Approved hub adapters / **Wheel** spacers up to a maximum of 30mm in depth.

### Tyres

19. Tyres must be compatible with the **Wheels** and be acceptable to the **Organiser** unless a particular type and size of tyre is specified in the **Official Documents**.

20. **Vehicles** should carry a securely fastened spare wheel and tyre capable of replacing any one of the **Wheels** in use on the **Vehicle** unless stated otherwise in the **Official Documents**.

21. **Vehicles** can have more than four **Wheels** and tyres but they must be compatible.

22. All tyres must have at least the minimum legal tread depth on all tyres.

23. **Competitive Safaris** and **Hill Rallies** must specify tyre eligibility in the **Official Documents**. Tyres will be classified as **All Terrain Mud Terrain** or **Extreme** and will be judged against the AT and MT patterns leading manufacturers including BFG and General Tire.

### Transmission

24. **Vehicles** must be equipped with an operable reverse gear and a non-torque biasing differential in full and free operation between the driving wheels unless:
   - a. A differential was not fitted by the manufacturer.
   - b. The **Official Documents** specify otherwise.

25. **Vehicles** may use all wheel drive (unless the **Official Documents** specify otherwise) and may have traction afforded by **Wheels**, track, marine propellers or any combination of these.

### Electrical Systems

26. **Vehicles** must not be equipped with more than two auxiliary lights which must be located in accordance with legal requirements except where the **Event** takes place wholly on private property.

### Silencing

27. **Vehicles** must comply with the **Noise** levels in *Chapter 7 Appendix 8* but the following parts of that Chapter remain unmodified by this section: Brakes, Steering, Cooling, Oil Systems, Fuel Systems, Weight / Ballast, Exhausts.

### Safety

**Competitive Safari Point to Point and Hill Rally**

28. There are three classifications of **Vehicle** design which whilst requiring the same principles of roll-cage design
2025 National Competition Rules Chapter 20 Appendix 10 Technical Regulations (not Junior Trials)

may employ different mounting methods.

29. **Monocoque Vehicles**: These are of unitary construction employing an integral Chassis structure.
   a. They must mount their roll-cages in accordance with Chapter 7 Appendix 3 Arts.30.a – c. and fit a diagonal as provided by Chapter 7 Appendix 13 Diagrams 53 and 54 and must fit longitudinal door bars complying with Chapter 7 Appendix 3 Arts.42 – 45 (side sections per Chapter 7 Appendix 13 Diagram 18).
   b. A centre roof bar must be installed either diagonally or evenly spaced in line with the exterior longitudinal bars as shown in Chapter 7 Appendix 13 Diagram 56. If more than one centre bar is fitted the bars must be evenly spaced. Double crossed roof bars to the minimum specification for optional members are strongly recommended as shown in Chapter 7 Appendix 13 Diagram 19.
   c. It is recommended that a horizontal bar be incorporated in the front hoop located approximately in line with the base of the windscreen which may be bolted or welded to the front hoop members and shall comply with the specifications for an optional member at Arts.32 – 38 below.

30. **Vehicles with Chassis**: These employ a separate Chassis structure from the body or superstructure.
   a. They must mount their roll-cage directly to the Chassis in accordance with Chapter 7 Appendix 13 Diagram 41 following the principles of Chapter 7 Appendix 3 Arts30.a – d.
   b. Exceptionally where the body contains a superstructure of internal steel pressings including the floor and the roll-cage is ASN / FIA certified it is permitted to install the roll-cage in accordance with Arts.29.a – c. above.
   c. Where it is necessary to weld additional Chassis outriggers on which to mount the roll-cage these must be of at least 75x50mm box section steel and not less than 3mm thick.
   d. Alternatively the main hoop may be constructed as in Chapter 7 Appendix 13 Diagram 40 allowing mounting to the main Chassis rails or as in Chapter 7 Appendix 13 Diagrams 53 and 54 where a beam is welded across the Chassis rails. This beam must comply with Art.30.c. above.
   e. Where the roll-cage passes through the superstructure’s floor panels two alternative methods may be employed:
      i. Either oversize holes allowing uninterrupted passage of the tubes to the chassis placed so as to allow for the movement of the superstructure where this is rubber mounted to the chassis or
      ii. Or spreader plates complying with Chapter 7 Appendix 3 Arts.20 - 23 may be used to sandwich the floor where the cage structure is continued through the floor pan to the chassis and mounted as in Chapter 7 Appendix 13 Diagram 41.
   f. The backstays in short wheelbase Vehicles may have to be mounted aft of the rear suspension mountings to the Chassis in order to comply with Chapter 7 Appendix 3 Arts.30.a – c.
   g. Chapter 7 Appendix 13 Diagrams 55, 56 and 60 show the installation for an external front cage to an internally mounted rear roll bar and backstays showing the method for attachment through the Vehicle’s roof skin. This installation may only be used where the body is rigidly mounted to the Chassis.
   h. The backstays where mounted directly to the Chassis must be angled to the main roll hoop as shown in Chapter 7 Appendix 13 Drawings 56 and 60. Vehicles configured with the backstays mounted in line with the main Chassis members built before 2014 are permitted.
   i. The longitudinal bars connecting the front to rear roll bars should be straight or where a manufacturer’s
truck cab or hard top is fitted the bars may follow the contours of the roof.

j. A centre bar must be installed either diagonally or if evenly spaced in line with the exterior longitudinal bars as shown in Chapter 7 Appendix 13 Diagram 56. If more than one centre bar is fitted the bars must be evenly spaced. Double crossed roof bars to the minimum specification for optional members are strongly recommended as shown in Chapter 7 Appendix 13 Diagram 19.

k. Where the roll-cage is mounted directly to the Chassis the front hoop may be mounted as shown in Chapter 7 Appendix 13 Diagram 57.

l. Alternatively the front hoop may be mounted directly to a fabricated chassis extension as shown in Chapter 7 Appendix 13 Diagram 58 The Chassis extension must be constructed as shown in Chapter 7 Appendix 13 Diagram 59.

m. External front hoops must be fitted with a horizontal bar approximately in line with the base of the windscreen of the same material and dimensions as specified for the main members of the ROPS and which may be bolted or welded to the front hoop. Recommended for Vehicles with an internal front hoop where installation is practical.

n. Must be fitted with sill bars of the same material and specification as the main ROPS or primary chassis members or box section steel being a minimum of 40mm x 40mm x 3mm or 50mm x 25mm x 3mm. These may be welded or bolted to the main longitudinal Chassis members.

31. Spaceframe Vehicles: These are constructed entirely from a framework including an integral roll-cage made of tubes and/or box sections. For Safari Plus and all Hill Rallies those elements comprising the primary chassis components must be of at least the same material and dimensions as the primary ROPS members or equivalent box section steel.

a. All these Vehicles must comply with Safety Criteria Chapter 7 Appendix 3 Arts.66 – 80 and Chapter 7 Appendix 13 Diagrams 39 or 44 and have roll- cages incorporated into the frame of the Vehicle.

b. The roll-cage must be welded and integral to the design.

c. Where there may be difficulty with rear-engined Vehicles in respect of fitting a diagonal brace braces to Chapter 7 Appendix 13 Diagrams 42 or 43 may be used.

d. A centre roof bar being of the same material and dimensions as the main ROPS members must be installed either diagonally or evenly spaced in line with the exterior longitudinal bars as shown in Chapter 7 Appendix 13 Diagram 56. If more than one centre bar is fitted the bars must be evenly spaced. Double crossed roof bars are strongly recommended to the minimum specification for optional members as shown in Chapter 7 Appendix 13 Diagram 19.

e. It is recommended that a horizontal bar be incorporated in the front hoop located approximately in line with the base of the windscreen being of the same material and dimensions as the main ROPS members and which may be bolted or welded to the front hoop members. For Safari Plus and all Hill Rallies this horizontal bar is mandatory.

f. A sill bar or single longitudinal door bar as shown in Chapter 7 Appendix 13 Diagram 18 of the same material and dimensions must be fitted.

All Vehicle Types

32. Materials and dimensions must comply with Chapter 7 Appendix 3 Arts.60 – 62 or be to EN10255 (BS1387)
medium weight blue band: i.e. 42.30x3.2mm for Vehicles up to 1000kg and 48.00x3.2mm for Vehicles exceeding 1000kg.

33. Optional tubular members may be added as at Art.32 above medium weight. 30.00mm x 3.2mm. Materials may not be mixed.

34. All diameters are outside diameters.

35. All weights are deemed to be un-laden.

36. New Vehicles which do not comply with the above must be approved in accordance with Chapter 7 Appendix 3 Arts.63 – 65.

37. A Vehicle Passport is required for any existing Vehicle fitted with diagonal members forming a high cross as shown in Chapter 7 Appendix 13 Diagram 70. Vehicle Passports for these Vehicles must have been obtained by 1st January 2022 after which date no further Vehicles with such a design will be approved.

38. Sport UTVs must be fitted with a Homologated ROPS.

39. All Vehicles must comply with Chapter 7 Appendix 3 and be fitted with 4 (min) point safety harness and hand-held fire extinguisher and red rear warning light and tank fillers / vents / caps and external circuit breaker.

40. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.

41. If a plastic windscreen is perforated for viewing purposes approved goggles or visors must be worn.

42. Two red warning lights must be fitted to the specification mandated by Chapter 7 Appendix 3. These must be rearward facing and mounted as high as is practicable within the bodywork confines.

43. Red warning lights must be switched on in poor visibility or as instructed by the Clerk of the Course.

44. A Passenger grab rail / handle or strap must be fitted in front of the Passenger and must be constructed and installed so as not to compromise the safety of the Crew.

45. The fitting of mud flaps of a flexible material not less than 5mm thick behind each road wheel extending to a minimum of 4cm each side of the tyre tread and a maximum of 10cm above the ground when the Vehicle is stationary is mandatory.

46. All Vehicles must carry a Small Spill Kit complying with Chapter 7 Appendix 3.

**Point to Point**

47. Additional to Arts.1 – 46 above.

48. The requirement to comply with Art.45 above may be relaxed by Official Documents.

49. Official Documents may permit Vehicles complying with Arts.17 -18 and 76 - 79 of this Appendix.

**Team Recovery**

50. All open or soft top Vehicles must comply with Safety Criteria Chapter 7 Appendix 13 Drawing 1 or with rear stays to Chapter 7 Appendix 3 Arts.66 – 80 per Chapter 7 Appendix 13 Diagrams 58, 53 or 40.

51. All Vehicles with manufacturer’s hard top or truck cab are recommended to adopt Safety Criteria Chapter 7 Appendix 13 Diagram 10.

52. All Vehicles must comply with Chapter 7 Appendix 3 in respect of hand-held fire extinguishers and fuel fillers / vents and caps. A 3 (min) point safety harness and external circuit breaker in each case conforming with Chapter 7 Appendix 3 are recommended.

53. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.
54. If a plastic windscreen is perforated for viewing purposes goggles or visors must be worn.
55. Wire mesh is recommended to the front and rear of the cab windscreen and rear window.

Timed Trial
56. Vehicles must be equipped with ROPS as follows;
   a. Monocoque Vehicles. Must comply with Arts.29a. – c. and Arts.32 – 36 of this Appendix.
   b. Vehicles with Chassis. Must comply with Arts.30a. – g. and 30.k. – m of this Appendix. The backstays where mounted directly to the Chassis must be angled to the main roll hoop as shown in Chapter 7 Appendix 13 Diagram 60. Existing Vehicles configured with the backstays mounted in line with the main chassis members are permitted.
   c. Spaceframe Vehicles. Must comply with Arts.31a – f above.
57. All ROPS must comply with Arts.32 – 37 above.
58. All Vehicles must have hand-held fire extinguisher complying with Chapter 7 and tanks, fillers, vents and caps must confirm with Chapter 7.
59. All Vehicles must have a minimum of 4-point safety belt in accordance with Chapter 7.
60. Fitment of an external circuit breaker in accordance with Chapter 7 is recommended.
61. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.
62. If a plastic windscreen is perforated for viewing purposes goggles or visors must be worn.
63. A Passenger grab rail / handle or strap should be fitted in front of the Passenger and where fitted must be constructed and installed so as not to compromise the safety of the Crew.

Challenge Events
64. All open or soft top Vehicles must comply with Safety Criteria Chapter 7 Appendix 13 Diagram 10 or with rear stays to Chapter 7 Appendix 3 Arts.66 – 80 per Chapter 7 Appendix 13 Drawings 53, 50 or 38.
65. All Vehicles with manufacturer's hard top or truck cab are recommended to adopt Safety Criteria in Chapter 7 relating to Series Production or Touring or Sports Cars and to have minimum rollover hoop with rearward stays per Chapter 7 Appendix 13 Diagram 10.
66. All Vehicles must have a hand-held fire extinguisher complying with Chapter 7 and tanks, fillers, vents and caps must conform with Chapter 7.
67. All Vehicles must have a minimum 3-point safety belt in conformity with Chapter 7.
68. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.
69. If a plastic windscreen is perforated for viewing purposes goggles or visors must be worn.
70. Where a windscreen and / or rear window is not fitted to Art.68 above a full width wire mesh is mandatory of a 2in maximum square aperture and a minimum 10g weld-mesh and must be securely fitted.
71. All Vehicles must carry a Small Spill Kit capable of absorbing minor spillages up to 1.25 litres of all Vehicle fluids. Used Spill Kits are to be disposed of in accordance with local or National guidelines.

Road Legal Challenge Vehicle
72. Road Legal Challenge Vehicles must fully comply with C&U Regulations in all respects. Official Documents may not relax this requirement.
73. Vehicles must comply with Art.5 of this Appendix (mudguards).
74. **Vehicles** must not be fitted with “Tree Wires” nor carry equipment on the front bumper nor front bodywork.

75. Any **Vehicle** not complying with the above shall be deemed a **Challenge Special**.

**Challenge Special**

76. All **Vehicles** must be fitted with a circuit breaker(s) which isolates the battery from all electrical circuits which simultaneously stops the engine and which is operable by the driver whilst correctly seated. An external circuit breaker in compliance with the provisions of **Chapter 7** is recommended. **Vehicles** fitted with electric winches may use a second isolator operated by the primary circuit breaker either by means of a mechanical linkage or via a control circuit to ensure that all winches and their control solenoids are isolated on operation of the primary circuit breaker.

77. Rear and four wheel steering is permitted unless prohibited by **Official Documents**.

78. Steering provided by hydraulic or other method of operation (i.e. not by a direct mechanical link) is permitted. Hydraulic systems may not exceed an operating pressure of 150bar.

79. Independently operated front and / or rear brakes are permitted.

**Challenge Winching and Recovery Equipment: All Vehicles**

80. The following equipment safety ratings are minima based upon a single line load. Multiple line rigging and the actual mass of the **Vehicle** may require equipment with a higher safety rating. The following minimum equipment must be carried:

   a. A polyester towing rope or a tow strap rated to 2 tonnes minimum SWL.
   b. Two shackles stamped with a minimum WLL of 3.25 tonnes and be CE marked.
   c. Two tree protecting strops labelled with a minimum WLL of 2 tonnes and be CE marked.
   d. Winch cable / rope must be rated in excess of the maximum rating of the winch.
   e. Any loop at the end of a steel cable must be swaged. Any loop at the end of a synthetic rope must be spliced.

**Trials and Orienteering**

81. The following are recommended:

   a. A roll-over hoop and rearward stays in accordance with **Chapter 7 Appendix 13 Diagram 10**.
   b. A 3-point safety harness in accordance with **Chapter 7**.
   c. A hand-held fire extinguisher in accordance with **Chapter 7**.

82. For **Orienteering Events** all **Vehicles** must carry a **Small Spill Kit** capable of absorbing minor spillages up to 1.25 litres of all **Vehicle** fluids. Used **Spill Kits** are to be disposed of in accordance with local or **National** guidelines.

**Miscellaneous – All Events**

83. The following parts of **Chapter 7** remain unmodified by this section: Brakes, Steering, Cooling, Oil Systems, Fuel Systems, Weight / Ballast, Exhausts.

84. **Vehicles** must be currently registered and taxed.

85. With the exception of **Promotional Events** the **Official Documents** may relax the requirement for a **Vehicle** to be currently taxed if the **Event** takes place wholly on private property.
86. The **Official Documents** may permit the **Competition Vehicle** to be of a commercial type such as a van or pick up originally intended for commercial use or the carrying of goods.

87. **Vehicles** must also comply with all Statutory Regulations as to Construction and Use particularly with regard to brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreen unless the **Official Documents** specify otherwise.

88. **Vehicles** must be fitted with a substantial towing point front and rear painted in a contrasting colour unless the **Official Documents** state otherwise.

89. **Vehicles** may be modified from manufacturer’s original specifications providing that the modifications meet the **ASN Vehicle** regulations and the **Official Documents**.

90. Independently operated rear brakes are permitted.

91. The use of nylon ropes for recovery purposes is recommended.

92. Non-stretch ropes are acceptable.

93. Cables or chains are not recommended.

94. Where **Vehicles** are fitted with a compressed air tank the pressure shall not exceed 21bar.

95. The engine must not produce visible smoke or exhaust emissions during the **Event** however reasonable emissions such as an occasional “puff” are tolerated. Any named **Official** of the **Event** is empowered to **Judge** this. If the **Competitor** is unable to affect a solution during the **Event** they shall be **Disqualified** from the **Competition**.

96. **Sports Utility Task Vehicle**. A **Sport UTV** is a two-seater all-terrain **Vehicle** on general catalogued sale of which 100 **Vehicles** are produced in a 12 consecutive month period of less than 1800cc corrected capacity and weighing less than 700 kg.

97. Rearward vision whilst properly seated within the confines of the **Vehicle’s** bodywork or **ROPS** must be possible. **Vehicles** with solid rear bulkheads or an obstructed view along the centreline of the longitudinal axis must be fitted with either external rear view mirrors or a reversing camera. Mirrors and / or cameras must be operational during **Competition**.

**Competitive Safaris**

98. **Classes** in **Competitive Safaris** are free but must be stated in the **Official Documents**.

**Tyro Trials**

99. **Tyro Trials** allow all standard production 4x4 **Vehicles** with petrol or diesel engines (including military variants of civilian models) mass-produced by a motor manufacturer and generally available for normal retail sale or available via a network of dealers whether designed principally for the transportation of **Passengers** commercial use or dual purpose.

100. Saloon **Vehicles** and car derived commercial **Vehicles** are prohibited.

101. **Vehicles** must be currently registered and taxed.

102. Where appropriate the **Vehicle** must have a valid MOT Certificate where appropriate.

103. Seats may be replaced but the number of rear seats fitted must comply with those fitted to the **Vehicle** model by the manufacturer.

104. Bumpers must be retained in their original position.
105. Safety improvements may be added to the **Vehicle**.
Chart 1

- Block & No Entry sign AWAY from junction

- If possible 'box' area

- No warning or Confirmation Arrows if junctions are VERY close

- WARNING ARROW & LOCATION BOARD on the side of the road where it is MOST VISIBLE

**ARROWING SYSTEM**

**ARROW ANGLES & POSITIONS**

- NO ENTRY
- CONFIRMATION ARROW
- PHYSICAL BLOCK

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2025 National Competition Rules Chapter 20 Appendix 11 Charts and Diagrams
<table>
<thead>
<tr>
<th>CONTROL TYPE</th>
<th>DISTANCE FROM PREVIOUS SIGN</th>
<th>POSITION</th>
<th>COLOUR</th>
<th>BOARD</th>
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<td>Beginning of Control Area</td>
<td>Yellow background</td>
<td>Black Symbols</td>
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<td>At Control Stop</td>
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<td>50 metres</td>
<td>End of Control Area</td>
<td>Yellow background</td>
<td></td>
</tr>
<tr>
<td><strong>TIME CONTROL</strong></td>
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<td></td>
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<td><strong>START OF SPECIAL STAGE</strong></td>
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<td>Beginning of Control Area (Stage Arrival)</td>
<td>Yellow background</td>
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<td>25 metres</td>
<td>Stage Arrival Control</td>
<td>Red background</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50 - 200 metres</td>
<td>Stage Start</td>
<td>Red background</td>
<td></td>
</tr>
<tr>
<td><strong>FINISH OF SPECIAL STAGE</strong></td>
<td>n/a</td>
<td>Warning of Stage Finish (both sides of track)</td>
<td>Yellow background</td>
<td></td>
</tr>
<tr>
<td></td>
<td>100 metres</td>
<td>Flying Finish Line (both sides of track)</td>
<td>Red background</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Countdown boards (evenly spaced between Flying Finish &amp; Stop Line)</td>
<td>Black on white background</td>
<td></td>
</tr>
<tr>
<td></td>
<td>100 - 300 metres</td>
<td>Stop Line</td>
<td>Red background</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50 metres</td>
<td>End of Control Area</td>
<td>Yellow</td>
<td></td>
</tr>
</tbody>
</table>
### Chart 3
**ASSESSMENT OF PERFORMANCE – TARGET TIMED CROSS COUNTRY EVENTS**

Performance will be assessed as follows, unless modified by the *Official Documents*:

<table>
<thead>
<tr>
<th></th>
<th>Road Sections</th>
<th>Special Stages</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>Not reporting at a control</td>
<td>Retired</td>
</tr>
<tr>
<td>(b)</td>
<td>Not reporting at or providing proof of visiting a <em>Check</em></td>
<td>30 mins</td>
</tr>
<tr>
<td>(c)</td>
<td>Not complying with a requirement of the <em>Road Book</em> or <em>Route Card</em> including visiting a <em>Control</em> more than once</td>
<td>30 mins</td>
</tr>
<tr>
<td>(d)</td>
<td>Not complying with a reasonable instruction by an <em>Official</em> provided warning is given that a <em>Penalty</em> will be applied</td>
<td>15 mins</td>
</tr>
<tr>
<td>(e)</td>
<td>Not attempting or being ready to attempt a <em>Stage</em> when instructed to do so</td>
<td>30 mins</td>
</tr>
<tr>
<td>(f)</td>
<td>Not completing a <em>Stage</em></td>
<td>30 mins</td>
</tr>
<tr>
<td>(g)</td>
<td>Not performing a <em>Stage</em> correctly</td>
<td>30 mins</td>
</tr>
<tr>
<td>(h)</td>
<td>Making a false start at a <em>Stage</em></td>
<td>1 min</td>
</tr>
<tr>
<td>(i)</td>
<td>Taking an incorrect route on a <em>Special Stage</em></td>
<td>30 mins</td>
</tr>
<tr>
<td>(j)</td>
<td>Every second taken to complete a <em>Stage</em> (subject to Appendix 7 Art.52)</td>
<td>1/60 min</td>
</tr>
<tr>
<td>(k)</td>
<td>For each minute under <em>Target Time</em> on a <em>Road Section</em> of <em>Service Area</em></td>
<td>1 min</td>
</tr>
<tr>
<td>(l)</td>
<td>For each minute before or after <em>Due Time</em> at a <em>Main Control</em> (out)</td>
<td>1 min</td>
</tr>
<tr>
<td>(m)</td>
<td>Breach of a Statutory requirement concerning the driving of a motor vehicle</td>
<td>30 mins</td>
</tr>
<tr>
<td>(n)</td>
<td>Contravening Appendix 7 Art.68</td>
<td>30 mins</td>
</tr>
<tr>
<td>(o)</td>
<td>Breach of <em>Technical Regulations</em> concerning the use of lights and breaches of the <em>Construction and Use or Lighting of Vehicles Regulations</em></td>
<td>30 mins</td>
</tr>
<tr>
<td>(p)</td>
<td>Excessive <em>Vehicle Noise</em>, excessive speed or driving likely to bring motor sport into disrepute (Appendix 2 Art.40 and Appendix 6 Art.15)</td>
<td>30 mins</td>
</tr>
<tr>
<td>(q)</td>
<td>Damaged or ineffective silencing system</td>
<td>30 mins</td>
</tr>
<tr>
<td>(r)</td>
<td>Damage to car (Appendix 7 Art.21)</td>
<td>10 mins</td>
</tr>
<tr>
<td>(s)</td>
<td>Receiving assistance contrary to Appendix 9 Arts.41 - 47 or Arts.63 to 67 or contravening Appendix 7 Art.81</td>
<td>30 mins</td>
</tr>
<tr>
<td><strong>(t)</strong></td>
<td>Breach of Regulations 25, Appendix 7 Art.84, Appendix 7 Art.22, Appendix 9 Arts.52 - 54, Appendix 9 Arts.56 - 60, Appendix 9 Arts.76 - 83</td>
<td>Disqualification</td>
</tr>
<tr>
<td>†(u)</td>
<td>Breach of Regulation Appendix 9 Art.48</td>
<td>30 mins</td>
</tr>
<tr>
<td>(v)</td>
<td>Second offence ((m), (n), (o), (p), (q), (s))</td>
<td>Disqualification</td>
</tr>
<tr>
<td>(w)</td>
<td>Breach of Regulation Appendix 9 Art.48, Appendix 7 Art.19, Appendix 9 Arts.27 - 37</td>
<td>Disqualification</td>
</tr>
</tbody>
</table>

**These penalties may not be decreased by the Supplementary Regulations. The decision on causing excessive noise during an event is left to the discretion of the *Judge*, *Environmental Scrutineer* (Chapter 5 App.6), or *Driving Standards Observer* (Chapter 5 App.8) who may refuse permission to proceed at any time. Driving Standards Observers' decisions on imposing a penalty for excessive speed or bringing the sport into disrepute will be penalised according to the *Official Statements*. Note also powers contained in Appendix 7 Arts.16 - 20.**

†Any road section penalties thus incurred will be applied up to and including *Disqualification*. 
| (a) Not reporting at a control | Marks Lost | or Fails |
| (b) Not reporting at or providing proof of visiting a check | 30 mins | 1 |
| (c) Not complying with a requirement of the Road Book or Route Card including visiting a control more than once | 15 mins | 1 |
| (d) Not complying with a reasonable instruction by an Official provided warning is given that a penalty will be applied | 15 mins | 1 |
| (e) Not attempting or being ready to attempt a Stage when instructed to do so | Stage Target |
| Not completing a Stage | Stage Target |
| (f) Not performing a Stage correctly including taking the incorrect route | Stage Target |
| (h) Making a false start at a Stage | 1 min |
| (i) Every second taken to complete a Stage (subject to Appendix 7 Art.52) | 1/60 min |
| (j) Arriving at a control or check, other than at the end of a non-competitive section before Scheduled time per minute | 2 mins |
| "(k) Arriving at a control or check after due time – per minute, where timing is to whole minutes – per fraction of a minute, where timing is to a fraction of a minute | 1 min or fraction | Max. penalty not to exceed that for (a) missing a control |
| *(l) Early arrival at the end of a non-competitive section | 30 mins | 1 |
| *(m) Breach of a Statutory requirement concerning the driving of a motor vehicle | 30 mins | 1 |
| (n) Contravening Appendix 7 Art.68 | 30 mins | 1 |
| (o) Breach of Technical Regulations concerning the use of lights and breaches of the Construction and Use of Lighting of Vehicles Regulations | 30 mins | 1 |
| (p) Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute (Appendix 2 Art.40 and Appendix 6 Art.15) | 30 mins | 1 |
| (q) Damaged or ineffective silencing system | 30 mins | 1 |
| (r) Damage to car (Appendix 7 Art.21) | 10 mins | 1 |
| (s) Receiving assistance contrary to Appendix 9 Arts.41 - 47 or Arts.63 to 67 or contravening Appendix 7 Art.81 | 30 mins | 1 |
| **(t) Breach of Regulations Appendix 5 Arts.16 - 31, Appendix 7 Art.84, Appendix 7 Art.22, Appendix 9 Arts.52 - 54, Appendix 9 Arts.56 - 60, Appendix 9 Arts.76 - 83 | Disqualification |
| **(t) Breach of Regulation Appendix 9 Art.48 | Stage max. plus 30 mins |
| (v) Second offence (o), (p), (q), (r), (s) | Disqualification |
| (w) Breach of Regulation Appendix 9 Art.48, Appendix 7 Art.19, Appendix 9 Arts.27 - 37 | Disqualification |

*Except in 'neutral' sections where only a maximum lateness Penalty equal to (a) shall be applied.

**These penalties may not be decreased by the Official Documents. The decision on causing excessive noise during an event is left to the discretion of the Judge, Environmental Scrutineer (Chapter 5 App.6), or Driving Standards Observer who may refuse permission to proceed at any time. Driving Standards Observers’ decisions on imposing a penalty for excessive speed or bringing the sport into disrepute will be penalised according to the Official Documents. Note also powers contained in Appendix 7 Arts.16 - 20.

†Any road section penalties thus incurred will be applied up to and including Disqualification.
Diagram illustrating the application of 204 to 212. The lower figures preceded by F indicate the correct penalties for a car stopping in the position shown.

**Chart 6**

**Chart 7**

CROSS COUNTRY DRIVING TEST PENALTIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Marks Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Each minute late in reporting at the start or a restart</td>
<td>5*</td>
</tr>
<tr>
<td>(b) Not attempting or being ready to attempt a test when instructed to do so</td>
<td>40*</td>
</tr>
<tr>
<td>(c) Not performing a test correctly, other than in (d) or (e) or not completing the test or making a false start</td>
<td>40*</td>
</tr>
<tr>
<td>(d) Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)</td>
<td>5</td>
</tr>
<tr>
<td>(e) Failing to cross or stop at any line or specified position as required in a test (per mistake)</td>
<td>5</td>
</tr>
<tr>
<td>(f) Every second (and fraction) taken to complete test</td>
<td>1 fraction</td>
</tr>
<tr>
<td>(g) Every second (ignoring fractions) to complete test</td>
<td>1 no fractions</td>
</tr>
</tbody>
</table>
Chart 8

<table>
<thead>
<tr>
<th>CODE</th>
<th>PR REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Personal visit to an adult member of household within 100m.</td>
</tr>
<tr>
<td>B</td>
<td>Letter to each householder within 100m.</td>
</tr>
<tr>
<td>C</td>
<td>Public notice.</td>
</tr>
<tr>
<td>D</td>
<td>Personally visit and obtain signature from an adult member of any household within 500m of any point where competitors are required to stop (i.e. any control or clue point). Consult RLO.</td>
</tr>
<tr>
<td>E</td>
<td>Personal visit to an adult member of household within 150m.</td>
</tr>
<tr>
<td>F</td>
<td>If timed to the second, not pass through any area which has in excess of 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all of the householders within that area and the Motorsport UK has given its permission.</td>
</tr>
<tr>
<td>G</td>
<td>Letter to each householder within 100m, unless the RLO agrees to a lesser requirement.</td>
</tr>
</tbody>
</table>

Chart 9

ALL EVENTS TRAVERSING THE PUBLIC HIGHWAY

<table>
<thead>
<tr>
<th>Permit</th>
<th>Section</th>
<th>Road Type</th>
<th>Time</th>
<th>PR</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROAD RALLY (inc. HISTORIC)</td>
<td>STANDARD (timed to second) inc. STANDARD (time to minute)</td>
<td>All Classes (see 10.2)</td>
<td>23.59 to 1 hour</td>
<td>A(G) D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>All Classes</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td>REGULARITY</td>
<td>A &amp; B Habitation</td>
<td>22.00 to 07.00</td>
<td>C D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow/White UCR/Private</td>
<td>24 hour</td>
<td>H D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White/UCR/Private</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A, B &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>C D</td>
</tr>
<tr>
<td>ECONOMY, NAVIGATIONAL &amp; 12 CAR RALLIES (All types)</td>
<td>STANDARD &amp; REGULARITY</td>
<td>A &amp; B Habitation</td>
<td>22.00 to 07.00</td>
<td>C D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A &amp; B Habitation</td>
<td>07.00 to 22.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow/White UCR/Private</td>
<td>24 hour</td>
<td>H D</td>
</tr>
<tr>
<td></td>
<td>TRANSPORT &amp; NEUTRAL</td>
<td>White/UCR/Private</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 08.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A, B, Habitation &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>E D</td>
</tr>
<tr>
<td>VINTAGE (07.00 to 22.00)</td>
<td>ALL</td>
<td>ALL</td>
<td>07.00 to 22.00</td>
<td>C D</td>
</tr>
<tr>
<td>VETERAN</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>C D</td>
</tr>
<tr>
<td>NAV. SCATTERS</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>E</td>
</tr>
<tr>
<td>---------------</td>
<td>-----</td>
<td>-----</td>
<td>---------</td>
<td>-----</td>
</tr>
<tr>
<td>TREASURE HUNTS TOURING ASSMS.</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>E</td>
</tr>
<tr>
<td>SPECIAL STAGE RALLIES including SINGLE VENUE STAGE RALLIES</td>
<td>ROAD</td>
<td>A &amp; B, Habitation</td>
<td>22.00 to 07.00</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White/UCR/ Private</td>
<td>24 hour</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A, B, Yellow Habitation</td>
<td>07.00 to 22.00</td>
<td>E</td>
</tr>
<tr>
<td>ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY</td>
<td>ALL</td>
<td>24 hour</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>SPECIAL STAGE</td>
<td>Private or Roads Closed by appropriate</td>
<td>24 hour</td>
<td>F</td>
<td></td>
</tr>
<tr>
<td>CLASSIC TRIALS and ALL OTHER EVENTS USING THE PUBLIC HIGHWAY</td>
<td>White/UCR/ Private</td>
<td>24 hour</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>A, B, Habitation &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>C</td>
<td>D</td>
</tr>
</tbody>
</table>

*For Codes see above in Table 8*
CHAPTER 20 CROSS COUNTRY

APPENDIX 12

Public Relations Guidance

Public Relations

1. Effective Public Relations (PR) work must be undertaken by Organisers of all Events using the Highway. The following advice will be useful:
2. Prior consultation with Route Liaison Officers who might require additional PR work in sensitive areas is essential. The work should be completed to allow enough time to undertake a re-route should this prove necessary.
3. Be diplomatic positive and clear about the legal aspects of route authorisation. If the Event is run in England or Wales do not intimate that it is authorised by the Police.
4. Avoid asking for ‘authorisation’ or ‘permission’ from householders as this can invite unnecessary difficulties.
5. Special consideration should be given to householders with pets or livestock.
6. All PR must be carried out by responsible members of the Organising Club or of a Local Club. All PR letters should be vetted and checked by the RLO and must indicate who the Organiser is (with a contact address and phone number) the date of the Event in which direction it is travelling and the approximate time of passing.
7. Where Organisers publish a guide to the route or specific locations for spectators they should ensure that:
   a. Householders within 500m of any specifically advised location have been effectively contacted without difficulty and that these areas are properly marshalled
   b. The information contains warnings of locations that spectators should avoid (blackspots sensitive areas etc)
8. Ensure that each PR crew prepares a report on each visit and that these are available to the RLO on request and to the Clerk of the Course and Stewards at the Event. Special note should be made of problem areas and reports must passed to RLOs for the benefit of future Events.
9. Contact should be made with local Police stations before and immediately after all Events.
10. See App.11 Charts 8 and 9 for detailed requirements.
CHAPTER 20 CROSS COUNTRY

APPENDIX 13

Technical Regulations for Junior Trials Vehicles

Chassis and Body
1. The Chassis and bodywork in Junior Trials Vehicles must be standard except where modified to comply with these Regulations and must be that from a proprietary machine.
2. Chapter 7 Appendix 7 Art.4 does not apply in respect of the seat cushion being 15.25cm below the adjacent body.
3. App.10 Art.1 does not apply.

Engine
4. Vehicles must be fitted with a four-stroke petrol or diesel vertical crankshaft engine of the industrial and commercial restricted type and designed for use on a Ride on Mower or Lawn / Garden Tractor.
5. The engine must be fitted in its original location and retain its governor or restrictor which may not be modified or removed.
6. The engine must be fitted with an air filter the type and location of which is free.
7. The engine must be fitted with an effective silencer such that the Vehicle complies with the Noise limits provided by Chapter 7 App.8.
8. The silencer and exhaust manifold are free as to type and location but must be fitted with shields when located outside of the bodywork or Chassis.

Transmission
9. A manual constant mesh transmission must be fitted of the type originally fitted to the Vehicle.
10. Transmissions of an alternative make or model may be fitted.
11. The Driver must be protected from all drive belts / chains.
12. Vehicles must not be fitted with a locked locking or torque-biasing differential.

Wheels and Tyres
13. Wheels and tyres are free.

Brakes
14. Vehicles must have brake systems operating on both rear wheels simultaneously by a single foot pedal which may activate the brakes either mechanically or hydraulically.
15. The brakes must be capable of locking the Wheels when applied at maximum speed.
16. A mechanical handbrake must be fitted which operates directly on both rear wheels and can hold the Vehicle on a 45° longitudinal gradient.

Steering
17. The steering system must retain its original location and operation and must be un-assisted.
18. Steering system components are free and may be strengthened.
19. A steering damper may be fitted.

**Front Axle**

20. The location and mounting of the front axle must be standard to the Vehicle and no alteration may be made to the Chassis or bodywork to increase articulation.
21. The front axle may be modified or replaced.
22. Movement of the front axle may be controlled by the addition of springs and / or dampers or friction materials between the axle and the Chassis.

**Safety**

23. A roll-cage (see Chapter 7 Appendix 13 Diagram 61) must be fitted comprising a front and rear hoop which extend the full width of the bodywork and which maintain the minimum clearance above the Competitor's helmet when properly seated (Chapter 7 Appendix 13 Diagram 47).
24. Sidebars must be fitted which prevent the Driver's feet from involuntarily leaving the confines of the Vehicle.
25. A rear brace must be fitted to the rear hoop to guide and locate the shoulder straps of the seat belt.
26. The roll-cage comprising the front and rear hoops lateral bars side bars and rear brace must comply with Chapter 7 Appendix 3 Arts.60 - 62 or be to BS1387 medium weight blue band (ie a minimum 42.30x3.2mm external diameter and wall thickness).
27. The roll-cage must be:
   a. Bolted to the chassis with 3mm thick spreader plates and a minimum of two 10mm high tensile bolts at 25mm between centres per mounting (Chapter 7 Appendix 13 Diagram 22) or
   b. Bolted to outriggers of 3mm wall thickness bolted / welded to the chassis using 3mm thick saddles and two 10mm high tensile bolts at 25mm between centres per mounting per Chapter 7 Appendix 13 Diagram 62) or
   c. Welded to outriggers of 3mm wall thickness bolted / welded to the Chassis as Chapter 7 Appendix 13 Diagram 54.
28. Suitable head protection is strongly recommended.
29. A 4-point seat belt must be fitted (Chapter 7 Appendix 7 Art.31).
30. A circuit breaker conforming to Chapter 7 Appendix 6 Arts.13 - 18 which is operable by the Driver when properly seated and which is clearly marked must be fitted.
31. The battery must be securely mounted and fitted in a sealed container or under the bonnet.
32. A strong and clearly marked recovery point must be fitted to the rear of the vehicle.
33. The seat must be rigidly located and designed to securely locate the Driver up to and including the shoulders.
34. A head restraint must be fitted where not integral to the seat complying with Chapter 7 Appendix 7 Arts.26 – 27.
35. The fuel tank must be located under the bonnet and comply with Chapter 7 Appendix 4 Arts.2 – 9.

**Miscellaneous**

36. A front bumper or bush guard must be fitted to protect the chassis and bodywork. This may provide location for under Chassis protection and must provide a suitable towing point.
37. Under-Vehicle protection skid plates / guards may be fitted to protect the steering engine and transmission.

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2025 National Competition Rules Chapter 20 Appendix 13 Technical Regulations for Junior Trials Vehicles
38. Ballast may be added to the Vehicle provided it is securely attached to the Chassis or skid plates.
39. Ballast must be located below the floor line.
Chapter 21 RECORDS

App.1  General Provisions
App.2  FIA World, International and National Records
CHAPTER 21 LAND SPEED RECORDS

1. This Chapter must be read in conjunction with Chapters 1 – 11.

2. The following Appendices comprise this Chapter:
   
   App.1 General Provisions
   App.2 FIA World, International and National Records
CHAPTER 21 LAND SPEED RECORDS

APPENDIX 1

General Provisions

Jurisdiction
1. The FIA will adjudicate upon all claims to International Class and World Records. Claims to such Records following attempts within the territory of ASN will be submitted to the FIA by ASN. ASN will adjudicate upon all other claims to Records made within its territory. At all times these Regulations should be read in conjunction with the FIA’s Appendix "D".

Records Recognised
2. The only Records which may be recognised are Local Records, National Records, International Records and World Records. No distinction is drawn between Records made on a track and Records made on a road.
3. Local Record – recognised by the ASN within its jurisdiction as the result achieved on an approved Course whatever the nationality of the Driver. A Record made during a Race is not recognised.
4. National Record – established in conformity with the rules of ASN and deemed to be a Class record on its territory or the territory of another ASN with their prior authority. Irrespective of Class it may also be recognised as an absolute National Record.
5. International Record – recognised by the FIA as the best result achieved in one of the Categories, groups, cylinder capacity Classes or other sub-divisions prescribed in the International Sporting Code and Appendix D.
6. World Record – recognised by the FIA as the best result achieved irrespective of Category, group or Class prescribed in the International Sporting Code and Appendix D.
7. Records restricted to their own Class. A Vehicle having established or beaten a Record in its own Class may beat a World Record but cannot beat the same Record in any other Class.

Vehicles Eligible to Establish Records
8. FIA World and International – see Appendix 2.

Times & Distances Recognised
10. International – refer to Appendix D
11. National
   - Flying Start – 1/4 – 1 – 5 – 10
   - Flying Start – 500m – 1 – 5 – 10
   - Hours – Standing Start – 1 – 3 – 6 – 12 – 24

Record Attempts
12. All attempts shall be subject to the prescriptions of the FIA International Sporting Code and the ASN National Competition Rules in so far as they can be applied.
13. For all Record Attempts reference should be made to FIA Appendix D.
14. An International or National record attempt or the organisation of a group of Record attempts are a sporting Event.
15. National Attempts are a National Event independent of the nationality of the Competitors.
16. Record attempts can be made on a Track or Road.
17. The Attempt Permit may be issued to the Competitor’s Entrant attempting the Record or an ASN Registered Club.
18. The successful Competitor(s) will be the Record holder subject to ratification by ASN.
19. A successful attempt must represent an increase of 1% of the average speed of the current Record.
20. The Competitor may not publish or have published by any person or distribute or have distributed by any person the result of an Attempt before written ratification by the ASN unless prior written permission is given by the ASN and the proposed publicity is first approved by the ASN. Where such permission has been given by the ASN then the results may be circulated and must include the statement “Subject to ASN Ratification” in clearly visible printed letters. The ASN has the right to reject or approve the proposed publicity.

Application for a Record Attempt
21. The Entrant or Organisation must submit a completed Application for Authorisation to the ASN’s Head of Speed, at least 6 weeks prior to the date of the Attempt together with the appropriate Fee as published from time to time by the ASN (see Chapter 1 App. 2).
22. An Organising Permit known as an Attempt Permit is issued as the ASN authorisation.
23. Mandatory requirements by way of Declaration as set out below at a – n are required for all Authorisations:
   a. Proof of landowners’ permission.
   b. Local Police Authorities to be informed.
   c. Fully licensed Speed Event Rescue Unit and Crew required.
   d. For any Venue or Course without a valid Track Licence a plan and surveyors report must be submitted.
   e. A valid Track Licence is required for all Attempts on a Track.
   f. Details of all proposed Officials
   g. Details of proposed Scrutineering facilities and arrangements
   h. Technical details of the Vehicle attempting the Record (to be passed to the ASN Technical Department for review (note: the ASN will review and may reject the Vehicle or require modifications on safety grounds)
   i. Provide a serious incident management plan respecting the ASN Serious Incident Protocol
   j. Provide an Event Schedule.
   k. Liability for all ASN costs.
   l. Liability for all Officials costs
   m. Details of any Noise or environmental restrictions.
   n. Necessary Insurance

Officials
24. The ASN will appoint a Steward who will be responsible for the supervision of the Attempt and who:
   a. has the authority to stop, suspend or modify the Event Schedule;
   b. will maintain a detailed log of all stops and operations at a Control Station;
   c. must after the Attempt, send to the ASN a detailed report and the relevant reports of the Timekeeper and the Scrutineer no later than 48 hours following the conclusion of the Event subject always to Art. 47 below (technical verification). Where the Steward’s Report is delayed by virtue of Art. 47 below, then the Steward...
must notify the ASN accordingly.

25. Other Officials as required to supervise operations at Control Stations and observation along the Course.

26. The Entrant is responsible for nominating an Attempt Co-ordinator and meeting the costs of an ASN licensed Timekeeper, Eligibility Scrutineer and Rescue Unit in each case approved by the ASN for Record Attempts.

27. An Attempt Co-ordinator may not necessarily be the Entrant and is the person responsible for the co-ordination of the Attempt which includes the liaison with the Officials and represented organisations.

Licences

28. The Competitor(s) must hold a valid International Competition Licence for an International Record Attempt; for a National Record Attempt an International or National or a licence endorsed “Record Attempts Only” is required

Course

29. The Course may be either a permanent or temporary Track or a Circuit and have a valid Track Licence relevant to the Attempt.

30. The Course may be of an ‘Open’ type with a Control Line at each end of the measured distance or of the ‘Closed’ type with a single Control Line (see Arts. 31, 38 and 39 below).

31. A Closed Course is section of Track covered without stopping with reversal of the direction of running after crossing the Control Line at each end of a measured distance.

32. During an Attempt of up to 24 hours only the Vehicle attempting the record and the nominated Officials, Rescue and service Vehicles are permitted to use the Track.

33. For Records up to 1 mile the Course will be of the open type with a maximum gradient of 1%; for flying starts this will apply to the two extensions at the beginning and end of the measured distance even if they are not straight and are used as part of the Course for the flying start.

34. The measured distance must be covered in both directions.

35. Consecutive runs must not exceed 60 minutes.

36. Should a Competitor make an unsatisfactory start and providing the Vehicle has not crossed the Control Line a re-start is permitted.

37. For Records up to 10 miles or 10 kilometres the Course may be of the Open or Closed type.

38. Open Course – the measured distance must be covered in both directions and including the return run must not exceed 1 hour.

39. Closed Course – the car crossing the single Control Line lap after lap. The direction of running is free as appropriate to the track licence.

40. For Records over 10 miles and Time Records the course must be of the Closed type. The direction of running is free.

41. For Records over 5000km and 24 hours on a Circuit where all curves are in the same direction, the direction of running may be reversed every 5000km by crossing the Control Line and turning back and passing over it again in the opposite direction without stopping.

Scrutineering

42. Prior to the start the Scrutineer will verify that the Vehicle conforms to the Category, group and Class, and the relevant Vehicle regulations and safety requirements of the Code and or the NCR as the case may be as well as
any requirements of the **ASN** (see Art.23.h above).

43. Particular attention must be paid to the **Competitor** respecting applicable Seat and Harness and Personal Safety Equipment obligations and, in any case where the vehicle is to use a parachute retardation system, then the requirements of the current **FIA Code Appendix** must be verified by the **Scrutineer**.

44. Using approved measuring instruments the **Scrutineer** must measure the cubic capacity of the engine. Alternately the **Scrutineer** may affix **ASN** approved seals to the relevant components for examination at the conclusion of the **Attempt**. Seals may only be broken by the person affixing the seal or with their written permission by a person designated by the **ASN** to make the examination.

45. The **Vehicle** must remain under the control of the **Scrutineer** if transported to another place for verification.

46. At the end of the **Attempt** the **Scrutineer** will make the final verification of the Vehicle and give a written report to the **ASN Steward**.

47. Where the technical verification of the **Vehicle** is not concluded by the **Scrutineer** on the day of the **Event** then it should occur as soon as reasonably practicable and in any event within 14 calendar days.

**Timekeeping**

48. A **Speed Timekeeper** of the appropriate grade and as nominated by the **ASN** is required.

49. On an **Open Course** time is recorded as the **Vehicle** crosses the start and finish lines in both directions with a break at the end of each run.

50. On a **Closed Course** times must be recorded lap after lap as the **Vehicle** crosses the single start-finish line.

51. At the end of the **Attempt** the **Timekeeper** must give to the **ASN Steward** a written report together with the original record of times and relevant calculations.

**Control Stations**

52. Stations may be located along the course at designated areas.

53. Authorised Stations:
   a. **Open Course** – One next to the **Start Line** and **Finish Line**. The station near the **Start Line** will be the main station where any operation allowed will be carried out.
   b. **Closed Course** – One next to the single **Control Line**.
   c. Intermediate stations at a maximum interval of 5km (2.5km in the case of simultaneous attempts).
   d. A **Vehicle** shall not be out of sight for more than one minute during its travel.

54. At all Stations the **Vehicle** must be stationary with or without engine running. Pushing the **Vehicle** within the limits of the Station by the **Competitors’ assistants** is permitted.

55. Starting the engine by a push start is permitted or by its normal designated starting method.

56. If the **Vehicle** stops during an **Attempt** it may restart by its own means and continue.

57. Should the **Vehicle** stop along the **Course** the **Driver** may push the **Vehicle** without any outside assistance to the nearest Station for authorised replenishment or repairs to enable the **Vehicle** to resume the **Attempt**.

**Authorised Operations**

58. Before the **Attempt** except for replenishment materials, all spare parts, auxiliary materials and tools that are to be carried on the **Vehicle** or held at a **Main Station** shall be listed with their total weight and that list must be given to the **ASN Steward**.

59. Only the items listed at Art. 58 above are permitted to be used during the **Attempt**. **Body panels, window glass**
and exhaust systems (including turbocharger) shall be considered as replenishment materials and need not be listed.

60. **Competitors**' assistants using the authorised spare parts, auxiliary materials and tools located at the Station may carry out operations at main and intermediate Stations. The **Vehicle** must be stationary during such operations.

61. The Station may have tools, materials and equipment similar to that of a normal road service station.

62. All operations concerning refuelling, cleaning, tuning, fitting, replacement of wheels, tyres, spark plugs, injectors, electrical components, repairs and welding are authorised.

63. Welding of the fuel tank, its lines and attachments is prohibited at any Station but may be permitted at a designated place purely for the repair and under the supervision of an appointed Official and with suitable firefighting equipment at hand.

64. Replenishment materials are deemed to be: wheels, tyres, spark plugs, injectors, electrical components, water, oil, fuel, hydraulic fluids, hoses, fastening devices and items normally found at a normal road service station. Coachwork, body panels, window glass and exhaust systems (including turbocharger) shall be considered as replenishment materials.

65. Replenishment is permitted at the intermediate Stations.

66. Operations not permitted at Stations, may only be made by the **Driver** alone using the parts, tools and materials authorised for the **Record Attempt**.

67. Operations permitted outside of a **Station** or along the **Course** shall be those made by the **Driver** alone using the parts, materials and tools authorised for the **Attempt** and without any outside assistance.

68. Spare parts, auxiliary materials, tools and ballast carried on the **Vehicle** must be property positioned and firmly secured.

**Records Over 10 Miles and Time Records**

69. Except for replenishment materials, all spare parts and auxiliary materials not carried by the **Vehicle** shall be at the Main Station.

70. The equivalent total weight shall be carried by the **Vehicle** as ballast; the safety roll-over bar or cage (‘ROPS’) shall be considered as ballast.

71. The total weight of the spare parts, auxiliary materials, tools and ballast carried by the **Vehicle** shall not exceed 5% of the homologated or declared weight of the **Vehicle**, plus 20kg. The weight of the replenishment material is free.
CHAPTER 21 LAND SPEED RECORDS

APPENDIX 2

FIA World, International and National Records

FIA World and International Records
1. Details are available on the FIA website.

National Records

Vehicles Eligible to Establish Records
2. Special Vehicles: Vehicles on at least four wheels not aligned, which are propelled otherwise than through their wheels.
3. Special Automobiles: A land Vehicle propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

Groups, Classes & Cylinder Capacity
4. Group I: Reciprocating 2 or 4 stroke engine with forced induction
5. Group II: Reciprocating 2 or 4 stroke engine without forced induction
   Group III: Diesel cycle engine with forced induction
   Group IV: Diesel cycle engine without forced induction
   Group V: Rotary engine with forced induction
   Group VI: Rotary engine without forced induction
   Group XV: Hydrogen reciprocating engine
6. Groups I & II combined – with or without forced induction including Hybrid Vehicles
   Groups III and IV combined – with or without forced induction.
   - Class A: over 8000cc
   - Class B: over 5000cc up to 8000cc
   - Class C: over 3000cc up to 5000cc
   - Class D: over 2000cc up to 3000cc
   - Class E: over 1500cc up to 2000cc
   - Class F: over 1100cc up to 1500cc
   - Class G: over 750cc up to 1100cc
   - Class H: over 500cc up to 750cc
   - Class I: over 350cc up to 500cc
   - Class J: over 250c up to 350cc
   - Class K: up to 250cc
7. Group VIII: Electric Propulsion
   - Class 1: unloaded weight up to 500kg
   - Class 2: over 500kg up to 1000kg
   - Class 3: over 1000kg

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