



Chapter 14

Sprint and Hill Climb

CHAPTER 14

Sprint and Hill Climb and Hot Lap Challenge

1. General

- 1.1. 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.
- 1.2. 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

1. General

- 1.1. **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.
- 1.2. For **Hot Lap Challenge** a valid **Track Licence** for a **Racing Circuit** is required.
- 1.3. A **Club** will only be allowed to organise **Events** up to **National** status unless the **ASN** has specifically approved an application for higher status.
- 1.4. **Organisers** must appoint only **ASN** licensed **Clerks of the Course, Timekeepers** and **Scrutineers** appropriate to the grade of the **Event**.
- 1.5. All **Drivers** must hold the correct category of **Licence**.
- 1.6. If the **Entrant** is not the **Driver** then the **Entrant** must hold an **Entrant's** Licence.
- 1.7. Whenever possible, there shall be at least two **Timekeepers** at all **Speed Events** ([Chapter 5 Part A App.7](#)).

2. Medical and Rescue Requirements

- 2.1. 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 **Doctors, ASN Registered Paramedics** and ambulances must be present throughout **Practice** and **Racing** 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 **ASN Registered Paramedics** ([Chapter 11](#)) or **Doctors** appointed to the **Event** at the sole discretion of the **Chief Medical Officer** of the **Event**.
 - e. At all **Race Events**, at least one **Licensed Rescue Vehicle** and crew should be in attendance and positioned as indicated on the **Track Licence**
- 2.2. **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 (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 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**

- 2.3. In an emergency, the **Chief Medical Officer** may, at their discretion, designate as an ambulance any vehicle they deem adequate for this purpose.
- 2.4. 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.

3. **The Clerk of the Course**

For **Licence** Criteria see [Chapter 5](#).

- 3.1. 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**.
- 3.2. 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**.
- 3.3. 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.
- 3.4.

4. **Scrutineering**

- 4.1. No **Vehicle** may be driven in the **Event** until it has been approved by a **ASN Scrutineer of the Event**.
- 4.2. 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](#).
 - a. 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 App.1](#).
 - b. **Vehicles** other than those used for **Hot Lap Challenge** may be liable to annual inspection by a **Technical Commissioner** or designated **Scrutineer** if:
 - i. Fitted with an engine of a greater capacity than that with which it was constructed; and / or
 - ii. Altered or modified causing a change in classification.
- 4.3. 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.
- 4.4. 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.
- 4.5. Any **Vehicle** involved in an accident shall not be taken away from the **Course** without the prior authority of the **Clerk of the Course**.
- 4.6. 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.
- 4.7. The **Official Documents** for all **Hill Climbs** and **Sprints** should 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.11.1** is required.

5. **Practice/Competition Restrictions**

- 5.1. Must be stated in the **Official Documents**.

- 5.2. **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.
- 5.3. The **Official Documents** must state which **Art.5.2.b.** option is to be adopted.
- 5.4. 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**.
- 5.5. 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**

6. Starting

- 6.1. The **Official Documents** must specify:
- a. The starting signal
 - b. The method of timing
 - c. When timing commences.
- 6.2. Except for **Hot Lap Challenge** all **Vehicles** shall be started from a standing start with the engine running. 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.
- 6.3. **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.
- 6.4. The **Finish Line** will be clearly indicated and must be notified in the **Official Documents**.

7. Signals

- 7.1. **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.

7.2. 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

1. General

- 1.1. These **Competitor Regulations** must be read in conjunction with [Chapter 2 \(Judicial\)](#), [Chapter 6 \(Competitor Licensing\)](#), [Chapter 7 \(Competitor Vehicles and Vehicle Safety Equipment\)](#), [Chapter 8 \(Permitted Fuels and Tyres and Testing\)](#), [Chapter 9 \(Competitor Personal Safety Equipment\)](#)
- 1.2. **Competitors** in all **Sprints, Hill Climbs** or **Hot Lap Challenge** must comply with the Common Regulations for **Competitors** ([Chapter 6](#)) and the following:
 - a. **Vehicles** must be presented for scrutiny and practice at the times specified in the **Official Documents**.
 - b. **Vehicles** competing in **Hill Climbs** and **Sprints** must comply with **Technical Regulations** of [App.4 to this Chapter](#) and [Chapter 7](#).
- 1.3. 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**.
- 1.4. 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.
- 1.5. **Competitors** must declare on their **Entry** forms whether or not they have ever held a valid RTA licence.
- 1.6. **Competitors** 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**.
- 1.7. 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.
- 1.8. **Drivers** in **Hot Lap Challenge** must comply with the minimum licence criteria stipulated in [App. 5 to this Chapter](#).
- 1.9. **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.13.1](#) (Junior Rallycross), [Chapter 16 PART A App.5 Art.28.1](#) (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.
- 1.10. **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**.
 - 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**.

1.11. **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**.

2. Competition Licence Retention and Upgrading

2.1. See [Chapter 6](#).

3. Competition Numbers

3.1. **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**.

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

4. Drivers

4.1. 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 Art.3 - 11](#).

4.2. Overalls homologated to FIA 8856- 2000 FIA 8856- 2018 or FIA 1986 standard are mandatory with the exception of **Standard Cars** (see [App.4 Art.13–16](#) where flame resistant clothing is recommended (arms and legs must be covered) and Road Cars (see [App.4 Art.17–23](#) where overalls must comply with [Chapter 9 Arts.3.3.f](#)).

4.3. **Competitors** are required to wear flame-resistant gloves (see [Ch.9 Art.12.6–12.8](#)) with the exception of **Standard Cars** and **Road Cars** where their use is recommended.

4.4. 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**.

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

4.6. Only the **Driver** may be in a **Vehicle** during the **Competition** or **Practice** with the exception of [App.2 Art.1.10.b](#).

4.7. **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.5.1 above](#).

5. Results

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

5.1. 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.

5.2. 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. General

- 1.1. The spinning of wheels (tyre warming) will only be permitted in a designated area and which should be clearly defined by the **Organisers**.
- 1.2. The heating of tyres by any method other than at [Art.1.1 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. The use of heat guns to clean and prepare slick tyres between runs is permitted.
- 1.3. Single-use plastic tyre wrapping is prohibited.
- 1.4. 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**.
- 1.5. No competing **Vehicle** shall be driven in the reverse direction of the **Track** except under the supervision of **Officials**.
- 1.6. 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.
- 1.7. 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.
- 1.8. 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**.
- 1.9. 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.
- 1.10. 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:
 - a. 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.
- 1.11. **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.

2. Starting and Practising

- 2.1. **Vehicles** will start as specified.
- 2.2. **Sprints** and **Hill Climbs**: Singly.
- 2.3. The starting order will be in classes as determined by the **Organisers** unless the **Official Documents** specify otherwise.
- 2.4. 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.
- 2.5. 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.
- 2.6. **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.

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

3. Results

- 3.1. 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**.
- 3.2. As between two **Drivers** the more meritorious performance will be that of the **Driver** who has covered the **Course** in a lesser time.
- 3.3. 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.
- 3.4. 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.
- 3.5. To be classified as a finisher in the **Competition** a **Driver** must have completed at least one **Competition** run.
- 3.6. 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.
- 3.7. If through their own error a **Driver** fails to record a time they shall not be entitled to a re-run.
- 3.8. 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.
- 3.9. **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. General

- 1.1. 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**.
- 1.2. Other than the provisions of [Chapter 7](#) and [Art.2 below](#) and the specific **Category** regulations below as appropriate modifications are free.
- 1.3. **ASN** retains the sole discretion to determine the category into which a vehicle should be categorised should there be any doubt.
- 1.4. The onus of responsibility for the eligibility of competing **Vehicles** lies with the **Competitor**.
- 1.5. **Standard Cars – Vehicles** complying with. [App.4 Arts.13–16](#)
- 1.6. **Road Cars – Vehicles** complying with [App.4 Arts.17–23](#)
- 1.7. **Modified Cars – Vehicles** complying with [App.4 Arts.24–30](#)
- 1.8. **Sports Libre Cars – Vehicles** complying with [App.4 Art.31](#)
- 1.9. **Racing Cars – Vehicles** complying with [App.4 Arts.32–33](#)
- 1.10. In addition to complying with [Chapter 7](#) all **Vehicles** competing in **Sprints** and **Hill Climbs** must comply with the following as a minimum:

2. Safety (Hill Climbs and Sprints)

- 2.1. 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.
- 2.2. If fitted with lightened non-standard doors then must be fitted with a doorbar(s) complying with [Chapter 7 App.3 Art.12](#) on the **Driver's** side as a minimum.
- 2.3. Open and closed wheel **Racing Cars** and **Sports Libre Racing Cars** as defined in [App.4 Arts.31–33](#) must comply with [Chapter 7 App.3 Arts. 25–27](#).
- 2.4. 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**.
- 2.5. **Road Cars**: front seats may be replaced by fully trimmed **Competition** versions.
- 2.6. **Standard Cars** and **Road Cars** must have a minimum Three Point Harness System ([Chapter 7 App.7 Art.6](#)) 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.7](#)).
- 2.7. **Modified Cars** must have as a minimum a Four Point Harness ([Chapter 7 App. 7 Art.7](#)).
- 2.8. Sports Libre Cars and Racing Cars must be equipped with a homologated FIA safety harness minimum Five Point Harness ([Chapter 7 App. 7 Art.8](#)).
- 2.9. Head restraints ([Chapter 7 App. 7 Art.4](#)) are mandatory for all **Vehicles** except for **Vehicle** of Periods A – E.
- 2.10. Fire Extinguishers – per [Chapter 7 App.6](#) recommended for discharge into cockpit and engine compartment in all **Vehicles**.
- 2.11. Towing point(s) of adequate strength and size 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**.

3. Windscreen/Glass

- 3.1. Windscreens are mandatory for all closed **Vehicles**. They are free for open **Vehicles**.
- 3.2. 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.
- 3.3. Windscreen wipers must be operative on all **Vehicles** with windscreens.

4. Engines

- 4.1. Forced induction equivalence: 1.4 with the exception of **Standard Road Cars** ([Art.16](#)) where forced induction equivalence is 1.7.
- 4.2. Rotary engine equivalence: 1.5. Forced induction rotary equivalence $(1.4 \times 1.5) = 2.1$ or $(1.7 \times 1.5) = 2.55$.
- 4.3. 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.
- 4.4. 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.
- 4.5. Undertrays: Must be provided with drainage holes to prevent accumulation of liquids.
- 4.6. 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.

5. Wheels and tyres

- 5.1. 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.

6. Fuel

- 6.1. For Standard Cars, Road Cars and Modified Cars: **Permitted Fuel** is mandatory. Only air may be mixed with the fuel as an oxidant.
- 6.2. Sports Libre and Racing Cars: Only **Permitted Fuel** or methanol may be used. When using methanol the addition of 10% by volume of Propanone is allowable.
- 6.3. 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**.
- 6.4. Alternative fuels may be permitted subject to prior **ASN** approval.
- 6.5. 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.13.1](#) below where it is recommend this is to be combined with or located adjacent to the internal ignition cut-off switch.

7. Electric Vehicles

- 7.1. Electrically powered vehicles are permitted subject to conformity with [Chapter 7 App.2](#) and any **Official Documents** (see [Chapter 3 App.10](#)).

8. Electrical

- 8.1. 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.
- 8.2. 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.12 below](#)).
- 8.3. An external circuit breaker to [Chapter 7 App.5 Arts.5](#) is mandatory for all **Vehicles** except open cars of periods A – E and **Vehicles** in a road legal condition ([Art.12 below](#)) when it is recommended.

9. Brakes

- 9.1. All cars must be fitted with fully operational braking systems.

10. Transmission

- 10.1. For **Road Cars** and **Standard Cars** the reverse gear must always remain operable.
- 10.2. For all other Categories a reverse gear is recommended.
- 10.3. A propellor shaft restraint is recommended for all front engaged **Vehicles** with rear wheel drive comprising of either hooks or a rigidly fixed steel panel minimum 18swg.

11. General

- 11.1. 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.

12. Road Legal Condition

- 12.1. 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.
 - d. Display registration plates in compliance with the current **Road Vehicles** (Display of Registration Marks) **Regulations**, unless the **Official Documents** specify otherwise.

These documents must be produced at scrutineering UPON REQUEST.

13. Regulations for Standard Cars Description

- 13.1. **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.1.9](#)) 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**.
- 13.2. **Vehicles** must compete in an **Event** in a road legal condition as defined in these Regulations.
- 13.3. **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

14. Permitted Modifications

- 14.1. 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 updated.

15. Engine

- 15.1. Forced induction equivalence 1.7.

16. Wheels and tyres

- 16.1. Standard wheels and tyres from [Chapter 8 Appendix 4 List 1A](#) only may be used.

17. Regulations for Road Cars

Description

- 17.1. **Road Cars - Series Production:** Saloons and **Sports Cars** produced in quantities of not less than 1000 per annum.
- 17.2. **Road Cars - Specialist Production Cars** with a minimum annual production of 20 **Chassis** which do not qualify as **Series Production Cars**.
- 17.3. **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.1.9](#).
- 17.4. **Vehicles** must compete in an **Event** in a road legal condition as defined in [Art.12](#).

18. Chassis

- 18.1. 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.

19. Body (including aerodynamics)

- 19.1. 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).
- 19.2. Engine bonnet / cover and luggage / boot cover may be replaced with an alternative material.
- 19.3. Laminated windscreens permitted but all other glass may not be replaced by another material.
- 19.4. Interior trim must remain fitted (except floor carpets / mats).
- 19.5. All working equipment fitted as standard (heater window mechanisms sunroof door handles) must be operable at all times.

20. Engines / Motors

- 20.1. 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.
- 20.2. 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.
- 20.3. Must be capable of being started from an onboard power source operable by the **Driver** when seated

normally.

- 20.4. Exhaust catalytic converters are required per [Chapter 7 App.8 Art.1.8](#) except where a **Vehicle** does not require a catalytic converter in accordance with UK Government legislation.
- 20.5. Road Cars – Electrified Series Production: no modifications to the electrified propulsion system or powertrain are permitted.

21. Wheels and tyres

- 21.1. Except for **Period Defined Vehicles** (non-Rally) A-H inclusive tyres are to [Chapter 8 Appendix 4 List 1A](#) and **List 1B**.

22. Suspension and Steering

- 22.1. 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.
- 22.2. The shock absorbers may be of any make and may be uprated from standard.
- 22.3. Adjustable spring platform struts are permitted.
- 22.4. Springs are free but must retain their original location.
- 22.5. For Road Cars – Series Production bushes may be changed for similar polymer materials but not to spherical or similar metal joints.
- 22.6. For Road Cars – Specialist Production bushes may be changed for similar polymer materials spherical or similar metal joints.
- 22.7. Reciprocating ball steering may be replaced with rack and pinion.

23. Transmission

Road Cars – Series Production.

- 23.1. 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;
- 23.2. The method of gear selection must remain standard (sequential selection only where fitted as standard).
- 23.3. Road Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.

24. Regulations for Modified Cars

Description

- 24.1. 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.
- 24.2. 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.1.10](#).
- 24.3. Modified Cars – Specialist Production: Must have been originally available in quantities of not less than 20 **Chassis** over a period of 12 consecutive months.
- 24.4. **Vehicles** produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from **ASN**.

Safety

- 24.5. See [Articles 11 – 21](#).

25. Chassis

- 25.1. 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:
- Re-positioning of suspension pick-up points and engine mountings are permitted.
 - Inner wheel arches only may be modified to allow the attachment of damper mountings.
 - 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.
 - Reinforcing of the **Chassis** is allowed.
 - 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.
 - Localised alteration for the passage / clearance of the exhaust system.

26. Bodywork (including aerofoils)

- 26.1. Silhouette of the **Vehicle** as seen in side elevation must remain unaltered with the exception of engine bonnet/cover and boot lid / rear deck.
- 26.2. 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.
- 26.3. Alternative materials may be used for external mudguards if attached by bolts and / or rivets.
- 26.4. Detachable hardtops are permitted providing the silhouette remains unaltered.
- 26.5. It is permitted to replace any glass window with plastic [Chapter 7 App.2 Arts.22.7–22.8](#) apply. A hole approximately 15cm diameter may be cut in the window next to the **Driver** for signalling or ventilation.
- 26.6. Demisting apertures are permitted in the rear windscreen / windows. They must be in the form of holes or slots and be positioned close to the top or sides but not both.
- 26.7. 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**.
- 26.8. 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.
- 26.9. 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.
- 26.10. 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.
- 26.11. It is permitted to carry out modifications to window winders instrument panels and all driving controls.

27. Engine / Motors

- 27.1. 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.
- 27.2. With the exception of any engine fitted to a **Vehicle** complying with [Art.24.1](#) 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.

- 27.3. Induction system free.
- 27.4. Oil coolers dry sump lubrication systems or additional water radiators are permitted within the periphery of the bodywork.
- 27.5. Must be capable of being started from an onboard power source operable by the Driver when seated normally.
- 27.6. 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.
- 27.7. Modified Cars – Electrified Series Production: no modifications to the electrified propulsion system or powertrain are permitted.

28. Transmission

- 28.1. Transmission layout to remain as original.
- 28.2. Gearbox and differential are free.
- 28.3. Driven axle(s) free (see [Art.29.4](#)).
- 28.4. Modified Cars – Electrified Series Production: no modifications to the electrified propulsion system or powertrain are permitted.

29. Suspension

- 29.1. Additions and modifications to springs shock absorbers or suspension height are free.
- 29.2. 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).
- 29.3. A live rear axle may not be replaced by an independent system or De Dion.
- 29.4. 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.
- 29.5. Suspension pick-up point positions may be altered providing the suspension system is maintained as being the original type.
- 29.6. Road springs are free.
- 29.7. The wheelbase must be to the dimensions of the original vehicle plus or minus 2% or 5cm whichever is the greater.

30. Electrical

- 30.1. Electrical generators may be disconnected or removed.

31. Regulations for Sports Libre Cars

- 31.1. **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.1.11](#).
 - c. **Sports Racing Cars**
 - d. Single seat closed wheel **Racing Car** the rear wheels enclosed by continuous bodywork.

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. General

- 1.1. Unless stated hereafter, **Organisers** must comply with **Chapter 3** and **14** of these **NCR**.
- 1.2. *For any Technical or Safety criteria not provided for by these Specific Regulations the **Official Documents** must state the definitive source of reference.
- 1.3. *The **Official Documents** must state what qualification is required to drive a specific **Category** of **Vehicle**.
- 1.4. **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.
- 1.5. 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.
- 1.6. 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**.
- 1.7. 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**.
- 1.8. 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**.
- 1.9. A driver may be required to make runs under observation at any time.
- 1.10. Unless stated hereafter **Vehicles** must comply with **Chapters 7, 9** and **14** of the **NCR**.
- 1.11. For Commercial type vehicles **Chapter 7 App.2 Art.75** applies).
- 1.12. *Classification shall be as prescribed in the specific **Class** regulations contained within the **Official Documents**.
- 1.13. **Competition Numbers** must be in compliance with **Arts.25 - 29** or **Arts.30 - 32**.
- 1.14. Tyres – Club Class to **Chapter 8 List 1A** or **1B**. Pro Class free.

2. Warm-up & Qualification

- 2.1. 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.
- 2.2. A **Warm-Up** session will be provided.

3. Driving Standards Observers

- 3.1. 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.

4. Marshals

- 4.1. **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.

5. Restrictions on Organisers

- 5.1. 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 Art.3](#).
 - 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**.

6. Scrutineering

- 6.1. Must be read in conjunction with the provisions of [Chapter 14](#) in its entirety.
- 6.2. 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.
- 6.3. 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**.
- 6.4. 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**.
- 6.5. The **Organising Committee** may request the **Clerk of the Course** to verify the eligibility of a **Vehicle** by requiring it to **Practice**.

7. Competition Numbers

- 7.1. **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.
- 7.2. 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**.
- 7.3. **Competition Numbers** must be covered at all times when driving on the **Public Highway**.
- 7.4. The **Chief Timekeeper** may decline to record the performance of any vehicle whose **Competition Numbers** are not readily apparent to the lap recorders.
- 7.5. 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.
- 7.6. 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.
- 7.7. 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.
- 7.8. 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.

8. Competition Restrictions

9. Drivers

- 9.1. Ensure that during **Practice** and the **Race** no team personnel are allowed on the **Track** with the exception of **Art.9.2 below**.
- 9.2. When a **Vehicle** is at its designated pit, team personnel (in accordance with **Art.10.3 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.

10. Pit and Paddock Regulations

- 10.1. 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.3.4**). Unless expressly permitted by the **Official Documents** refuelling may not take place during a **Practice** session, **Qualifying** session or **Race**.
- 10.2. 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 Art.3** and fire resistant balaclava and gloves in accordance with **FIA** regulations.
- 10.3. 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.

- 10.4. With the exception of **Art.10.3 above** only the fire cover attendant specified in **Art.10.2 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.
- 10.5. 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.

11. Incidents

- 11.1. The **Clerk of the Course** shall ensure that after every accident or incident involving a competing **Vehicle** or vehicles the following are informed:
- The **Chief Scrutineer** where mechanical failure is suspected, mechanical damage is substantial, or the completion of a serious incident form is necessary
 - 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.
- 11.2. 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**
- 11.3. 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

- 11.4. 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.
- 11.5. **Drivers** must be given at least the following opportunity for practising:
- 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.
 - 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.12.1.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.
 - 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**.
 - 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.

12. Starts

- 12.1. Starting positions will be determined by:
- Practice** times, or
 - 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**).

13. Signals

13.1. **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.)
 - vii. Yellow **Signal** with Red Stripes – Stationary: Slippery surface ahead.
 - viii. Yellow **Signal** with Red Stripes – Waved: Slippery surface imminent.
 - 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.14.1 below](#).
- h. Other than the **Starter's Signal** the minimum size for any **Signal** or appropriately coloured signal panel ([Art.13.1.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.

14. Stopping a Race

- 14.1. 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.14.7 below](#) also applies).
- 14.2. 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.13.1.c.x](#) at the showing of the Red **Signal** will be classified in this first part ([Art.49](#), [14.6](#) and [14.7](#) below also apply).
- 14.3. If a **Race** covered by [Art.14.2 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.14.2 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**.
- 14.4. 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.14.6](#) and [14.7](#) also apply).
- 14.5. 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 Flag. Only vehicles which are proceeding under their own power, in accordance with [Art.13.1.c.x](#) at the showing of the Red Flag will be classified. If restarted [Art.14.2](#), [14.4](#) and [14.7](#) will apply.

- 14.6. 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**.
- 14.7. 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.
- 14.8. If the duration is adjusted by the **Clerk of the Course** the new duration shall be used for the calculation of 75% under [Art.14.2](#) and [14.5](#).
- 14.9. If the first part of the **Race** was stopped under [Art.14.1](#) the duration of the re-run will be determined as the duration of the **Race**.
- 14.10. However if the first part of the **Race** was stopped under [Art.14.2](#) 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.