



# **MEMBERS' HANDBOOK 2025**

# **NATIONAL AUTOGRASS SPORT ASSOCIATION LIMITED MEMBERS' HANDBOOK (RULES AND REGULATIONS)2025**

**EFFECTIVE FROM 1 JANUARY 2025 UNTIL FURTHER NOTICE**

**ALL PREVIOUS EDITIONS ARE INVALID**

**With effect from 1 January 2025 these rules and regulations, published in digital form, will replace the printed Members' Handbook as issued in previous years. From time to time it may be necessary to issue updates or additions to the NASA rules and regulations contained within this handbook, either as permanent or temporary measures.**

**Any such updates will have the same status as these rules and regulations and will take effect immediately unless a specific effective date is published. Updates will be published as official bulletins on the NASA website and all licence holders will be deemed to have had notice of updates published in this way.**

**[www.national-autograss.com](http://www.national-autograss.com)**

**New regulations in this book are not marked as such. It is the responsibility of the member to ensure that they are familiar with the rules contained within this handbook before signing on as a competitor, official or mechanic at any NASA authorised event.**

*Competitors should read this handbook in conjunction with the current NASA technical construction rule books relevant to the class or classes in which they wish to compete. The technical rule books are no longer published in printed form and the latest version must be viewed or downloaded at **[www.national-autograss.com](http://www.national-autograss.com)**. All competitors will be deemed to have been given notice of all updates to technical construction rules published as official bulletins at **[www.national-autograss.com](http://www.national-autograss.com)**.*

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# CONTENTS

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	PAGE
<b>SECTION 1 – Definitions</b>	2
<b>SECTION 2 – Classes</b>	3
<b>SECTION 3 – Membership and Licencing</b>	
3.1 General	5
3.2 Types of licence	7
3.3 Juniors’ Driving test	8
<b>SECTION 4 – Race Meeting Organisation</b>	
4.1 General regulation	10
4.2 Types of meeting	10
4.3 Non-NASA race meetings	11
4.4 Race meeting procedures	11
4.5 Medical cover	14
4.6 Code of conduct: general	15
<b>SECTION 5 – Rules of Racing</b>	
5.1 Scrutineering	16
5.2 Safety clothing and equipment	17
5.3 Racing procedure	18
5.4 Flag signals	22
<b>SECTION 6 – Discipline</b>	
6.1 NASA disciplinary procedures	23
6.2 Club/league disciplinary procedures	27
6.3 Championship/series disciplinary procedures	27
6.4 Drinking and driving/officiating	27
6.5 Drugs and medicines	29
<b>SECTION 7 – Other Rules and Guidance</b>	
7.1 NASA camping guidelines	32
7.2 The Road Traffic Act	33
7.3 Silencing	33
<b>NASA Noise Test Chart</b>	35

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## SECTION 1 – DEFINITIONS

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**Ambulance** - a vehicle constructed to take a stretcher, which carries sufficient First Aid equipment and personnel to cover all foreseeable accidents at an event and is capable of transporting a stretcher case to hospital in comfort and safety. An Ambulance must be a clinical environment with windows screened such that privacy of the patient can be maintained. A four-by-four type vehicle unable to accommodate a stretcher is not deemed suitable as an ambulance, although can be used as first response alongside a van type ambulance.

**Authorised Personnel** - any driver, mechanic, marshal, scrutineer or official who has signed on.

**Class** - vehicles grouped together governed by specified rules.

**Event** - a continuing competition held over a period of one or more days.

**False Start** - vehicles commencing a race before the start of race signal is given.

**NASA** - all references to NASA refer to the National Autograss Sport Association Ltd.

**Official Vehicle** - vehicles such as tractors, breakdown vehicles or other vehicles in the custody or control of the Club/League.

**Open Race** - a race in which two or more NASA classes are combined into a single category (eg "Unmodified", "Modified", "Specials" "FWD", "RWD", Allcomers or "Champion of Champions"), and in which Men's and Ladies' licence holders may race together. A **Junior Open** race may combine Junior Saloon and Specials classes.

**Parent** - in the context of these rules is the natural parent of any licence holder who is under 18yrs of age. It does not include a step parent, the "partner" of a natural parent or a guardian who has not been appointed as such by a court. It does include a "Legal Guardian" who will be a person who has been appointed by a court to act as such.

**Private Vehicle** - vehicles that are not owned by the Club/League and not in the custody or control of the Club/League.

**Track** - the area within the confines of the spectator barrier.

**Senior NASA Official** - for the purposes of this handbook these are: NASA Directors, NASA Company Secretary, NASA Association Secretary, NASA Chief Marshal and Deputy Chief Marshals, NASA Scrutineers, NASA Safety Officers, NASA Chairman of Chairmen, NASA Vice Chairman of Chairmen.

**The racing season** - is the period between and including the first and last race date in the current issue of the official NASA Fixture List.

**A race meeting** for the purposes of definition by NASA is an event where one or more cars travels around or along a track at a speed greater than "walking pace".

**Note:** For definitions relating to vehicle construction, see Construction Rule Books.

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## SECTION 2 – CLASSES

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Below are brief descriptions of the available NASA vehicle classes; for full definitions please refer to the class rulebooks on [www.national-autograss.com](http://www.national-autograss.com)

<b>Class 1</b>	Up to 1000cc unmodified front wheel drive saloons of specified type and manufacturer.
<b>Class 2</b>	Up to 1300cc limited modification vehicles
<b>Stock Hatch</b>	Up to 1600cc limited modification front wheel drive hatchback vehicles
<b>Class 3</b>	Over 1420cc front-engined, rear wheel drive, modified saloons
<b>Class 4</b>	Up to 1130cc or 1340cc modified vehicles
<b>Class 5</b>	1131cc - 1420cc modified vehicles
<b>Class 6</b>	Over 1420cc (2 valve per cylinder) or over 1130cc (multi valve engines) front wheel drive modified vehicles
<b>Class 7</b>	Unlimited cc rear wheel drive modified vehicles
<b>Formula 600</b>	600cc motorcycle-engined Specials with chassis and engine restrictions
<b>Class 8</b>	Up to 1420cc Specials
<b>Class 9</b>	1421cc - 2070cc Specials
<b>Class 10</b>	Over 2070cc or twin-engined Specials
<b>Junior Specials</b>	1200cc Vauxhall/Opel Corsa-engined Special. <i>(Note: this class of car is primarily intended to be used for Junior racing but clubs and leagues may provide an additional class "Formula 1200" to enable these cars to be raced by Men's and Ladies' licence holders)</i>

### **Ladies' Classes - Recommendations for Club/League Racing:**

<b>Class 11</b>	Classes 1 & 2 will race together duly handicapped
<b>Class 12</b>	Stock Hatch, Classes 4, 6 will race together duly handicapped
<b>Class 13</b>	Classes 3, 5 & 7 will race together duly handicapped
<b>Class 14</b>	Formula 600, Classes 8, 9 & 10 will race together duly handicapped

### **Junior Classes**

<b>Junior Class 1</b>	Class 1 vehicles as above, restricted to drivers aged 10 to 16 years (see rule 3.1.10)
<b>Junior Specials</b>	Junior Special vehicles as above, restricted to drivers aged 10 to 16 years (see rule 3.1.10)
<b>Junior F600</b>	Formula 600 vehicles as above, restricted to drivers aged 14 to 16 years (see rule 3.1.10)

In all classes a maximum of 8 cars may start from a straight-line grid, except Ladies' Classes 11, 12, 13 and 14, and Junior races where Junior Saloons and Junior Specials run together, when a staggered or handicap start may be used.

Mixed class or open races may be run but are limited to a maximum of 25 cars per race, suitably handicapped.

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## SECTION 3 – MEMBERSHIP AND LICENCING

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### 3.1 GENERAL

3.1.1 Participation in Autograss racing, as a competitor, mechanic or official, requires possession of a current licence issued by NASA. A licence will only be issued to a paid-up member of an Autograss Club recognised as an Affiliate Member of NASA. A list of affiliated clubs is published on the NASA Website ([www.national-autograss.co.uk](http://www.national-autograss.co.uk)) and in the NASA Fixture List.

3.1.2 Issue of a NASA licence is conditional on the applicant (or their parent or legal guardian if the applicant is under 18 years of age) signifying agreement to the following terms:

“I have read, understood and agree to abide by the rules covering Autograss Racing as issued by the National Autograss Sport Association Ltd (NASA)

I further agree to save harmless and keep indemnified the club, NASA and the respective officials, members, landowners, servants, representatives, and agents and/or drivers and mechanics from all actions, claims, costs, expenses and demands in respect of the loss, death or injury to myself, howsoever caused, notwithstanding that the same may have been contributed to or occasioned by the negligence of NASA, and further to keep indemnified the said parties in respect of death, injury or loss sustained by any third party as a result of the member’s negligence and/or breach of contract, save in so far as in either event the said liability is covered by a policy of insurance.

I further realise that I shall take part in the sport of Autograss racing entirely at my own risk”.

3.1.3 All licences are valid from the date of issue until the following 31 January, or until notice of suspension or withdrawal of the licence is given by the NASA Board of Directors. Any such suspension or withdrawal will have immediate effect.

3.1.4 NASA reserves the right to refuse, suspend or cancel the membership of any licence holder, club or league. The decision of the NASA Board of Directors in such cases will be final.

3.1.5 No person may hold more than one NASA Competition Licence at any time. The holder of an “Executive Licence” may also hold another class of licence by virtue of membership of an affiliated club. A full licence holder may also hold a Member’s Licence issued by another club/league in order to join the second club as a social member.

3.1.6 If an applicant for a licence is under the age of 18 years at the time of application, a Parent or Legal Guardian (see definitions) must countersign the application form. They must also sign the NASA Letter of Consent form and submit this with the application form.

3.1.7 A person under 18 years of age and over 16 years of age may be issued with a Full NASA Competition Licence provided that the official letter of consent to compete is received from his/her parent or legal guardian.

3.1.8 A person under 16 years of age and over 10 years of age may be issued with a NASA Junior Competition Licence provided that the official letter of consent to compete is received from his/her parent or legal guardian.

3.1.9 No person under the age of 10 may be issued with a licence.

- 3.1.10 A Junior Competition Licence holder whose 16th birthday is on or before 1st February must cease racing as a Junior before his/her birthday. A Junior Competition Licence holder whose 16th birthday is after 1st February may continue racing as a Junior until the end of that Season.
- 3.1.11 NASA reserve the right to refuse or cancel a Junior Licence or refuse permission for a Junior driver to race a vehicle at any race meeting where the Junior driver's stature is a factor in that Junior driver's ability to control the race vehicle.
- 3.1.12 Junior Drivers aged 10 to 16 years are only permitted to race Class One, Class 1A and/or Junior Specials. Junior drivers aged 14 to 16 years may also race Formula 600 vehicles. All Junior drivers may compete in Junior races only. They must not compete or practice with Men or Ladies, or race any other class of vehicle.
- 3.1.13 No licence holder may compete or enter any restricted area unless they have signed on for the relevant activity.
- 3.1.14 All competitors must sign on using the forms prescribed by NASA at the beginning of the race meeting, after scrutineering and prior to racing. All competitors must sign on separately for every car they race, before they race it. At an event of a period of two or more days a competitor must sign on before racing for each individual day. All competitors must produce a current Members' Handbook and current Competition Licence. Secretaries and Officers in charge of signing-on on race days must check Competition Licences and Members' Handbooks, to ensure that they are current and that there is evidence that the car and driver have been passed by an authorised Scrutineer to race at that event.
- 3.1.15 If the parent or legal guardian of a Junior is unable to attend an event, they may delegate to another person the ability to sign on a minor. Where this is case, the NASA form to delegate parental responsibility must be completed. This letter must be kept with the Junior's licence, shown at signing on and must be available upon request. This does not supersede any legal parental responsibility and only allows a trusted person to sign on a minor in the absence of the parent/guardian.
- 3.1.16 All mechanics' licence holders must sign on the appropriate forms at the beginning of the race meeting before entering any restricted area.
- 3.1.17 All officials must sign on using the forms prescribed by NASA before carrying out any official duty or entering any restricted area. At an event of a period of two or more days an official must either sign on for each individual day, or sign on a single form appropriately dated to cover the full duration of the event. A member who is both competing and officiating at an event must sign the respective forms for both competitors and officials.
- 3.1.18 When signed on, a licence holder is required to produce their licence on request to any NASA, League or Club official. A licence holder under 18 years of age is required to produce their consent form on request.
- 3.1.19 All licences must have a current photograph of the licence holder affixed to the Licence at all times and must be signed by the licence holder. Signature of the licence signifies agreement to comply with all regulations contained within this handbook and the NASA technical rule books.
- 3.1.20 If a licence is lost, the licence holder must contact their own Club Secretary for details of reapplication.



- 3.1.21 NASA reserves the right to refuse a licence to any driver who has been refused a current road licence for medical reasons. It is the responsibility of any driver to inform the host club/league of any disability/medical condition or of any medication they are receiving which may affect any treatment needed in the event of an accident.
- 3.1.22 Licence holders may also use the space provided in the licence to record any medical condition or medication being taken that could influence any medical treatment.
- 3.1.23 The NASA licence application form includes a medical declaration tick box; if this box is ticked an applicant must be prepared to produce medical evidence before a licence is issued. It is the licence holder's duty to inform the NASA Registration Secretary if their medical condition should change significantly during the period covered by the licence.
- 3.1.24 Emergency contact or next of kin details: licence holders should fill in the names and telephone numbers of two close family/friends or next of kin in the space provided in the licence, for use by race day organisers in the event of an emergency.
- 3.1.25 NASA reserves the right to refuse or cancel any issued identification numbers and letters. Frivolous or obscene number/letter combinations are prohibited.
- 3.1.26 A competitor is only eligible to attempt to qualify for the National Championships through one League. No competitor may change leagues during any one racing season.
- 3.1.27 At the discretion of the Chairman of the Meeting, Ladies' and Men's licence holders may race together in special races at Restricted Open meetings. Ladies' and Men's class races may be combined if there are three or fewer Ladies' licence holders signed on and able to compete in an individual Ladies' class (Class 11, 12, 13 or 14), and only with the agreement of all signed on competitors in the Ladies' class concerned.
- 3.1.28 All licence holders must abide by all the rules and regulations of the Association, and by any additional rules and regulations of Clubs and Leagues while at their meetings.

## **3.2 TYPES OF LICENCE**

- 3.2.1 **FULL COMPETITION LICENCE** - A competition licence entitles the holder to compete, mechanic and officiate.
- 3.2.2 **FULL COMPETITION LICENCE (LADIES' CLASSES)** - This licence carries the same rights as a Full Competition Licence except that the holder may only compete in Ladies' class races or special races that the Chairman of the Meeting has designated as open to Men's and Ladies' licence holders. A female competitor may opt to hold either a Men's or Ladies' class licence but may not change the class of licence during the course of a racing season.
- 3.2.3 **FULL COMPETITION LICENCE (JUNIORS' CLASSES)** - This licence carries the same rights as a Full Competition Licence except that the holder may only compete in Junior class races and must comply with relevant age restrictions if officiating.
- 3.2.4 **MECHANIC'S LICENCE** - A mechanic's licence entitles the holder to mechanic and officiate only. No person under 16 years of age will be issued with a mechanic's licence.
- 3.2.5 **MEMBER'S LICENCE** - A membership licence entitles the holder to officiate. No person under 10 years of age will be issued with a membership licence. NOTE: A membership licence only entitles the holder to enter a restricted area, e.g. pits and track, when "signed-on" as an official of the meeting.

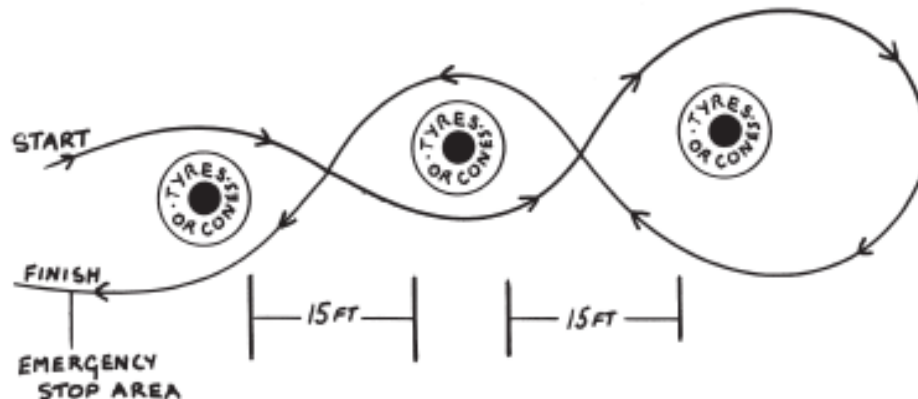
- 3.2.6 **EXECUTIVE LICENCE** – A complimentary licence issued direct by NASA to a Senior NASA Official. This licence carries the same rights as a Member’s Licence.
- 3.2.7 **DAY LICENCE** - The purpose of a Day Licence (and Junior Day Licence) is to enable someone who is waiting for the competition licence they have already applied for to arrive or for someone to experience racing by competing in an existing NASA Competition Licence holder’s car.
- a) A day licence entitles the holder to race on that day only.
  - b) A day licence must not be issued to any person who already holds any type of current NASA competition licence.
  - c) A day licence must not be issued to any person who is currently suspended from holding a full NASA Competition Licence.
  - d) Day licences must only be issued by the organising Club/League on the day of the relevant race meeting.
  - e) A Day Licence will only be issued if one of the following is provided at the time of applying for the Day Licence;
    - i. Sight of the Competition Licence of the member whose car is going to be raced by the Day Licence applicant.
    - ii. An application for full membership of the club issuing the Day Licence or
    - iii. Signed proof of application for full membership of the club to which the car number belongs.
    - iv. In the case of a Junior Day Licence – the presence and signature of a parent – see definitions of parent. The parent will have to also complete the “NASA Consent Form” to enable their child to take out a Day Licence and the Junior driver will need to take a test of competence before racing (see Section 1.3).
  - f) A licence application form copy will not be accepted in place of a licence; if a competitor has not received their full licence then a Day Licence accompanied by the full licence application will be required.

### **3.3 JUNIORS’ DRIVING TEST**

- 3.3.1 A Junior’s driving ability test must be completed before the Junior driver competes in their first race meeting. The Junior’s parent will accompany the Examiner during the test.
- 3.3.2 The test must be completed before the Junior is permitted to drive the car in any public area, including unloading area, pits and scrutineering area. The test must be carried out in a safe area with no public access (eg the race track or track infield)
- 3.3.3 Before commencing the test, the Examiner (a NASA adult licence holder appointed by the club) must satisfy themselves that the build of the car is suitable for the driver. They should check the driver’s helmet, seat fitting, harness fitting, the ability of the Junior to reach all the foot and hand controls and switches. They should also check that the driver has a clear view of the track and front of the car over the windscreen scuttle. Until all these points have been satisfied the test must not commence. These safety checks should be carried out prior to the driver’s proposed first race day and should be pre-arranged by contacting club or league officials.

3.3.4 A detailed test procedure will be issued to all new applicants for a Junior competition licence. The test will include the following procedures:

- (1) The Junior must be able to drive the car at walking pace alongside a designated club official and be able to stop and start as requested by the official, to show competent clutch control and stopping of the car without stalling.
- (2) The Junior must be able to steer round a course of car tyres laid out as per the diagram below, without running into or over the marker tyres. On completion of the course an emergency stop must be done without stalling the car.



- (3) The Junior should demonstrate the ability to apply and remove personal safety equipment; i.e. harness, helmet and, if applicable, arm restraints. The Junior must get out of the vehicle, unaided and remove their helmet to evidence the ability of being able to self-extricate themselves from the vehicle. The Junior must then get back into their vehicle and show an understanding of refitting safety equipment, including helmet, harness and arm restraint / window nets as applicable.
- (4) After completing other sections of the test, the Junior should complete a number of laps escorted by a club official vehicle under controlled conditions. During these laps, the escort vehicle will come to a stop and the Junior should park up alongside. The Junior must then set off again after the escort vehicle to continually evidence sufficient clutch control. This process may be completed as many times as deemed necessary by the examiner.
- (5) The Junior will be expected to answer verbal questions regarding race procedure, including the flag signals, as detailed in this handbook. The Junior must also be able to tell the examiner what they should do in the event of a breakdown or major incident scenario.

3.3.5 After successfully completing all sections of the test and satisfying the examiner that the driver has evidenced competency in both the operation of the vehicle and removal and refitting of their safety equipment, the Junior's driving licence will be signed by the examiner. It will also be stamped with the Club Stamp (Club Prefix letters) and dated. Examiners are empowered to fail any Junior who has demonstrably shown a lack of control of a vehicle, lack of understanding of flags or procedures, or the ability to remove and / or refit safety equipment.

3.3.6 Junior competitors in their first season of racing must be identified as "novices" by displaying clearly at the rear of the vehicle a black cross on a yellow background, minimum size 6 inches square (150 mm square).

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## SECTION 4 – RACE MEETING ORGANISATION

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### 4.1 GENERAL REGULATIONS

- 4.1.1 A race meeting will not be held unless there is on display a current valid Insurance Certificate and a current valid Event Permit issued by NASA.
- 4.1.2 NASA reserves the right to revoke the Insurance cover and the Event Permit at any time.
- 4.1.3 NASA will not entertain any claims whatsoever that arise from a race meeting or any other function that is run without a valid Event Permit.
- 4.1.4 All race tracks must comply with the NASA Track Construction Regulations.
- 4.1.5 Any deviation from the NASA Track Construction Regulations must have an approved Deviation Request Form before erection of construction or deviation.
- 4.1.6 All race tracks will be subject to track inspections by designated NASA officials, either by prior arrangement or spot checks.
- 4.1.7 All racing must be in accordance with the rules and regulations of NASA.
- 4.1.8 The construction of all race cars must be in accordance with the current applicable rules and regulations of NASA.

### 4.2 TYPES OF MEETING

- 4.2.1 The following types of meeting may be held:
- (a) **National qualifying round** – may be run as Restricted Open (there may be restrictions in some races) or Closed to League
  - (b) **Open Meeting** - Run STRICTLY to NASA classes, providing races for Men's Classes 1 to 10, Formula 600 and Stock Hatch; races for Ladies in Classes 1 to 10 and Stock Hatch, or Classes 11, 12, 13 and 14; races for Juniors in Class 1 and Junior Specials.
  - (c) **Restricted Open** - Will allow in addition mixed class races, e.g. front wheel drive and rear wheel drive races. Local rules, providing they are permitted within this rule book, may also be applied.
  - (d) **Closed Meeting** - Racing is strictly for:
    - Club members only or
    - Club and League members only or
    - Any other restriction on attendance agreed by NASA
  - (e) **Rounds of NASA approved Championships/Series** – entries may be subject to restrictions in accordance with Championship/Series regulations. Such restrictions must be approved in advance by the NASA Board of Directors.
- 4.2.2 Any meeting promoted as a "Test Day" or "Practice Day" will be considered as a race meeting and will be classified as a Restricted Open.

### **4.3 NON-NASA RACE MEETINGS**

- 4.3.1 NASA rules and insurances only apply to events for which an Event Permit has been issued by NASA.
- 4.3.2 If any NASA member competes at, officiates at or promotes any non-NASA race or a "demonstration" meeting that is specifically promoted for Autograss cars and that event has not received "Official Sanction" then they will be referred for disciplinary action. (See definition of a Race Meeting – Section 1)
- 4.3.3 "Official Sanction" is obtained by way of formal written approval written or email from a director representing the NASA Board. Sanction will only be granted to non-competitive "demonstration" events.

### **4.4 RACE MEETING PROCEDURES**

- 4.4.1 All Leagues and Clubs must appoint a Safety Officer who will be responsible for advising the club on all matters of safety. The Safety Officer has the authority to overrule any other committee member, only on a matter of safety where a regulation is not being followed. The Safety Officer or a deputy must be present at each race meeting.
- 4.4.2 The top copy of all "signing-on" sheets must be returned to the designated NASA official, duly signed by the Secretary, to be received within 7 days of the event. All unfilled spaces must be scored through by the Secretary before signing.
- 4.4.3 All appropriate safety documentation must be completed and returned to the designated NASA Official, to be received within 7 days of the event.
- 4.4.4 The pits area and unloading area must be clearly defined and roped off.
- 4.4.5 The use of freestanding gazebos/shelters in the pit area is permitted. The maximum size allowed is 3 metres wide x 4 metres long and must be positioned with the length being in the direction of parking only. 1 unit per race car maximum. All gazebos must be securely tethered to the ground and/or weighted (competitors' responsibility). The gazebo must be completely open sided during racing hours (no sides, front or rear). Each gazebo must contain 1 x fire extinguisher, minimum 1 kg, during racing hours. Environmental groundsheet recommended. Type allowable: free standing, collapsible, steel or alloy frame type, close mesh polyester type/style only. Plastic frame/sheet type prohibited. Inflatable type dome style structures are prohibited. The use of free-standing gazebos is space dependant and at the discretion of the Chairman of the Meeting.
- 4.4.6 The track will be opened up before, during the interval, and after racing to private vehicles, for unloading/loading purposes when sufficient unloading/loading space is not available.
- 4.4.7 The pits will be opened to private vehicles 30 minutes after racing has finished for the recovery of un-towable or damaged vehicles.
- 4.4.8 In the event of a potentially fatal incident or accident, the track layout and racing cars must be left in place until a police officer allows them to be removed.
- 4.4.9 All fuel in the pits area other than in the petrol tanks of race cars, must be in an approved container, clearly marked "highly flammable petroleum spirit" and fitted with a screw or other safety cap. The maximum capacity of any container must be 20 litres. Refuelling may only take place in the pits or re-run lane. During re-fuelling the engine must be stopped.

- 4.4.10 A person under 16 years of age is not permitted to handle fuel or fuel containers or take part in the charging or recharging or fuelling or re-fuelling of any vehicle fuel tank.
- 4.4.11 A suitable container must be provided by the race meeting organisers for waste oil (recommendation - 45 gallon oil drum). At the end of a race meeting the waste oil must be disposed of in a manner that complies with all Statutory Waste Disposal Regulations. Race meeting organisers are reminded that failure to comply with Statutory Waste Disposal Regulations may result in prosecution.
- 4.4.12 Where welding facilities are provided at a race meeting, the competent welder must provide evidence of public liability insurance and sign on the Form IN3. A minimum of one powder fire extinguisher must be available in the welding area and the work area must be screened off to avoid arc eye.
- 4.4.13 Photographers are permitted forward of the holding bays, with the Chief Marshal's permission, and must be behind a marshal's barrier at all times, unless given specific approval by the host safety officer to stand in a designated safe position. Evidence of public liability insurance must be submitted to the Club Safety Officer before being permitted forward of the holding bays. A maximum of one photographer is permitted on the start line or marshal post.
- 4.4.14 Persons who are attending an event who are not members of the National Autograss Sport Association and are required by their employers to enter areas other than the spectator area for the purpose of carrying out their appointed function or duties, such as First Aiders, Police and Council Officials, must read and sign Form IN3. Evidence of appropriate public liability and/or employer's liability insurance covering the proposed activity must be presented.
- 4.4.15 No person under the age of 16 will be allowed to officiate/marshal forward of the holding bays. A person between the age of 16 and 18 will be allowed to officiate/marshal forward of the holding bays, as long as he/she is accompanied by an experienced person over 18 years old, and with the specific approval of the Chief Track Marshal of the day. A person between the age of 10 and 15 holding a NASA licence may officiate in areas other than the track or startline as long as he/she is accompanied by an experienced person over 18 years old. These safer areas include pits control, holding bays, race control, including lap scoring and commentating.
- 4.4.16 A restricted space incorporating the start line, forward of the holding lanes, may only be occupied by a maximum of four designated signed on officials plus the official starter.
- 4.4.17 Passengers are not allowed to ride on, or in, a competition vehicle, trailer or back of open top transporter under any circumstances, at any time.
- 4.4.18 Vehicles and their numbers must not be changed temporarily, during a race meeting or between race meetings. All vehicle identification must be registered with NASA i.e. by the issue of a licence.
- 4.4.19 If vehicles are found to have changed NASA identification i.e. letters and numbers between race meetings, which will enhance National allocation figures, then this will result in their League's allocation figures being reduced or withdrawn.
- 4.4.20 A competitor may race a maximum of two classes of vehicle during any one race meeting. Additional vehicles may be used in any "open" or "allcomers" races but the competitor must sign on for every vehicle used.
- 4.4.21 Smoking is prohibited in the pits and track enclosures at any time; smoking on the track infield area only may be allowed during intervals in the racing.

- 4.4.22 Licence holders using insolence, objectionable language, or misconduct towards any official or other person, or persons, or taking part in any activity which may bring the sport into disrepute, will be disciplined. This includes the disruption of a race meeting.
- 4.4.23 If a licence holder is disciplined within a club, that club may apply to its League to have the licence holder disciplined within the League. If a licence holder is disciplined within a League, the League may then apply to NASA to have the licence holder disciplined within NASA.
- 4.4.24 Licence holders may be held responsible for the direct actions of people associated with them at any event organised by NASA affiliated clubs or leagues
- 4.4.25 Competitors and any people who accompany them will be held fully responsible for the safety and behaviour of their children when they are at race meetings.
- 4.4.26 All Clubs/Leagues must keep a record of all accidents to persons and property involved in racing, including rollovers. This record is to be available for inspection by NASA designated officials upon request. An accident report form MUST be completed after each meeting, and sent to the designated official.
- 4.4.27 All officials must make themselves conversant with the action to be taken in the event of a fire.
- 4.4.28 The use of a mobile telephone or intercom or CB radio or any other telecommunication device that enables any other person to communicate directly to the driver when he/she is racing is prohibited. Failure to comply with this is a Black Flag offence.
- 4.4.29 All limbs must be kept inside the vehicle at all times when on the track. Failure to comply with this is a Black Flag offence.
- 4.4.30 Drivers should consider that some smart devices, including phones and watches, have impact and distress technology built into them. This may result in emergency services accidentally being called as a result of an incident on track. Where a device has this feature enabled, it should either be turned off or not on your person during racing.
- 4.4.31 Any League/Club/Official/Competitor or Member who takes legal action against NASA or any NASA affiliated League/Club or Member will have their permit or membership suspended until such time as the action has been resolved. Legal action includes the issuing of solicitors' letters.
- 4.4.32 A sheet confirming the authorised operators of mobile plant, including tractors, telehandlers and forklifts, must be available for viewing on request.

## **4.5 MEDICAL COVER**

- 4.5.1 For all events in the United Kingdom, the minimum requirement for first aid cover from the start of racing is a qualified, state registered Paramedic and one ambulance with crew and equipment. Paramedics in the UK should be asked for their registration number which can be checked using the search facility on the Health & Care Professionals (HCPC) website (<http://www.hcpc-uk.org.uk/landing/?id=3>)
- 4.5.2 For all events in the Republic of Ireland, the minimum requirement is a qualified, state registered EMT and one ambulance with crew and equipment. EMTs must be qualified to the level of NQEMT and carry an ID card as proof. EMT should be asked for their registration number which can be checked using the search facility on the Pre Hospital Emergency Care Council (PHECC) website (<http://www.phecit.ie/>)
- 4.5.2 When a race meeting is expected to have over 300 attending competitors, it is recommended that a second paramedic or equivalent should be in attendance.



## **4.6 CODE OF CONDUCT - GENERAL**

### **4.6.1 NOISE**

- a) Do ensure that your vehicle complies with the noise limits applicable to the event.
- b) Do not continue competing with a defective or damaged exhaust system. Remember that you will be excluded from an event if you continue with an excessively noisy exhaust.
- c) Do not rev the engine needlessly in service areas, paddock, and start areas, etc.
- d) Do respect official instructions in respect of quiet zones.

### **4.6.2 ENVIRONMENTAL POLLUTION**

- a) Do ensure that your vehicle is free from leaks of oil and other fluids which may not only present a hazard to yourself and others but also contaminate the countryside.
- b) Do not carelessly spill fluids nor discard used, broken components. Always properly dispose of all waste materials.
- c) Do not drop litter, take it home.

### **4.6.3 RESPECT**

- a) Always show respect to officials and follow their instructions, they are for a purpose and your benefit.
- b) Always respect other users and the public in general, however abusive or obstructive. Let the officials deal with such problems.

### **4.6.4 SAFEGUARDING**

- a) The National Autograss Sport Association (NASA) believes that all children have the right to be safe and enjoy their involvement in Autograss Racing. NASA is committed to helping and supporting everyone involved to accept their personal and collective responsibility to safeguard children from harm and abuse.
- b) NASA is committed to creating and maintaining a safe and positive environment for all children to participate in Autograss. NASA's safeguarding policy is applicable to all participants involved in NASA events or activities.
- c) Any safeguarding concerns or requests for information regarding NASA's safeguarding policy may be submitted by email to [safeguarding@national-autograss.co.uk](mailto:safeguarding@national-autograss.co.uk)

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## **SECTION 5 – RULES OF RACING**

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### **5.1 SCRUTINEERING**

- 5.1.1 The Chief Scrutineer of the meeting reserves the right at all times to reject any vehicle which in his/her considered opinion represents an attempt to defeat the regulations, even though it may comply with the letter of those regulations.
- 5.1.2 Competitors must ensure that their racing vehicle conforms to current NASA Rules and Regulations.
- 5.1.3 At any event all competition vehicles must be presented for Scrutineering to ensure compliance with relevant current NASA Construction Rule Book (plus any subsequently published safety amendments) before being allowed to compete. Once a vehicle has been passed by an Official Scrutineer and has entered the pit area it may not leave the venue without being Scrutineered again prior to re-entering the pit area.
- 5.1.4 All competitors, Men, Ladies and Juniors must be seated in, harness belted, safety helmet on and drive their race vehicle(s) through scrutineering. In effect they must present themselves and their vehicle to scrutineering as they would at the start of a race. They must then demonstrate their ability to control the vehicle(s) particularly in relation to the steering wheel, foot control pedals, brakes and forward vision through the vehicle windscreen.
- 5.1.5 Every driver (man, lady and junior) of any car must be scrutineered in that car.
- 5.1.6 A competitor must produce a current NASA Competition Licence at the time of scrutineering. When the Scrutineer is satisfied that the vehicle is fit to race he must enter this in the competitors Competition Licence and both date and sign his name and apply the appropriate club/league stamp.
- 5.1.7 In the event of any fault or contravention of these rules, this shall be entered in the pages at the rear of the Competition Licence by the Scrutineer, together with the date when the faults were recorded. If and/or when the faults have been corrected, and to the best of the Scrutineer's knowledge and belief, the vehicle is fit to race then, and only then shall he sign his name under the fault, or faults, as shown in the Competition Licence. Scrutineers will also check to see if previous entries of scrutineering faults in the Competition Licence have been rectified.
- 5.1.8 Reasons for the failure of a vehicle to pass scrutineering will be given to the driver/competitor concerned who will be allowed to make adjustments etc, and the Chief scrutineer may permit the vehicle to be re-presented for re-scrutineering within the specified time period allocated at the event for the scrutineering of vehicles.
- 5.1.9 Any vehicle overturning or being involved in a serious accident on the track must be re-scrutineered before racing again.
- 5.1.10 The Scrutineer's decision, as to the suitability of a vehicle for racing is final.
- 5.1.11 The race meeting designated Scrutineering Area(s) must be kept free from non-racing drivers, mechanics, spectators, children, and all unauthorised personnel when vehicles are being scrutineered.

- 5.1.12 Cars must be able to drive to scrutineering and within the pit area without any assistance. If the vehicle suffers damage due to an on track incident then assistance as necessary to return it to the pit area for repairs and or its transporter for removal from meeting is permitted.
- 5.1.13 Vehicles must drive a figure "S" at walking pace as part of scrutineering - any car unable to pass this test will not be able to race. The test course will consist of 3 cones or markers spaced 15 feet apart. The car must weave between these markers without contacting them to pass.

### **Fitting of seals**

- 5.1.14 Seals can be fitted to any component or part of a vehicle, or removed, as required by National Chief Scrutineer, Assistant National Chief Scrutineer, or any League Chief Scrutineer. (Designated Official).
- 5.1.15 Refusal to comply with a request to fit a seal will immediately deem the vehicle as being in contravention of the NASA vehicle construction rules and make the competitor and or member concerned subject to disciplinary action.

### **Seal removal**

- 5.1.16 Once a seal has been placed by a Designated Official the competitor and / or member concerned must seek permission to remove or "break" such seals. A seal must not be removed without the express permission of a Designated Official.
- 5.1.17 The seal must be physically removed by the Designated Official if present. However, they may also give permission for the seal to be broken without being present in writing or by email - it is the responsibility of the competitor / member in such circumstances to retain evidence of any such approval to be able to demonstrate that permission had been granted for such removal.
- 5.1.18 Unauthorised removal, breaking or tampering with a seal will immediately deem the vehicle as being in contravention of the NASA vehicle construction rules and make the competitor and / or member concerned subject to disciplinary action.

### **Compliance checks**

- 5.1.19 When compliance checks (electrical or mechanical) are undertaken by NASA and charges are incurred, and the car or parts are found to be non-compliant, the driver of the car will be responsible for all costs and charges incurred within the process. Please note, in the case of a Junior driver, the cost liability will be with the responsible adult, parent or guardian, who is registered on the Junior driver's license application.

## **5.2 SAFETY CLOTHING & EQUIPMENT**

- 5.2.1 All competitors must wear protective overalls, covering all the limbs, and appropriate footwear at all times whenever in their car. Heavy-duty waterproofs, two-piece or all in one types, if worn, must be over the driver's normal overalls. It is strongly recommended that appropriate flame retardant overalls be used. The use of nylon overalls and/or waterproofs and/or gloves is prohibited.
- 5.2.2 All officials, scrutineers, members or persons signed on the IN3 must wear either overalls or two piece workwear that meet EN ISO 20471 standard and a high visibility jacket/tabard at any point forward of the holding bay. Either option must cover all limbs. Plant operators, such as water bowser or telehandler operators, are exempt, however recovery drivers are included. Appropriate footwear must be worn at all times.

- 5.2.3 All drivers must wear a 5 point (minimum) full harness seat belt, to B.S.I. Standards, with one quick-release buckle, and must be adjusted to fit securely.
- 5.2.4 Drivers must wear crash helmets, adjusted to fit securely, which are equipped with motorcycle goggles or visor. Spectacles or sunglasses can only be worn in conjunction with goggles or visor. Visors or goggles must be in position on the start line; once racing starts, the driver is responsible for the protection of his/her own eyes. When an "open face" style helmet is used, a face shield, suitable to cover the face and compatible with the helmet, must be fitted.
- 5.2.5 Crash helmets must be manufactured to the following safety standards and legibly marked with their appropriate standards:
- ECE 22.05
  - ECE 22.06
  - FIA 8860-2010 (not valid after 31 December 2028)
  - FIA 8859-2015
  - FIA 8860-2018 & 8860-2018 APB
  - SNELL SA2010 & SAH 2010 (not valid after 31 December 2023)
  - SNELL SA2015 (not valid after 31 December 2026)
  - SNELL SA2020
- 5.2.6 Drivers may be subject to a spot check of crash helmets when on the start line.
- 5.2.7 A NASA, league or club official is entitled to confiscate incorrect or damaged helmets. Whenever this is being considered, a Director of the NASA Safety Team must be consulted immediately. Cutting or making the helmet strap unusable at a meeting, other than by the owner, is not permitted. Where a helmet is confiscated, there is an option to have the helmet x-rayed and returned if safe to use. Please contact the NASA Safety Team for more information.
- 5.2.8 Proprietary manufactured driver protection aids including a neck brace or frontal head restraint device, lumber support, knee/elbow protection, gloves etc are strongly recommended to be used. An appropriate neck brace or frontal head restraint device and gloves are compulsory for Junior drivers only.
- 5.2.9 Drivers must adopt a NASA permitted method of arm protection.
- (i) It is the responsibility of all competitors to ensure that their arms are restrained from extending outside of their vehicle in the event of an accident or roll. This must be done by the use of either a permitted restraint or window net as detailed in the class rule book or by their seating position within their car.
  - (ii) It is the driver's responsibility to ensure that any adjustments are correct and that the necessary equipment is properly fitted. Drivers will be checked in their cars by scrutineers. Officials will monitor the use of this equipment as they do with other safety equipment. Drivers who appear to be flagrantly ignoring the intended safety considerations of these rules will be penalised.
  - (iii) Arm restraints should be released by the single opening of the seatbelt fastening mechanism. "Clip on steering wheel" type arm restraints are not permitted.

## **5.3 RACING PROCEDURE**

- 5.3.1 There must be a maximum of three persons on a marshal post at any time, one of these people must be a marshal familiar with the process of flags and incident response. Marshals must always stand within the innermost area of the track and behind their marshals' barriers. Racing will not start or continue until all marshals are in the inside area at their posts.
- 5.3.2 The finish line marshal should be situated in the inner area of the track and behind a marshals' post, unless specific permission has been given in the form of an Approved Deviation Form by the NASA Safety Team for an elevated finish line gantry to be located on the outside of the track.
- 5.3.3 No racing will be allowed to commence until at least one ambulance and qualified first aid personnel, as defined in Rule 4.5, are in attendance. If there is only one ambulance, and this ambulance has to leave the field racing must stop, and not resume until it has returned, or has been replaced by another ambulance, or substitute vehicle, which has been approved by the medical personnel in attendance. If weather or track conditions are such that the ambulance is unable to drive to the scene of an accident or drive away from the scene under its own traction, then a tractor or other suitable towing vehicle must be on standby to assist. The procedure for doing so must have been agreed beforehand with the senior ambulance attendant present.
- 5.3.4 Marshals and/or drivers must not touch a potentially injured competitor unless specifically instructed to do so by a medically qualified person present. They must otherwise leave all handling of any injured person to the medical staff present.
- 5.3.5 If a competitor is involved in an incident which is attended by first aid personnel, that competitor must observe medical advice – e.g. to enter the ambulance and to remain in the care of the medical personnel until the medical personnel give the competitor clearance to leave. Failure to observe this procedure will result in the competitor being deemed unfit to take any further part in the event.
- 5.3.6 There will be a responsible person in attendance to act as a Chief Marshal. His/her duties are to co-ordinate, supervise and instruct the marshals in their duties and to answer for the actions of all of these marshals. His/her decision will be final. There will also be one other responsible person in attendance to act as Assistant Chief Marshal. All marshals must hold a current NASA Licence and must sign on as officials of the meeting.
- 5.3.7 If any competitor/mechanic is found racing or driving a vehicle at excessive speeds in the pits area, then the competitor and his/her racing vehicle will be disqualified for the whole meeting.
- 5.3.8 No racing car may be in the spectator enclosure at any time unless on a trailer or transporter. For meetings permitting "Reserved Pit Parking", the relevant provisions included in the Track Construction Regulations must be adhered to.
- 5.3.9 No vehicles other than race cars and official vehicles (see definitions) are allowed in the pits or track area at any time while the track is closed for racing. This includes quads, motorcycles and bicycles.
- 5.3.10 All off-road vehicles, including quads, bicycles or electric scooters are permitted. However these must adhere to a strict 10 mph speed limit when used on site. Failure to comply may result in the person using the vehicle, the owner and their party being asked to leave the meeting.

- 5.3.11 NASA approved helmets (as rule 5.2.5) must be worn while riding a quad bike on track. Quad bikes are primarily designed to carry just a single person and under no circumstances should passengers be allowed to ride on the front or rear cargo racks. Passengers can only ride as a pillion on a quad bike if it states on the machine's manufacture's data sheet that it is designed to carry a passenger.
- 5.3.12 All racing will be in a clockwise direction. Changes to this can only be made with the specific approval of the NASA official delegated to carry out track inspections at the venue concerned.
- 5.3.13 In the event of a serious disruption of a race the Chief Marshal may stop the race and authorise a re-run.
- 5.3.14 In the event of a rollover, the race must be stopped immediately.
- 5.3.15 If a safety barrier is damaged as a result of a collision, the race must be stopped immediately.
- 5.3.16 Any vehicle which inflicts damage on the safety barrier of the track, rendering the barrier unsafe, may be disqualified.
- 5.3.17 Any vehicle which brushes the safety barrier with the side of the vehicle inflicting no damage on the barrier, may continue racing.
- 5.3.18 If a race is stopped by the use of a red flag, competitors must cease racing and be ready to bring their vehicles to a safe halt and await marshals' instructions. Failure to do so may result in a black flag.
- 5.3.19 If a race is stopped before the race leader has completed the allotted distance, the Chief Marshal may order the race to be re-run. Vehicles not participating in a race when it is stopped are not eligible to enter the re-run. The Chief Marshal shall decide whether or not a vehicle is considered moving at that specific time. Any penalties applied, or due to be applied, during the original race, will be carried over to the re-run. Original grid positions will be maintained. If the Chief Marshal decides that a re-run is not appropriate available actions include: declaring a result at the end of the last lap completed by all competitors remaining in the race; declaring a result modified by exclusion or reinstatement of competitors; or declaring the race null and void.
- 5.3.20 Any vehicle which stalls on the starting line, and is unable to restart under its own power, is automatically disqualified from that race. In the event of a race start being delayed, competitors will be notified and up to 2 minutes will be given to restart engines. No person may make any adjustment to any vehicle forward of the holding bays, such as adjusting tyre pressures. Where any adjustment is made or attempted, that driver may be disqualified.
- 5.3.21 A driver making a "jump start", i.e. starting to race before the signal is given to do so, will receive a black flag. However, if a start line marshal considers that a vehicle makes any movement before the start signal is given and then stops and is clearly last off the line in acknowledgement that the driver has jumped the start, then the driver may not be excluded from the race. The race will only be stopped if the vehicle receiving the black flag is judged to have impeded other competitors.
- 5.3.22 The "chocking" of vehicle wheels on the start line is prohibited for safety reasons. It is the competitor's responsibility to prevent the vehicle from rolling forward before the start signal is given. If partial movement is observed a green or black flag may be issued.

- 5.3.23 If any driver is deemed to have impeded another driver leaving the start line, where the vehicle is forced to change direction or pace, the race may be stopped and a green or black flag may be issued to the offending driver, depending on the severity of the incident.
- 5.3.24 If a vehicle is in a dangerous condition, that vehicle must be stopped from continuing racing by being shown the black flag. In the case of a panel coming loose and/or coming off and exposing any part of the engine compartment, then that vehicle must be stopped from continuing racing by being shown the black flag. If any other panel becomes loose and/or comes off, then the vehicle may at the Chief Marshal's discretion be shown the black flag.
- 5.3.25 Any vehicle emitting or causing the emission of excessive smoke or noise may be shown the black flag, or be noise tested immediately after the race has finished. A vehicle may pass the NASA noise test and still be considered too noisy to race. Such a decision may be made only by the Chief Marshal on the day.
- 5.3.26 Any vehicle that loses a wheel will be black flagged and subsequently disqualified.
- 5.3.27 Any vehicle with a flat tyre and or mechanical defect should cease competitive racing immediately. It may continue to drive around the outer perimeter of the track to complete the race at a slow pace.
- 5.3.28 If a vehicle breaks down when racing and comes to a complete stop, the competitor must remain seated with helmet still fastened and fully harnessed until the race is completed. In the event of a competitor undoing his seat belts, or removing his helmet, the race will be stopped and the competitor will be penalised. No person whatsoever must make any attempt to move a vehicle until the race has finished.
- 5.3.29 Any driver deemed to have knocked down or moved out of place two track markers on the same corner, on the same lap, will receive a green flag. Any driver deemed to have knocked down or moved out of place more than two track markers on the same corner, on the same lap will receive a black flag.
- 5.3.30 Any driver deemed to have gained an advantage by knocking down or moving out of place one or more track markers may be black flagged. Racing on the infield will result in a black flag.
- 5.3.31 Rear-wheel standing (wheelies) may be considered as dangerous or extremely dangerous driving. The green flag is a final warning and continuous dangerous driving will result in a black flag being shown. See "FLAGS"
- 5.3.32 When the race has finished, the competitor must return to the pits area via the racing circuit only, with helmet and safety harness still fastened and enter and proceed through the pits at a speed not exceeding walking pace.
- 5.3.33 Disregarding marshals' instructions when a yellow flag is being shown will be deemed dangerous driving and will result in a black flag being shown.
- 5.3.34 A competitor who is considered to be driving in a manner which is endangering other competitors will be warned with a green flag, or if the Chief Marshal or his assistant considers it to be extremely dangerous driving, a black flag will be shown. A competitor will be black flagged for deliberate pushing without taking evasive action. If it causes the other competitor to lose position, the race may be stopped and re-run. If a black flag is shown on the last lap, the race will be run to the end. The Chief Marshal is authorised to re-instate a car that has been deliberately pushed by another into its previous running position for the purpose of points calculations or trophy awards.

- 5.3.35 The Chief Marshal is also empowered to disqualify a vehicle for a serious infringement on the last lap, after the race has been completed. If a vehicle is to be disqualified in this way, the competitor, pits control and race control will be notified immediately the race is over by the Chief Marshal.
- 5.3.36 In the event of the competitor not being located, notification on all PA systems will be deemed sufficient notice.
- 5.3.37 The Chief Marshal has a period of 60 minutes from the end of the race to make a decision about the race result, standings, flags etc – this includes races when official NASA video evidence is being considered.
- 5.3.38 Competitors must at all times obey the marshals' flag signals.
- 5.3.39 Any member who, by their actions, either recklessly or deliberately endangers themselves or other members, competitors, officials or spectators, will be considered to have committed an offence to be dealt with under the disciplinary rules.
- 5.3.40 Any trial that deviates from these Racing Procedures must be pre-approved in writing by the NASA Board of Directors.

**The Chief Marshal's Decision is absolute and final.**

**ADDITIONAL RULES WILL APPLY AT BOTH NATIONAL CHAMPIONSHIPS**

**5.4 THE FLAGS**

- |        |  |  |
|--------|--|--|
| 5.4.1  | Red Light - red Flag   | Do not start racing  |
| 5.4.2  | National Flag - green light  | Start racing   |
| 5.4.3  | Red Flag (during racing)   | Stop racing immediately  |
| 5.4.4  | Yellow Flag  | Obstruction on the track - take care and be prepared to observe marshal's instructions   |
| 5.4.5  | Green Flag   | Is a final warning for a rules infringement, ie erratic driving or cones rule infringement etc and will result in docking of two places from the driver's finishing position. A further Green Flag will result in a Black. |
| 5.4.8  | Black Flag   | Competitor disqualified - leave the track immediately  |
| 5.4.7  | White Flag with Red Cross<br>or Green Flag with White Cross  | Ambulance required   |
| 5.4.8  | Yellow Flag with black Diagonals   | Last lap   |
| 5.4.9  | Blue Flag  | Mechanical defect, you may continue racing at your own discretion  |
| 5.4.10 | Chequered Flag   | Competitor's race finished   |
| 5.4.11 | All Flags referred to above must be standard size, minimum of 18" (458mm) square, and of specific colours, not different shades of that colour, and fitted to appropriately sized poles. |  |



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## **SECTION 6 - DISCIPLINE**

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### **6.1 NASA DISCIPLINARY PROCEDURES**

- 6.1.1 Any breach of the regulations included in this Handbook or in other NASA documentation, including technical rule books, will be regarded as a potential disciplinary offence.
- 6.1.2 It is recognised that incidents giving rise to potential disciplinary proceedings may be reported in a number of ways, including reports from club or league officials or from NASA officials. Complaints from individual members or members of the public should be submitted in writing to the appropriate club or league secretary or to the NASA secretary. Such individual complaints will be investigated but if it is found that the complaint was frivolous or malicious in nature, action may be taken against the person making the complaint. NASA will take no action arising from anonymous communications; neither are clubs or leagues expected to do so.
- 6.1.3 (a) Only the NASA Board of Directors can remove a member's licence to prevent nationwide racing.
- (b) The Board will appoint a team of three board members ("the Discipline Team") who will oversee disciplinary matters with a view to providing continuity of the decision making process and parity in sentencing.
- (c) Clubs and leagues have the ability to impose a local ban regarding attending their specific meetings.
- 6.1.4 The intention of these procedures is to provide a nationwide template for the conduct of disciplinary procedures within the sport and includes matters dealt with by NASA itself through to clubs, leagues and championship series.
- 6.1.5 **Initial reporting and documentation.**
- (a) Should a disciplinary matter be raised it is the responsibility of the club, league, championship organiser or NASA itself to log the details accurately at the time and in writing.
- (b) Any witnesses' details should be obtained and any physical evidence seized or photographed at the time where possible.
- (c) If it is felt that the rules have been breached, then the member involved should be informed in writing within fourteen days of the first report being made.
- (d) This will be in the form of a letter from the club, league, championship organiser or NASA.
- (e) It will be sent from the relevant secretary and will outline the allegation and the rule breached.
- (f) All correspondence will go through the relevant secretary.
- (g) Offences may be dealt with within clubs, leagues and championships if the officials are happy to do so.

- (h) If the matter is a more serious one then it can be escalated to the NASA disciplinary team.

#### **6.1.6 Investigation**

- (a) A disciplinary panel should be formed to investigate the allegation.
- (b) The panel should be made up of three officials who have no substantive connection to either the complainant or the member being investigated. The member will be advised of the names of the officials making up the disciplinary panel.
- (c) On receipt of a written notice of disciplinary proceedings being commenced a member can provide a written statement to outline their side of events. They can provide names of witnesses and any relevant evidence they wish to introduce.
- (d) This statement should be received by the relevant secretary within seven days of the initial notification of disciplinary proceedings being received by the member.
- (e) The investigation should be concluded, if possible, within 21 days of receipt of the member's statement. In more complex cases this may take longer but should always be carried out as quickly as possible.

#### **6.1.7 Disciplinary hearing**

- (a) Once all the evidence has been collected a disciplinary hearing will be called. This may be in person or on Zoom or similar media.
- (b) The member may attend or rely on the written statement.
- (c) The member may be accompanied by another person or they can be represented by their chosen representative.
- (d) Testimony in the hearing from witnesses can be written or in person via attendance or on Zoom or similar.
- (e) At the conclusion of the disciplinary hearing the result will be sent to the member in writing and any sanction explained to them at that time.
- (f) Cases which, for legal, technical or procedural reasons, cannot be dealt with effectively or fairly through the normal process will be referred by the Discipline Team to a professional independent mediator.
- (g) The mediator will be asked to look at the evidence from both NASA and any from the member in their defence. The mediator will be asked to determine whether or not there has been a breach of NASA rules.
- (h) The member can appeal the decision should they be found to have breached the rules. This will be referred to a second independent professional mediator who will review all the evidence.
- (i) Any sanction or penalty will be determined by the discipline team.

### 6.1.8 Appeals

- (a) If the member wishes to appeal the decision, they must do so in writing within 14 days and only if they can provide new or additional evidence to warrant an appeal.
- (b) The appeal will be heard by four officials who have not been previously involved in the case. They should not be substantively connected to the complainant or member being disciplined.
- (c) The appeals panel should consider all the evidence and any new evidence with an open mind.
- (d) The decision of the appeals panel will be final. It will be ratified by the Board and the decision passed to the member by the NASA Secretary.

6.1.9 It is entirely up to the NASA Board of Directors whether a person may continue to race, officiate or attend events in any capacity while a disciplinary decision is awaited or an appeal is taking place.

6.1.10 When a potential disciplinary offence involves a minor, both the licence holder and the responsible adult associated with that licence holder will be referred for disciplinary action.

6.1.11 When a disciplinary offence involves a breach of technical regulations, as reported by the scrutineers, and is proved then the penalty will be set by the Discipline Team.

6.1.12 Bans for technical infringements will be continuous (both in and out of season) from the date of the offence.

6.1.13 If the technical infringement is discovered at the National Championships then the member may be prevented from taking part in the following year's National Championships.

6.1.14 The length of any penalty for breaches of technical regulations, including the ban from the following years National championships if relevant, will be set by the Discipline Team who have heard the case.

6.1.15. Following a penalty for a breach of technical regulations a member has the right to appeal in writing within fourteen days of notification of the penalty, in accordance with the normal appeals process set out in rule 6.1.8

6.1.16 The Appeals Team decision is final and will be ratified by the Board.

### **NOTE TO COMPETITORS**

When determining the penalty for technical infringements, the Discipline Team will consider the offence itself and, for example, infringements that are performance enhancing would incur a higher penalty and may incur a Nationals ban the next year. Minor infringements would receive a lesser penalty and MAY not incur the following year's Nationals ban. The discipline team will look at all aspects of the infringement, the effect on performance and the attitude of the member towards officials during the process.

## **NASA SCRUTINEERING DISCIPLINARY TARIFFS**

### **Level 1 - Performance enhancement.**

Examples, but not limited to: engine and its components, fuel and fuelling, suspension, transmission and drive rain any electronic management systems

### **Level 2 - Structure**

Examples, but not limited to: cage or frame, bodywork including any fixings, wheels, tyres and minimum weights, if applicable.

### **Pre race - Tariff A**

Level 1: Minimum penalty (Men, Ladies and Juniors) 2 month ban for driver; 1 month ban for car

Level 2: Minimum penalty (Men, Ladies and Juniors) Minor repairs may be allowed at Chief Scrutineer's discretion with no penalty. Car and driver loaded up and no longer take part in event.

### **During event (after drop of the flag day one) - Tariff B**

Level 1: Minimum penalty (Men and Ladies) 8 months ban for driver; 1 month ban for car; (Juniors) 3 month ban for driver; 1 month ban for car

Level 2: Minimum penalty (Men and Ladies) 4 month ban for driver; (Juniors) 2 month ban for driver

### **Post race - Tariff C**

Level 1: Minimum penalty (Men and Ladies) 12 month ban for driver, and driver not able to compete at next Nationals; (Juniors) 6 month ban for driver and driver not able to compete at next Nationals; (Men, Ladies and Juniors) 2 month ban for car

Level 2: Minimum penalty (Men and Ladies) 8 month ban for driver and driver not able to compete at next Nationals; (Juniors) 4 month ban for driver

## **NOTES**

If a driver is found is found to be in contravention of the rule book, they will have their licence removed and suspended immediately. Any subsequent disciplinary ban will be taken from the date the licence was suspended.

If a Junior is subject to a ban, then he or she will not be eligible for a full Men's or Ladies' license should they turn 16, until the current ban is completed.

Bans will be anything up from the minimum applicable tariff upwards, dependant on the severity of the offence or offences.

NASA reserve the right to increase a ban at any time during the ban period for such factors as new evidence (if reports, technical evidence etc were awaited), repeat offences, lack of cooperation, deliberate attempts to mislead or disrupt or anything deemed to interfere with official proceedings in any way prior to or during a car or driver ban. This includes social media posts.

Car bans will be applied to a car race number and the corresponding car tag number; both would remain on a ban even if the car changed hands or race number. Removal of components from the banned car during the ban period to create a new or substitute car would only be with express permission of NASA Chief Scrutineers. Failure to inform and gain approval to remove parts in writing may result on further disciplinary action.

## **6.2 CLUB/LEAGUE DISCIPLINARY PROCEDURES**

- 6.2.1 The NASA board wish to support clubs and leagues in their attempts to enforce a reasonable level of conduct and discipline at their race meetings. However, to enable the board to do this and for them to be able to extend, with fairness, local penalties into Nationwide penalties then clubs and leagues must follow a correct procedure.
- 6.2.2 Clubs and leagues must follow procedures laid down in their internal rules, constitution or by-laws.
- 6.2.3 Notwithstanding 6.2.2 above, any disciplinary proceedings must comply with the procedures set out in section 6.1.
- 6.2.4 The Club or League may, having followed this procedure, request additional action from NASA. They have seven days after the expiry of the initial appeal period to notify NASA of this request. The request for further action is to be in writing, supported by copies of all relevant documentation, and sent to the NASA Secretary.

## **6.3 CHAMPIONSHIP/SERIES DISCIPLINARY PROCEDURES**

- 6.3.1 Approved Championships/Series will have the right to carry out their own disciplinary procedures.
- 6.3.2 The jurisdiction of the Championship/Series will only extend to dealing with disciplinary offences that have taken place at events forming part of that Championship/Series or peripheral activities organised by the Championship/Series.
- 6.3.3 The disciplinary procedures of the Championship/Series must be documented in the Championship/Series regulations and will apply to all competitors who, by entry into an event forming part of that Championship/Series, will be deemed to have signified their agreement to these regulations.
- 6.3.4 These procedures will be expected to follow the procedures set out in Section 6.1.
- 6.3.5 Any penalties imposed by the Championship/Series will be enforceable at events forming part of that Championship/Series and may be extended to other events specified in the Championship/Series regulations.
- 6.3.6 The Championship/Series will have the same rights as a club or league to refer serious disciplinary cases to the NASA board for consideration of further action.

## **6.4 DRINKING AND DRIVING / OFFICIATING**

- 6.4.1 It is prohibited to drive, race, officiate or mechanic when over the NASA prescribed alcohol limits.
- 6.4.2 It is a member's responsibility to ensure that he/she is not over the prescribed limit as in 1 above. Failure by the race organiser to detect excess alcohol in a member during the pre race testing does not absolve the member from blame.
- 6.4.3 By signing on at any NASA event, a member agrees to submit to testing for alcohol as is set out in these rules and accepts that the procedure and apparatus employed are beyond question.

- 6.4.4 NASA strongly recommends that any member testing as unfit should refrain from driving any vehicle on the public highway, until he/she is fit to do so. They must not do so at the race venue.

## **The Test & When to Test**

- 6.4.5 Testing can be carried out at any time as decided by any club/league or NASA official. Drivers, officials and mechanics may all be subject to testing. Testing will commence no earlier than one hour before the publicised event start time. When persons are called for a breath test they must present themselves before racing commences. Any person may withdraw themselves from the meeting before the cut off time without penalty. Testing of drivers may be carried out when drivers are in cars in race holding lanes. Testing of drivers may be carried out at any time until one hour after their final race of the day.
- 6.4.6 Licence holders between the ages of 10 and 17 years inclusive may be tested for alcohol, in the presence of a parent or guardian, at any time they are present at the venue, be that trackside, in the pits or in recreation and camping areas.
- 6.4.7 Signed on drivers, mechanics and officials may be tested. The method of selection of licence holders to be tested will be decided by those officials involved with the process. A recommended minimum number to be selected for testing will be 10% of the total number of drivers, mechanics and officials signed on.
- 6.4.8 In addition, any senior club/league or NASA official may require any driver to be alcohol tested whenever he considers a test to be appropriate. This may be as a result of erratic driving or having been involved in an accident. The official will not be required to explain the reasons for requiring an alcohol test to be carried out.
- 6.4.9 A signed-on driver, official or mechanic who feels they may be over the NASA prescribed limit can attend pits control up to one hour prior to the scheduled start of racing and request a voluntary breath test. A person failing such a voluntary test may not compete, officiate or drive any vehicle on the venue, but will not be subject to any further disciplinary action. A £5 fee may be payable for each voluntary test taken, this fee to be retained by the host club or league. Each voluntary test taken, and its result, should be logged for reference in the member's handbook/licence. Note that a call for a mandatory breath test supersedes any intention of a voluntary breath test and so it is advised that you volunteer early in the day to avoid this.

## **Procedure for testing**

- 6.4.10 The test for being over the prescribed limit through alcoholic drink is a positive breath test (i.e. a reading in excess of 9 microgrammes of alcohol per 100 millilitres of breath, or 0.02% Blood Alcohol Content for adults, or any positive reading for minors aged under 18) using a hand-held breathalyser. Each club must define a duly authorised official to carry out testing. Testing will be carried out by one or more persons who are familiar with the apparatus and its operation, using approved equipment. The person conducting testing must hold a valid NASA licence or be from an external company and be aged 18 or over. Juniors are permitted to assist with paperwork.
- 6.4.11 The hand-held breathalyser shall be used in accordance with its manufacturer's instructions, a copy of which shall be available to the officials and member before and during the test.
- 6.4.12 It is recommended that an independent person (i.e. not related to the member and with no vested interest in the test result) be present at all times during the testing to verify the procedure used. In the event of a driver under 18 years of age being tested the responsible adult must be present at all times during the test.

- 6.4.13 The member to be tested must present their NASA licence as proof of identity.
- 6.4.14 The results are to be recorded on the NASA form: to be signed and dated by both member and testing official. At the end of the meeting, a copy of all results must be sent to the NASA Secretary (with any failures clearly identified). All test records (pass or fail) will be archived by NASA (for a period of one calendar year) for future reference should the need arise.
- 6.4.15 Failure to make a satisfactory test (i.e. not blowing enough to elicit a reading), refusal to be tested or refusal to sign the test results form shall be deemed to be a failure of the test.
- 6.4.16 Any attempt to avoid the test by impersonation or sending another member in place of the selected person will be deemed a breach of regulations that will result in a mandatory 12 month ban for both persons.
- 6.4.17 The result of the test as per the apparatus is absolute and final.
- 6.4.18 Breathalyser tubes are single use only and must not be sterilised or re-used for any purpose.

### **Failure of required Alcohol Testing**

- 6.4.19 If a driver, or a signed on official or mechanic, fails an alcohol test, then he/she may take no further part in the event. He/she may not drive his/her race car or any other vehicle on the race field for any purpose including loading up, and they may not carry out any official duties for the remainder of the event. In addition, the club will notify both the League and NASA. Except in the case of a voluntary test under rule 6.4.9, The member will be subject to withdrawal of their licence for a 12 month mandatory period: the only right of appeal being outlined below (namely medical).

### **Appeals / Discipline following failure of test**

- 6.4.20 A member may appeal only against a deemed failure for not making a satisfactory test, the only acceptable grounds being verifiable medical evidence of inability to provide a reasonable breath test. Such an appeal must be received by the NASA Secretary in writing within 14 days of the test failure together with a copy of the medical evidence. NASA will consider the evidence submitted and may quash or uphold the failure in retrospect. There is no right of appeal after ANY failed test (actual or deemed) during the race event.
- 6.4.21 Because of the extreme seriousness of the subject of the test, there is no appeal against an actual failure of the test (i.e. a positive breath alcohol reading) nor against a deemed failure for refusal to take the test.
- 6.4.22 A driver whose competition licence is withdrawn for the mandatory 12-month period described above may apply to the NASA Board of Directors to be issued with a Member's or Mechanic's licence, at the discretion of the Board.
- 6.4.23 A member who abuses a NASA official who is carrying out duties in relation to the breathalyser process will be liable to the mandatory one-year ban being imposed.

## **6.5 DRUGS / MEDICINES**

- 6.5.1 It is prohibited to compete, officiate or mechanic at any NASA event when over the NASA prescribed limit of drugs whether illegal or prescribed.

- 6.5.2 It is prohibited to compete, officiate or mechanic at any NASA event when taking prescribed drugs that may cause harm to you or others by taking part. If in doubt check with your GP.
- 6.5.3 NASA Officials will have the right to carry out tests to identify drug use by any competitor or official at any NASA event.
- 6.5.4 The member being tested must present their NASA Licence as proof of identity. It is recommended that an independent person (i.e. not related to the member and with no vested interest in the test result) be present at all times during the testing to verify the procedure used. In the event of a member under 18 years of age being tested the responsible adult must be present at all times during the test.
- 6.5.5 Failure to make a satisfactory test, i.e. not providing the required amount or tampering or altering the sample in any way, refusal to be tested or refusal to sign the test results form, shall be deemed to be a failure of the test and will incur the same penalties as a non-negative test result.
- 6.5.6 Tests will be carried out by an independent accredited drugs testing company.
- 6.5.7 All testing will be carried out following the procedure set out by the testing company.
- 6.5.8 If the test on the day gives a non-negative result the member's licence will be suspended with immediate effect, and the member can not take part in the rest of the meeting. The only exception to this is if the member can prove they are taking prescribed medication by showing the testing company representative/NASA official documentary evidence that the medication is personally prescribed to them by a doctor and the dosage is clearly stated. In this situation the member will be given the opportunity to sign a declaration that they have been prescribed the medication and supplied evidence to confirm this and that they have not exceeded the prescribed dosage. The member will then be allowed to continue to compete, on the understanding that their sample will be sent to the laboratory and should it come back with a non-negative result for either exceeding the stated dosage or for another illegal substance then the penalty will be increased from a two year ban on the first offence, to a five year ban on the first offence.
- 6.5.9 The sample will be tested at the laboratory in accordance with the accredited drugs testing company's procedures.
- 6.5.10 Should the sample be confirmed as non-negative, the member will be subject to withdrawal of their licence for a minimum 24 month mandatory period. If this is the member's second offence the minimum period will be 5 years and a third offence will incur a life time ban.
- 6.5.11 If anyone is found to be dealing/distributing illegal drugs, whether for payment or otherwise, at a NASA event they will be banned from attending any NASA event in the future.
- 6.5.12 If a NASA Official believes that drugs are present at the venue the Secretary or Chairman of the event may call the police to investigate.
- 6.5.13 A member who abuses a NASA official or testing company official who is carrying out duties in relation to the testing procedures will be liable to the mandatory two year ban being imposed
- 6.5.14 The NASA prescribed limits referred to in 6.5.1 above will be determined by reference to the following table:



<b>URINE CONFIRMATION TESTS (Matrix Diagnostics)</b>	
<b>Drug/Metabolite</b>	<b>Workplace cut-off (ng/ml)</b>
<b>Amphetamines</b>	
Amphetamine	200
Metamphetamine	200
MDA	200
MDEA	200
MDMA	200
<b>Benzodiazepines</b>	
Diazepam	100
Nordiazepam	100
Oxazepam	100
Temazepam	100
Lorazepam	100
<b>Barbiturates</b>	
Barbiturates	120
Amobarbital	120
Butabarbital	120
Pentobarbital	120
Phenobarbital	120
Secobarbital	120
<b>Cannabinoids</b>	
THC-COOH	15
<b>Cocanics</b>	
AEME	75
Benzoylecgonine	75
Cocaine	75
<b>Methadone</b>	
EDDP	75
Methadone	250
<b>Ketamine</b>	
Ketamine	75
<b>Opiates</b>	
Codeine	300
Dihydrocodeine	300
Morphine	300
6-Monoacetylmorphine	10
Propoxyphone	240

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## **SECTION 7 – OTHER RULES AND GUIDANCE**

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### **7.1. NASA CAMPING GUIDELINES**

It is recognised that camping at NASA events has for many become an integral part of the Autograss race meeting and the purpose of these guidelines is to ensure hazards faced by those camping at NASA events are minimised and that their stay at the venue is comfortable. In accommodating campers, event organisers must ensure that the camping field is organised and safely managed for the duration of the period it is open so as to minimise the risks to health and safety.

The following is intended to be a checklist that should be used as a guide towards achieving good practice:

- 7.1.1 Ensure access to the venue, both from main roads and turning into the venue itself, will not cause undue disruption to other road users. Where possible, direct visitors along routes that avoid heavily populated areas.
- 7.1.2 There should be clear free space surrounding each camping unit (caravan/motor home/tent). Distances between units will be dictated by the site and environment but 3 metres should be the target spacing.
- 7.1.3 Emergency services vehicles must have direct and unfettered access to every camping unit on the site. This means that an ambulance and/or a Fire Engine must be able to freely drive to and park adjacent to every camping unit sited at the venue.
- 7.1.4 It is therefore essential that sound and passable roadways are established throughout the site and are maintained free from congestion to permit access at all times by the emergency services. In the event of bad weather creating difficult driving conditions within the camping area then a tractor or other such suitable towing vehicle must be available to assist the emergency vehicle(s) to the area where they are required.
- 7.1.5 Open fires are prohibited.
- 7.1.6 A maximum of 5 litres of petrol may be stored in an approved container within the vicinity of each camping unit (for domestic generator use).
- 7.1.7 A clearly signed "Fire Point" with a minimum of two 9kg Dry powder (or equivalent) extinguishers should be erected within the camping area(s).
- 7.1.8 Generators should not be used between the hours of 11pm and 7 am.
- 7.1.9 Dustbins/bags/skids or similar containers must be provided for the collection of refuse. Ensure that the site is clear after the meeting
- 7.1.10 Adequate toilet facilities should be provided for campers and they should be maintained in clean and hygienic condition.
- 7.1.11 Facilities should be provided for the emptying of chemical toilets.
- 7.1.12 Any domestic animals brought to a motor racing event must be kept on a lead: if exercised, this must be done away from camping and spectator areas. Any mess must be cleaned up and responsibly disposed of.
- 7.1.13 A list of contact telephone numbers of local services should be available at the entrance gate.

7.1.14 If good and safe camping practice is not followed by the organisers of any NASA authorised event, then their "Event Permit" will be withdrawn.

## **7.2 THE ROAD TRAFFIC ACT**

From 1 July 1992 the offences of dangerous, careless and inconsiderate driving of a mechanically propelled vehicle on a road will also apply to a public place.

The extension of road traffic law to public places has important consequences for those who take part or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted, either free of charge or on payment of an entrance fee.

The above offences do not apply to those taking part in "authorised" motoring events when driving in a public place other than a road, provided that they are driving in accordance with the appropriate authorisation for that event.

Competitors are advised to check at all events that the organisers have an Event Permit issued by the National Autograss Sport Association in order to ensure that they are exempt from the above Road Traffic Act when competing.

Competitors are also advised that they are only covered by the exemption when competing within NASA's rules and regulations. A driver, who drives his race car in the spectator area or on the campsite, could find themselves convicted of dangerous, careless or inconsiderate driving.

A competitor who races at an event which is not authorised by a recognised authorising body may find themselves convicted of the above offences for an incident that happens at such an event.

## **7.3 SILENCING**

7.3.1 The maximum noise permissible for all vehicles is 102 Db(A), as tested in accordance with the procedure below.

7.3.2 Every competing car is subject to be noise tested in accordance with NASA regulations.

7.3.3 It is permissible, at the sole discretion of the Chief Scrutineer or Noise Scrutineer, that cars which have previously been tested at an affiliated meeting in accordance with current NASA regulations, and which have achieved a level of 102db(A) or less, and Class 1 cars, may be allowed to pass through scrutineering without further noise testing. In the event of any doubt or query, or that car appearing noisy in the opinion of any official of the meeting, the normal noise test shall be applied.

NOTE: this regulation is intended to avoid excessive delays in scrutineering procedure and should not be seen as a means to avoid proper noise testing. All cars which have previously tested at over 102 db(a) must be further tested at every meeting.

7.3.4 The noise meter used for testing shall be Type 1 or 2 to International Standard IEC 651, British Standard BS5969, with a minimum range of 70-120 Db(A) with time constants fast/slow, and it is recommended that the meter have a maximum hold facility. These are minimum standards. The noise meter must have a current calibration certificate and must be capable of calibration at the meeting in the event of queries as to its accuracy.

- 7.3.5 Noise level meter readings shall be taken at 0.5 of a metre from the exhaust outlet with the microphone of the noise meter at 45 degrees to the exhaust axis, and with the car engine running at the appropriate RPM. A list of engines/RPM is available from the Scrutineers.
- 7.3.6 It is recommended that a measuring stick be made so that the noise meter may be positioned correctly for each reading.
- 7.3.7 The test RPM shall be notified by NASA to each affiliated club's Chief Scrutineer by means of a list showing the different levels for different engines. In the event of query, the NASA list shall be final. No account should be taken of rev limiters, as these are adjustable. In the event of an engine being used which is not on the NASA list the test RPM shall be at the sole discretion of the Chief Scrutineer/Noise Scrutineer and that person should enquire of the NASA Chief Scrutineer in writing following the meeting, so that a ruling may be given for future events and so that that engine may be added to the NASA list. The NASA list shall be subject to amendment as the season progresses.
- 7.3.8 A proprietary external rev counter must be available to determine the RPM achieved by each car during testing. It is permissible to rely on a car's internal rev counter but in the event of doubt as to accuracy, or where uniformity is required, the external rev counter must be used. Where a car has no rev counter it must be constructed so that an external rev counter may be attached.
- 7.3.9 A Club may impose a lower level and additional tests as appropriate to its circumstances.
- 7.3.10 It is the competitor's responsibility to ensure that his/her car complies with noise testing regulations and it is recommended that competitors make themselves aware of any additional regulations imposed by clubs which they may visit before attending.
- 7.3.11 Competitors and marshals should note that any cars considered noisy by any official during racing may be disqualified notwithstanding that they may have passed the initial static test.
- Note: officials should exercise care in relation to this regulation - in the event of any doubt a further static test should be required before the car races again.
- 7.3.12 Noise testing facilities must be available throughout the meeting.
- 7.3.13 It is compulsory for noise level testing in accordance with NASA regulations to be carried out at all meetings. It is not permissible for any Club to waive or relax this requirement.
- 7.3.14 Ear defenders are recommended to be worn by people conducting noise tests.

## NASA NOISE TEST CHART

<b>Class</b>	<b>Engine type</b>	<b>Test RPM</b>
1	4 cylinder	4,500
2	4 cylinder	4,500
3	4 cylinder	5,000
	V4/V6/V8	4,500
	Chevy V8	3,500
4	4 cylinder	5,000
5	4 cylinder	5,000
6	4 cylinder	5,000
	V4/V6/V8	4,500
7	4 cylinder	5,000
	Motorbike	8,000
	V4/V6/V8	4,500
	Chevy V8	3,500
	Twin motorbike	8,000
	Motorbike-based V8	8,000
8	4 cylinder	5,000
	Motorbike	8,000
9	4 cylinder	5,000
	V4/V6/V8	4,500
10	4 cylinder	5,000
	V4/V6/V8	4,500
	Chevy V8	3,500
	Twin motorbike	8,000
	Motorbike-based V8	8,000