

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	8 th April 2026
Closing date for consultation:	6 th July 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 13 – Rally

Appendix 5 - Road Events Controls and Timing including Results

3. Types of Control or Check

3.1. Route Check

- e. **Route Checks** may not be established on **Neutral** or **Transport** sections of ten miles or shorter. Where **Organisers** wish to check **Competitors'** adherence to the correct route on such sections, a manned check or control must be used.

6. Results

- 6.5. For the purposes of considering **Disqualification**, **Vehicle** damage may be assessed at any point on the **Route** by an **Event** Scrutineer, with **Competitors** informed of any such damage and that it will be reported to the **Clerk of the Course**.

- a. **Damage** will be considered as being:
 - i. Any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens, windows, lamps and bumpers) above the horizontal plane at the wheel centre.
 - ii. Any body panel or accessory (including but not limited to bumpers, mirrors, legally required lighting, windscreens, windows and registration plates) partially or completely missing, removed from its original position, or rendered inoperative in a manner which would cause the vehicle to be in breach of the Road Vehicles (Construction and Use) Regulations 1986.

- iii. Tyres worn or damaged in a manner contrary to S.27 of the Road Vehicles (Construction and Use) Regulations 1986.
 - iv. Damage to the exhaust system causing an excess of **Noise**.
- b. Further to the provisions in **6.5.a.** above, **App. 2 Art. 4.45** concerning exhaust damage may still be enforced by any **Official** in charge of any **Control** or **Check**.
- c. **Competitors** may attempt to rectify any such damage, provided that all aspects of **Ch. 13 App. 18** are respected. Failure to repair any damage to the satisfaction of an **Event** Scrutineer will result in **Disqualification**.
- 6.7. **Organisers** may delete penalties for individual sections, or delete sections which **Competitors** have yet to start in the case of bona fide unforeseen circumstances, as per **Ch. 3 App. 11 Art. 1.1.a**.
- 6.8. If the normal running of a **Special Test**, Standard section or Regularity section is interrupted, or the section rendered impassible for any reason after the passage of one or more **Competitors** and it proves impossible to allow other **Competitors** to cover that **Special Test** or section competitively, the **Clerk of the Course** can give each **Crew** that has not covered that **Special Test** or section a notional penalty corresponding to the greatest penalty recorded before the interruption.
- 6.9. If the greatest penalty represents a complete anomaly, the next greatest penalty should be retained (and so on until the 5th greatest penalty).
- 6.10. No **Crew** which is totally or partially responsible for interrupting a **Special Test** or section may benefit from this measure.
- 6.11. The application of Art. 6.8 above will have no bearing on any **Competitor's** lateness.
- 6.12. Notional penalties may not be applied for **Special Tests** or sections which no **Competitor** has been able to complete.

Date of Implementation: 01 January 2027

Reasons:

3.1. – Neutral and Transport sections are intended to take competitors through built up areas, or along A-class roads between Standard and Regularity sections. Competitors are typically not permitted to use auxiliary lighting on such sections and are expected to treat them as quiet zones.

As such, the use of Route Checks on Neutral and Transport sections is not in keeping with best practice and road safety. The majority of well-organised events already refrain from using Route Checks on these sections, however some high profile examples including one investigated by the National Court necessitate the NCR to be amended for clarity.

Long-distance Historic events which use road signage as proof of adherence to the correct route on such sections will be able to continue to do so.

6.5. – Following feedback from competitors and officials, it is felt necessary to expand upon the existing regulation to clarify what constitutes damage, who is empowered to report upon it, and the mechanism by which any penalty should be applied and communicated to Competitors.

6.7. – Reinforcing organisers' existing rights to cancel sections. Some events have started to add stage rally notional time regulations to their SRs which is presently not permitted.

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Proposed Regulation

Chapter 13 - Rally, Appendix 16 – Technical Regulations – Special Stage Rally Cars

2. Cars Eligible

- 2.2. **Category 1:** Those that have been homologated in Groups 'A' or 'N' of the FIA Appendix 'J' or Groups 1 2 3 or 4 of the 1981 FIA Appendix 'J' Non homologated **Series Production Cars** or **Specialist Rally Cars**.
- a. A **Specialist Rally Car** is a **Vehicle** which does not qualify as any other eligible vehicle type in **Art.2.2.** of which at least 20 examples are manufactured within a consecutive twelve month period and is fitted with a **Series Production Car Engine** or **Specialist Competition Engine**. Authorisation of a **Specialist Rally Car** is at the discretion of the **ASN**, and by agreement with the original **Vehicle** manufacturer.
 - b. Modifications are free within **ASN Vehicle Regulations** and where permitted as defined below in **Arts.3 - 10.**
 - c. The **Vehicle** must be in the configuration as supplied by the manufacturer with the engine (any **Series Production Car Engine** or **Specialist Competition Engine**) in the original location.
 - d. **Vehicles** must retain the original number of and location of driven wheels Front Wheel Drive (FWD) Rear Wheel Drive (RWD) or Four Wheel Drive (4WD) except where a 4WD car other than a **Specialist Rally Car** is converted to Two Wheel Drive (2WD) without structural alteration.

Date of Implementation: 01 January 2027**Reason:**

To clarify the definition and eligibility of Specialist Rally Cars, ensuring that the category applies only where no other eligible vehicle classification exists. The amendment introduces a formal approval process, requiring applications from the original vehicle manufacturer or the owner of the vehicle design rights, enabling Motorsport UK to assess eligibility consistently and maintain appropriate oversight of the category. The change will help protect vehicle identity and provide certainty for competitors, organisers and scrutineers.

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Proposed Regulation

Chapter 13 – Rally

Appendix 16 – Technical Regulations – Special Stage Rally Cars

9. Fuel and Fuel Systems

9.4. Permitted Fuel

9.4.1 **Permitted Fuel** must be used as defined in **Chapter 8 App.1 Arts.17.a, b, c, d, or f.**

9.4.2 Where **Fuel** as defined in **Chapter 8 App.1 Arts.17.b** is used it must comply with the following.

- i. **FIA** Appendix J Art 266 B1. Petrol with a minimum of 20% (v/v) advanced sustainable (AS) components as defined in **FIA** Appendix J Art 226 B3.1
- ii. **FIA** Appendix J Art 266 B2. Diesel with a minimum of 20% (v/v) advanced sustainable (AS) components as defined in **FIA** Appendix J Art 226 B3.1
- iii. **FIA** Appendix J Art 266 B3. Advanced Sustainable (AS) Fuels

9.4.3 Suppliers of **Fuel** as defined by **Chapter 13 App.16 Art.9.4.2** must register products available for selection through the **Official Documents** with the **ASN** and provide samples to serve as control samples.

9.4.4 Where **Official Documents** permit the use of **Fuel** in accordance with **Chapter 13 App.16 Art.9.4.2**, competitors, must declare the product in use from the ASN Technical List.

9.4.5 Where **Fuel** in accordance with **Chapter 13 App.16 Art.9.4.2** is used **Fuel Testing** will be implemented in accordance with **Chapter 8 App.2 Art.4.**

Date of Implementation: 01 January 2028**Reason:**

See supporting information here: <https://www.motorsportuk.org/about-us/environmentalsustainability/sustainable-fuels/>

In alignment with the Motorsport UK Sustainability Strategy and the Stage Rally Sustainable Rally Charter, this amendment introduces a minimum 20% sustainable content requirement for FIA Appendix J Art 266 fuels used in Stage Rally from 2028.

This approach reflects discipline-specific readiness and existing adoption, representing a proportionate and achievable step that supports emission reduction commitments necessary to maintain access to rally venues, while maintaining accessibility for competitors. The use of unleaded and super unleaded fuels (Chapter 8, App.1, Arts.17.a) remains unchanged, protecting the lowest cost option for competitors.

A structured compliance and judicial framework underpins this requirement. Fuel suppliers must register eligible fuels with Motorsport UK and provide batch samples where required. Competitors and championships will declare the fuel and batch in use, with compliance verified through established comparison testing processes.

This amendment provides a clear and practical pathway for Stage Rally to adopt sustainable fuels in line with its established environmental commitments under the Sustainable Rally Charter and Forestry Agreements, without introducing disproportionate complexity or cost.

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Appendix 17 – Technical Regulations – Historic Special Stage Rally Cars

5. Engine

5.3. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer **App.16 Art.4.2.a.**

- a. **Such Vehicles** in Category 1, 2 and 3 will be classified as having an engine capacity increase of one third **and must be fitted with a restrictor in compliance with App.16 Art.4.2.a and Art.4.6.**
- b. **Vehicles** in Category 4a and 4b **with an effective engine capacity up to 2000cc** will be classified as having an engine capacity increase of 70% and must be fitted with a 34mm restrictor **at a maximum of 50mm from the extremes of the compressor blades in compliance with App.16 Art.4.6.** Or for **Vehicles** with an effective engine capacity exceeding 2000cc must be fitted with a restrictor of dimensions in compliance with the current **FIA Appendix K** and will be classified by the corrected capacity as detailed on the **FIA Historic Technical Passport (HTP).**
- c. **Vehicles** in Category 5 must be fitted with a restrictor of dimensions in compliance with the current **FIA Appendix K** and will be classified by the corrected capacity as detailed on the **FIA Historic Technical Passport (HTP).**

Date of Implementation: **Immediate**

Reason: To address a contradiction and clarify that vehicles in Category 4, which are required to hold an FIA HTP, may use a restrictor in compliance with FIA Appendix K as detailed on their HTP document.

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Chapter 13 - Rally

Appendix 21 – Specific Regulations for Junior Rally Driver Championships

- 1.8. Drivers must be at least 14 years old and may continue as a Junior Rally Driver until ~~31st December in the year of their 17th birthday~~, either:
- a. Their 18th birthday, or
 - b. They obtain a licence which entitles them to drive on the road, and upgrade from a Junior Rally licence to a full Stage Rally licence

Date of Implementation: 01 January 2027

Reason: The current rule is predicated upon an arbitrary cut-off date, which can be said to favour competitors born early in the year. Taking this, and the long waiting time for driving test appointments that young drivers currently face, into account, the proposed rule will enable all competitors to continue in Junior Rallying until they are able to progress to a full Stage Rally licence.