

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	23 rd September 2026
Closing date for consultation:	2 nd November 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 13 - Rally, Appendix 13 – Special Stage Controls, Timing and Penalties

3. Controls

3.8. ~~Competitors~~ must not leave the ~~Special Stage Arrival Control~~ unless ready to start a ~~Special Stage~~.

~~3.9.~~ 3.8. Exceptions to **Art.3.5 above** are:

- a. In the event of a competing **Vehicle** obstructing other **Competitors** through being halted or unduly slowed down near a **Control** the **Officials** may instruct the **Driver** to proceed and may then record the time as the time when this instruction is given.
- b. In the event of a **Competitor** presenting a **Time Card** to **Officials** at a time when the **Vehicle** is outside the **Control** area the **Officials** have discretion as to whether or not to make a record on the **Time Card**.
- c. At the end of a **Rally** or of any day of a **Rally** **Competitors** are allowed to check in in advance of their due time. This must be specifically authorised by the **Rally Organisers** in the **Official Documents** or an official bulletin. **Competitors** arriving early must have their due time entered on the **Time Card**; those arriving later than their due time must have their actual time of arrival entered.

6. Special Stage Arrival Control

6.4. **Competitors** must not present themselves at a **Special Stage Arrival Control** unless ready to start the **Special Stage**.

Date of Implementation: 01 January 2027

Reasons:

Consolidation of all Special Stage Arrival Control provisions within the same Article, and clarification of what is expected of competitors in terms of readiness to start a stage. It is a serious safety issue if competitors have not prepared themselves properly at the end of a road section and then rush to do so between the Arrival and Start Controls.

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Proposed Regulation

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

4. Engines

4.2. Production Car Engines:

- a. Petrol engines with a maximum of six cylinders, forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor, and diesel engines with forced induction up to 2500cc with a 37mm restrictor. All homologated, and formerly homologated, Rally2/R5 **Vehicles** must utilise their homologated restrictor (32mm). **All homologated 2027 Rally1/Rally2-Kit Vehicles must utilise their homologated restrictor (33mm).** Modified Rally2/R5 **Vehicles** with valid Category 2 Vehicle Passports eligible for use in Class 2 must utilise a 32mm restrictor.

Date of Implementation: 01 January 2027

Reasons:

Clarifying what is permitted for new-for-2027 Rally1 / Rally2-Kit cars, to avoid any confusion with existing regulations.

Limiting the outright power of Category 2 modified ex-Rally2 / R5 cars, to ensure Class 1 remains the top of the performance pyramid.

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Proposed Regulation

Chapter 13 - Rally, Appendix 24 – Class Requirements

Chart 50

Class	Description
1	Homologated (and formerly homologated) FIA 2027 Rally 1, Rally 2-Kit, Rally 2 and R5 cars (not including cars homologated to FIA Appendix J Art. 262) and any variants^{*1} FIA S2000 specification cars and any variants (including all turbo conversions) All World Rally cars – must comply with their homologation (not including cars homologated to FIA Appendix J Art. 255A must comply with their homologation)^{*2} *1 Variants of Rally2/R5 specification cars permitted only until 31st December 2025. Rally2/R5 cars whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers (including weight). RHD conversions which retain all other aspects of the homologation (including weight) will remain valid beyond 1st January 2026. <i>*2 Exceptionally, Motorsport UK may grant a dispensation to use non-homologated parts to replace homologated components which are no longer available. Details on request from Motorsport UK Technical Department.</i>
2	All 4-wheel drive cars over 2000cc not eligible for Class 1 & 4^{*1} Any modified Rally 2 / R5 cars with a Category 2 Vehicle Passport issued prior to 31.03.2027^{*2} *1 Currently homologated, and formerly homologated cars eligible for Class 1 —and any variants or modified versions of these cars— are not permitted to enter Class 2 on any event run under a Motorsport UK permit. Cars constructed to FIA Appendix J Art. 261 but never homologated in FIA Group R5 / Rally2 shall run in this class. <i>*2 New applications for such vehicles made after 31.12.2026 will not be accepted.</i>

Date of Implementation: 01 January 2027

Reason: Amendment of Class 1 to allow 2027 Rally1 and Rally2-Kit to compete, and to update “variant” text which was obsolete as of 1/1/2026.

Amendment of Class 2 to clarify the eligibility of cars never homologated by the FIA (e.g. Mitsubishi Mirage), and Category 2 ‘variants’ of Rally 2 / R5 cars.

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Green text – changes previously approved by Board for inclusion in 2027 NCR

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Proposed Regulation

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

2. Cars Eligible

- 2.3. **Category 2:** Any **Vehicle** not complying with **Art.2.2.a–d. above** that may be authorised for use at the discretion of the **ASN**, including **Vehicles** homologated and remaining fully compliant with **FIA RGT** regulations, and **Vehicles remaining fully compliant with a valid National RGT Homologation (NGT) issued by another ASN after 1.1.2021. Modified Rally2/R5 Vehicles for which authorisation has been applied before 31.12.2026 and a Vehicle Passport issued on or before 31.3.2027 may be authorised.**

Date of Implementation: 01 January 2027

Reasons:

To ensure that those who have already completed, or are near to completing, the build of such modified Rally2/R5 vehicles may use them, but to prohibit others from doing the same, the above addition is proposed.

Note that these modified Rally2/R5 cars will need to fit 32mm restrictors to compete.

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Proposed Regulation

Chapter 13 - Rally, Appendix 7A – Road Scheduled Time Events

Penalties

1. Summary of Penalties to be Applied on Scheduled Timed Events

- 1.1. Performance will be assessed in one of the methods listed, either by time **Penalty** or by the 'fails' system. The **Official** Documents must specify which system is to be used.
- 1.2. *These penalties may be increased by the **Official** Documents; they may not be reduced.
- 1.3. **The penalty may be increased if stated in the **Official** Documents.
- 1.4. The items in *italics* may not be varied by the **Rally Organisers**.

	Time	Fails
** (h) Arrival before due time at an Intermediate Control or Finish Control of a Regularity Section a Regularity Timing Point	Actual time early	
**(j) **(i) Arrival after due time at an intermediate control or finish control of a Regularity Section a Regularity Timing Point . Exceptionally at a single intermediate or finish control of a Regularity Section Regularity Timing Point held between 07.00 and 22.00hrs this penalty may be reduced.	Actual time late	
*(j) Failure to properly complete the Time Card at an unmanned Regularity Start Control	1 minute	

Date of Implementation: 01 January 2028

Reason: Correction of lettering (item j becomes item i) and addition of a penalty for not complying with self-start regularity procedure to accompany new control type definition, bringing 1.4 up to its intended location on the page (before the chart).

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Proposed Regulation

Chapter 13 - Rally, Appendix 7B – Road Scheduled Time Events

Penalties

1. Summary of Penalties to be Applied on Scheduled Timed Events

- 1.1. Performance will be assessed in one of the methods listed, either by time **Penalty** or by the 'fails' system. The **Official** Documents must specify which system is to be used.
- 1.2. *These penalties may be increased by the **Official** Documents; they may not be reduced.
- 1.3. **The penalty may be increased if stated in the **Official** Documents.
- 1.4. The items in *italics* may not be varied by the **Rally Organisers**.

	Time	Fails
** (h) Arrival before due time at an Intermediate Control or Finish Control of a Regularity Section a Regularity Timing Point	Actual time early	
**(j) **(i) Arrival after due time at an intermediate control or finish control of a Regularity Section a Regularity Timing Point . Exceptionally at a single intermediate or finish control of a Regularity Section Regularity Timing Point held between 07.00 and 22.00hrs this penalty may be reduced.	Actual time late	
*(j) Failure to properly complete the Time Card at an unmanned Regularity Start Control	1 minute	

Date of Implementation: 01 January 2028

Reason: Correction of lettering (item j becomes item i) and addition of a penalty for not complying with self-start regularity procedure to accompany new control type definition.

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Proposed Regulation

Chapter 13 - Rally, Appendix 5 – Road Events – Controls and Timing Including Results

3. Types of Control or Check

3.6. Regularity Start Control

- a. A variant of **Time Control** which may only be established to serve as the **Start** of a **Regularity Section**, which may either:
 - i. Be a manned **Control**, where **Competitors** must come to a stop to have their Section Start time recorded, or;
 - ii. Be a self-**Start** unmanned **Control**, where a **Competitor** must complete their time of starting the **Regularity Section** themselves on their own **Time Card**. This record must be authenticated at the following **Regularity Timing Point**.
- b. If manned, it can additionally record the direction of approach and departure of the **Competitor**.
- c. **Regularity Start Controls** must comply with **Ch. 13 App. 4 Art. 2.10** and be preceded by a Control Board 50m in advance.

3.7. Regularity Timing Point

- a. A variant of **Time Control** established to observe **Competitors'** maintenance of the **Event** time schedule, which may either:
 - i. Be a manned **Control**, where **Competitors** must come to a stop to have their time recorded on their **Time Card**, or;
 - ii. If using GPS timing or other such contact-free timing system, be an unmanned **Timing Point** where **Competitors** do not need to stop to have a time recorded.

- b. The location of **Regularity Timing Points** must not be given to **Competitors** in advance.
- c. Manned **Regularity Timing Points** must comply with **Ch. 13 App. 4 Art. 2.10.c**.
- d. The locations of unmanned **Regularity Timing Points** do not need to be identified to **Competitors** at the roadside.
- e. Events which do not require **Competitors** to stop at **Regularity Timing Points** must make this clear in the **Official Documents** along with details of the timing system to be used.
- f. The only other information permitted to be recorded by the **Marshal** at a manned **Regularity Timing Point** is the authentication of the records held by the **Competitor**.
- g. These records to be valid must be signed by the **Marshal** with the **Competitor** not being required to make any entry on the **Time Card**.

3.8. **End of Regularity Point**

- a. The defined location at which a **Regularity Section** ends.
- b. The final **Regularity Timing Point** may be located at the **End of Regularity Point**, but it is not mandatory to do so.
- c. The location of each **End of Regularity Point** must have clear signage to all Competitors, when approached from the correct direction.

5. **Definitions for Scheduled Timing**

- 5.9. The time of arrival at or departure from a **Control** other than intermediate and final **Controls** of **Regularity Sections** **Regularity Timing Points** (where **App.4 Art.6** apply) will be the time at which the **Time Card** is presented by the **Competitor** concerned providing all crew members and **Vehicles** are within the **Control** area.

Date of Implementation: 01 January 2028

Reason: To ensure that Regularity Time Controls, which necessarily must operate in a subtly different way to other types of time control, are clearly defined in a way which cannot be misunderstood or abused.

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Proposed Regulation

Chapter 13 - Rally, Appendix 4 – Road Events – Routes and Sections

2. Routes

2.10. Any **Control** or **Check** (**App.5**) is deemed to extend for 50m around the actual point at which **Officials** are making their records or where a **Code Board** is situated and that point should be preceded by a **Control Board** 50m in advance.

- c. ~~Regularity Intermediate Time Controls (Art. 6.2)~~ **Manned Regularity Timing Points (Ch. 13 App. 5 Art. 3.7.a.i)** and **Checks** operated by **Judges of Fact** established in accordance with **Ch.13 App.2 Art.3.3** are exempt from these requirements but must be clearly identified to competitors approaching them from the correct direction.

6. Regularity Sections

6.1. ~~The locations of the Start and Finish of~~ **following information regarding Regularity Sections** must be given to **Competitors** in advance:

- a. The location of each **Regularity Start Control** and **End of Regularity Point**;
- b. Whether **Regularity Start Controls** will be manned or not and the specific procedure to be followed if unmanned, and;
- c. The average speeds required.

6.2. Each **Regularity Section** must contain at least ~~one~~ **two Intermediate Time Controls Regularity Timing Points**, the locations of which must not be given to **Competitors** in advance, ~~and unless agreed beforehand by the ASN Rally Department, at least one change of average speed.~~

- 6.3. **Competitors** must be advised in writing before entering such a section whether they are required to stop at **Intermediate Time Controls** which should be identified by a control board. Details of the method of timing to be used and whether **Competitors** are required to stop at **Regularity Timing Points** must be included in the **Official Documents** of the **Event**.
- 6.4. Adherence to the time schedule in a **Regularity Section** will be assessed by comparing the time of arrival at any **Intermediate Time Control** or the **Finish Time Control** **Regularity Timing Point** with the time of arrival at the immediate preceding **Time Control** **Regularity Timing Point** or the **Regularity Start Control**. Timing, whether or not the **Vehicle** is required to stop, will be at the moment of the **Vehicle** entering the relevant **Time Control** area.
- 6.5. **Penalties** must be specified in the **Official Documents** and must be imposed for:
- a. Stopping within sight of but outside the control area of any **Intermediate Time Control** and the **Finish Time Control** **Regularity Timing Point**.
 - b. **Competitors'** failure to properly complete their starting time at an unmanned **Regularity Start Control**.

Date of Implementation: 01 January 2028

Reason: To prevent the abuse of Regularity Sections, which in some cases have been used to run Road Timed-style events, the above changes codify existing good practice on genuine Regularity events, while removing the possibility for abuse.

6.3 – added reference to new (for 2026) rule, correction of grammar.

6.4 – correction of grammar.

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Proposed Regulation

Chapter 5 – Officials – Part A, Appendix 5 – Clerks of the Course

19. Stage Rally Clerk of the Course

19.5. For every **Event**, the **Organiser** shall appoint one **Clerk of the Course** who shall hold overall responsibility for the conduct and control of the **Event** in accordance with these **Regulations**.

Any additional officials assisting in the role may be appointed as **Deputy** or **Assistant Clerks of the Course**.

Date of Implementation: 01 June 2027

Reason: A clarification to ensure the intention of the NCR with regard to Clerks of the Course, where one individual has overall responsibility for the conduct and control of an event, is clear for Stage Rally organisers as it is in other disciplines.

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Proposed Regulation

Chapter 13 – Rally, Appendix 2 – Duties and Responsibilities of Clerks of the Course for All Types of Rally

4. PART C – Special Stage Rallies

- 4.1. For all **Special Stage Rallies** the **one ASN-licensed (Ch. 5) Clerk of the Course shall be appointed** ~~must be licensed by the ASN (Ch.5).~~

Date of Implementation: 01 June 2027

Reason: A clarification to ensure the intention of the NCR with regard to Clerks of the Course, where one individual has overall responsibility for the conduct and control of an event, is clear for Stage Rally organisers as it is in other disciplines.