

Proposed Regulation Changes for Board

For consideration by the Board

Appendix	Committee	Proposal	Date of Implementation	Conclusion
1A	Race Committee	Ch.5 Part 5 App.5 Art.12: Changes to the upgrading criteria for race officials.	1 January 2027	
1B	Race Committee	Ch.12 App.3 Art.4: Inclusion of Art.4.3, all race marshals must hold a current registration with Motorsport UK.	1 January 2027	
1C	Race Committee	Ch.12 App.6 Art.5.5: Amend the regulation to make a pit lane start mandatory for all drivers/vehicles with all Practice times disallowed, for both standing and rolling starts, closing the loophole that let drivers avoid the 10-second hold.	1 January 2027	
1D	Race Committee	Ch.12 App.4 Art.4.17: Reword the ban on WiFi/mobile-data devices in competing vehicles to use technology-neutral language covering current and future devices, keeping the data-logging exception.	1 January 2027	
1E	Race Committee	Ch.12 App.8 Art.2: Amendment of Safety Car provisions.	1 January 2027	
1F	Race Committee	Ch.5 Part A App.5 Art.12.1- 12.3: Revise the International Race Clerk upgrade criteria to create a more achievable progression pathway and reinstate an International Appointments Panel to scrutinise applications.	1 January 2027	
1G	Race Committee	Ch.2 App.8 Art.2.2: Amendment to make the two-first-places points forfeiture discretionary, imposed by the Judicial body only for more serious infringements.	1 January 2027	
1H	Race Committee	Ch.2 App.2 Art.7.7.1/Ch.12 App.12 Art.2.3: Amend to disqualify the whole multi-driver entry for one driver's breach, but apply licence penalty points only to the responsible driver and let other drivers continue in any separate entry.	1 January 2027	
1I	Race Committee	Ch.12 App.5 Arts.3.2 - 3.3: Update Doctor and Paramedic titling to "ASN Licensed" throughout Arts.3.2 - 3.3, aligning with the Board-approved Ch.5A App.11 changes.	1 January 2027	
1J	Race Committee	Ch.4 App.1 Art.1.2.1: Require that, for Car and Truck Race Championships, the nominated Championship Stewards include at least one ASN-Licensed Steward.	1 January 2027	
1K	Race Committee	Ch.6 Arts.3.4/4.1, App.3 Art.1.11, Apps.5 & 7: Introduce a new National D1 (ND1) single-	1 January 2027	



		Event licence, valid only for a specific national Event expressly approved by Motorsport UK, mirroring the FIA International D1 licence.		
1L	Race Committee	Ch.12 App.9 Art.1.11: Clarify that a Vehicle cannot be classified as a finisher unless it crosses the Finishing Line on the track (not in the Pit Lane).	1 January 2027	
1M	Race Committee	Ch.1 App.1: Amend definition so a Judge of Fact must be an identifiable individual, named in the Official Documents before the start of their duties, combining the NCR and FIA ISC definitions.	1 January 2027	
1N	Race Committee	Ch.12 App.6 Art.9: Restructure the race-stoppage provisions to introduce a "re-run" mechanism giving Race Control greater flexibility – re-running from a grid set by the finishing order of the first part, via the normal start procedure or a Safety Car start – so as to avoid mid-race timekeeping stops, re-gridding and extra green-flag laps and to move closer to FIA practice.	1 January 2027	
2A	Medical Committee	Ch.11 Art.8.3: Reword the local hospital notification duty for clarity and replace "meeting" with "event" for consistency throughout NCR.	1 January 2027	
2B	Medical Committee	Ch.5 Part A App.11 Art.3.6.1: To clarify that the Doctor (S) grade covers GMC-registered doctors who have completed foundation training but still require supervision, arranged with the Event's Chief Medical Officer.	1 January 2027	
2C	Medical Committee	Ch.6 App.2 Art.9.12: Recommend that Competitors with a cochlear implant or impaired hearing display the ASN provided logo on both sides of the vehicle and/or helmet to alert Marshals in the event of an incident.	1 January 2027	
2D	Medical Committee	Ch.11 Art.1.1: Amend the ambulance registration requirements.	1 January 2027	
2E	Medical Committee	Ch.5 Part A App.10: Update Appendix 10 to refer to "Rally Recovery" crew, trainers and assessments and renumbering of Art.2.22 to 2.23.	1 January 2027	
2F	Medical Committee	Ch.20 App.5 Art.7.7: Clarify that the Chief Medical Officer/Chief Paramedic may be an ASN Licensed Doctor or ASN Registered/Licensed Paramedic.	1 January 2027	
2G	Medical Committee	Ch.13 App.20: Clarify that the Chief Medical Officer/Chief Paramedic may be an ASN Licensed Doctor or ASN Licensed Paramedic,	1 January 2027	



		and update "Recovery" to "Rally Recovery" to align with the proposed Ch.11 changes		
2H	Medical Committee	Ch.11 App.3 Art.5: Amend the medical car crewing recommendation.	1 January 2027	
2I	Medical Committee	Ch.6 App.2 Art.1(c): Clarify that the minimum benchmark for licence medical requirements is the DVLA Group 2 Driving Licence standard, except for RS Clubman which follows Group 1.	1 January 2027	
2J	Medical Committee	Ch.20 App.5 Arts.16–18: Clarify that the Chief Medical Officer/Chief Paramedic may be an ASN Licensed Doctor or ASN Licensed/Registered Paramedic and add "Licensed" before "Doctor".	1 January 2027	
2K	Medical Committee	Ch.6 App.2 Arts.4 onwards: Renumber the medical declaration provisions and clarify that the monocular-vision five-year period runs from complete loss of sight.	01 January 2027	
2L	Medical Committee	Ch.5 Part A App.11 Art.12: Create a framework for ASN Approved Commercial Medical Providers whose personnel need no individual ASN Licence but must carry their own insurance and complete a Patient Report Form per patient.	1 January 2027	
2M	Medical Committee	Ch.6 App.2 Art.4.8: Annual review requirements for diabetics.	1 January 2027	
3A	Speed Events Committee	Ch.16 Part B App.6 Art.7.9: Clarify the definition of a Rallycross false start and incorporate the associated staged penalties into the NCR.	1 January 2027	
3B	Speed Events Committee	Ch.16 Part B App.8 Arts.1.3 and 1.4.1: Consolidate and extend the new-driver assessment requirements.	1 January 2027	
3C	Speed Events Committee	Ch.16 Part B App.8 Art.4.5(b): Amend the goggles/visor requirement to specify that the eye protection worn must comply with Ch.9 Art.11.	1 January 2027	
3D	Speed Events Committee	Ch.16 Part B App.6 Art.7.2 and App.8 Art.4.1: Extend the Rallycross observed-practice-lap trigger from four weeks to 24 months since last competing over the Course.	1 January 2027	
3E	Speed Events Committee	Ch.16 Part B App.10 Art.7.3: Update and consolidate the Rallycross rear-lighting rules, harmonising the outdated wattage requirements with current FIA standards.	1 January 2027	
3F	Speed Events Committee	Ch.8 App.4 List 1B and Ch.14 App.4 Art.14.6: Amend the Road Car tyre eligibility rules so	1 January 2027	



		that any List 1A or List 1B tyre annotated as "pre-1/10/90" may be used by any vehicle regardless of its manufacture or registration date.		
3G	Speed Events Committee	Ch.16 Part B App.6 Art.7.4: Clarify the Rallycross standing-start definition.	1 January 2027	
4A	Cross Country Committee	Ch.1 App.1, Ch.5 Part A App.5 Art.2, Ch.6 Annexe A, Ch.20 App.1, App.5, App.9 App.10, App.13: Introduce a new entry-level Junior Competitive Safari for drivers aged 14+ and a new approved Junior Trials Vehicle.	1 January 2027	
4B	Cross Country Committee	Ch.20 App.9 Arts.2.5 and 5.10: Introduce Cross Country-specific competition number requirements in place of the standard Ch.7 App.10 provisions.	1 January 2027	
4C	Cross Country Committee	Ch.20 App.5 Art.10.15: Amendment to give the Clerk of the Course greater flexibility to award the fairest time where a Special Stage is interrupted.	1 January 2027	
5A	Safety Committee	Ch.11 App.2 Art.5: Amend the SSU crew requirement so that one of the two Licensed Rescue Crew members must hold a minimum of Rescue Technician grade and cross-refer licensing to the ASN Rescue Pathway.	1 January 2027	
5B	Safety Committee	Ch.5 Art.12: Amend the terminology so that "Rescue Officials" become "Rescue Crew" and "Recovery Crew" become "Rally Recovery Crew".	1 January 2027	
5C	Safety Committee	Ch.11 App.4: Rename Appendix 4 and its provisions from "Recovery Units" to "Rally Recovery Units".	1 January 2027	
5D	Safety Committee	Ch.5 Part A App.2 Art.8.1: Insert "Rally" before "Recovery Crew" in the list of licensed-official pathways.	1 January 2027	
5E	Safety Committee	Ch.11: Update the chapter's list of appendices so that App.4 reads "Rally Recovery Units," aligning with the proposed changes to Ch.11 App.4.	1 January 2027	
5F	Safety Committee	Ch.11: Update the Contents page (Page 5) entry for Ch.11 App.4 to read "Rally Recovery Units," aligning with the proposed changes to Ch.11 App.4	1 January 2027	
5G	Safety Committee	Ch.11 Arts.1.9, 1.10 and 2: Insert "Rally" before "Recovery" throughout the licensing and incident-response provisions	1 January 2027	
6A	Autotest Committee	Ch.19 App.6 Art.4.1: Amend the eligibility rules for unlicensed drivers aged 13+ and reduce the forced-induction coefficient from 1.7:1 to 1.4:1.	1 January 2027	



6A	Autotest Committee	Ch.19 App.5 Art.3.1: Amend regulation permitting "Series Production Sports Cars" without Motorsport UK's written permission where the Official Documents allow and reducing the forced-induction coefficient from 1.7:1 to 1.4:1 for drivers aged 13+ within the 2000cc limit.	1 January 2027	
6C	Autotest Committee	Ch.19 App.8: Replace "Cone height" with "Marker height" in the summary of key requirements table.	1 January 2027	
6D	Autotest Committee	Ch.19 App.6 Art.1.1: Amend regulation to retain the standard 200m x 200m maximum timed Test site but allow larger areas to be considered for licensed venues or airfields.	1 January 2027	
7A	Rallies Committee	Ch.13 App.16 Art.9.4: Introduce a minimum 20% sustainable-content requirement for FIA Appendix J Art.266 fuels in Stage Rally.	1 January 2028	
7B	Rallies Committee	Ch.13 App.15 Art.6: Amending the regulation to apply to all Events and to clarify what is permitted on non-Stage Rallies.	Immediate	
7C	Rallies Committee	Ch.13 App.11C Arts.5 & 6: Align the daylight relaxation to 07:00–22:00hrs, move non-electrical items into Miscellaneous, and add the matching 100mm sunstrip allowance for all Events.	Immediate	
7D	Rallies Committee	Ch.13 App.15: Amend to Split Appendix 15 into Part A (Road) and Part B (Historic Road), convert sunrise/sunset references to 07:00–22:00hrs and add the new 100mm sunstrip allowance.	1 January 2027	
7E	Rallies Committee	Ch.22 App.13: Remove a pending Art.14.3 change to App.15 that is no longer needed following the split of the Road and Historic Road technical regulations.	1 January 2027	
7F	Rallies Committee	Ch.1 App.1 / Ch.13 App.17: Split Historic Category 5 into 5a and 5b for 1991–1999 cars, with corresponding restrictor and definition updates.	1 January 2027	
7G	Rallies Committee	Ch.13 App.16 Art.2.3: Amendments to allow Category 2 vehicles holding another ASN's National RGT (NGT) homologation (post-1.1.2021) to compete.	1 January 2027	
7H	Rallies Committee	Ch.13 App.24 Chart 50: Amend Class 3 to include NGT (National RGT Homologation) cars as defined in Ch.13 App.16 Art.2.3.l.	1 January 2027	
7I	Rallies Committee	Ch.13 App.5 Arts.3 & 6: Addition of 3.1.e Route Checks may not be established on Neutral/Transport sections of 10 miles or	1 January 2027	



		shorter, definition of what constitutes vehicle "damage" and add notional-penalty provisions for interrupted Special Tests/Sections.		
7J	Rallies Committee	Ch.13 App.16 Art.2.2: Clarify the Specialist Rally Car definition and introduce a formal ASN approval process.	1 January 2027	
7K	Rallies Committee	Ch.13 App.21 Art.1.8: Amendment to allow Junior Rally Drivers to continue until their 18th birthday or until they upgrade to a full Stage Rally licence.	1 January 2027	
8	Volunteers Officials Committee	Ch.5 Part A App.5 Art.6: Reinsert the upgrade-assessment provisions allowing an unsuccessful applicant to be reassessed after completing a personal development plan, with no more than two assessments per upgrade and a minimum 14 months between them.	1 January 2027	
9A	Judicial Committee	Ch.5 Part A App.4 Arts.2.17(c) and (h): Clarification that Stewards can only alter the penalty provided, they do not have the power to change the breach/offence.	1 January 2027	
9B	Judicial Committee	Ch.1 App.1 / Ch.3 App.10 Art.1: Streamline the "Official Documents", removing duplicated wording and alignment between Ch.1 App.1 and Ch.3 App.10.	1 January 2027	
9C	Judicial Committee	Ch.1 App.1, Ch.3 App.6, Ch.6 App.1, Ch.12 App.9 and Ch.16 Part B App.6: Consolidate the definitions and conditions for Provisional Results becoming Final Results and strip the duplicated wording from the Race and Rallycross discipline chapters, updating cross-references throughout.	1 January 2027	
9D	Judicial Committee	Ch2. App.8 Art.1.8, Ch.4 App.1.1.12, Ch.5 Part A Art.21.5a & App.6 Art.5.1, Ch.8 App.2 Art.1.5 & App.3 Art.1.5, Ch.12 App.3 Art.2.3: Clarificatory amendments relating to Eligibility Judges of Fact and members of the Technical Commission for consistency and to reflect practice.	1 January 2027	

Updated: 22 September 2026

REGULATION CHANGES FOR BOARD APPROVAL

Without consultation, following Rules Committee

Committee:	Race Committee
Date of Meeting:	10 June 2026
Closing date for consultation:	n/a
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 5 – Officials, Part A Licensed Roles

Appendix 5 – Clerks of the Course

10. Race Clerk of the Course

12. Upgrading

~~12.3 National to International: Applicants must have received signatures from a **ASN Steward** for acting satisfactorily as **Deputy Clerk of the Course** for the **International** element of six **International Race Events** over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of three **Venues**.~~

12.34 Applications for upgrading to **International** must be justified to **ASN** by a **Race** organising **Club**. Applicants must have **National Clerk of the Course** status with extensive experience, **which should include having deputised satisfactorily at International race events**, and **will** may be required to attend an **Appointments Panel**. Any **International Licence** once authorised will only be issued for the calendar year and on an appointment basis.

Date of Implementation: 01 January 2027

Reason: Race Committee was asked to consider a proposed amendment to the requirements for obtaining an International Race Clerk licence. The proposal was prompted by the limited number of events running at National status, which has made it increasingly difficult for prospective International Clerks to meet the experience criteria prescribed in NCR Article 12.3.

The Committee recognised that, while the existing requirements were designed to ensure candidates gained appropriate experience before progressing to International status, the current event landscape has reduced opportunities for individuals to satisfy these criteria in practice.

The revised proposal therefore seeks to retain the underlying intent of the existing provision—namely, ensuring that applicants demonstrate the necessary competence, experience and suitability for appointment as an International Clerk—while introducing a more practical and sustainable pathway for progression.

In addition, the proposal reinstates an International Appointments Panel to oversee and assess applications for upgrade to International Race Clerk status. This provides an additional level of scrutiny and governance, ensuring that candidates are assessed against consistent standards whilst allowing for greater flexibility in how the required experience is evidenced.

The Race Committee agreed that the proposed amendment better reflects current operational realities, maintains appropriate standards for International appointments, and provides a clearer and more achievable development pathway for officials seeking progression.

REGULATION PROPOSAL FOR BOARD APPROVAL Following Rules Committee & Consultation

Committee:	Race Committee
Date of Meeting:	15 October 2025 / 18 March 2026
Closing date for consultation:	5 May 2026
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulations

Chapter 12 – Race

Appendix 3 – Race Officials

4. Marshals

- 4.1. **Marshals** ([Ch.5 Art.20.4](#)) shall patrol between the course and all unfenced **Enclosures**. Those stationed outside the pits or paddock or **Enclosures**. Should be warned to remain behind protective barriers in the event of an impending incident.
- 4.2. **Marshals** shall be briefed on their duties and wear no clothing the colour of which might be confused with Signal colours and / or Light Boards where applicable.
- 4.3. **Marshals must be holders of a current Marshals Registration issued by the ASN valid for their duties at an Event.**

Date of Implementation: [01 January 2027](#)

Reason: The requirement for Marshals to be currently Registered with Motorsport UK differs from Club to Club and this has led to a decline in the numbers currently registered and therefore a lack of transparency and oversight in regard to continued training and development.

It is recommended that Race Organisers mandate the requirement for Marshals to be holders of a valid/current registration to attend their Events during 2026 with a mandatory requirement across Circuit Racing from 1st January 2027.

REGULATION CHANGES FOR BOARD APPROVAL Following Rules Committee and Consultation

Committee:	Race Committee
Date of Meeting:	18 March 2026
Closing date for consultation:	5 May 2026
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 12 – Race Appendix 6 - Competition Regulations

5. Starts

- 5.5. Any **Driver** or **Vehicle** which has had all their **Practice** times disallowed but remains eligible to compete will be **required to start from the pit lane after all the other Vehicles have taken the start signal and passed the pit lane exit. Where practical drivers should be afforded the opportunity to complete the green flag lap before proceeding to the pit exit.** placed behind the rear line of the normal starting grid and will not start when the normal starting signal is given.
- a. ~~Such **Drivers** will be given a starting signal 10 seconds later.~~
 - b. ~~This delayed start cannot be applied retrospectively.~~
 - c. ~~For the purpose of calculating times or speed the normal starting signal will be used.~~
 - d. If more than one **Driver** is subject to this rule then **the pit lane starting order** positions shall be determined by the **Clerk of the Course**.
 - e. ~~For races with a rolling start such **Competitors** will start from the pit lane after all the other **Vehicles** have started.~~

Date of Implementation: **1st January 2027**

Reason: Following the Judicial committee meeting held 5 November 2025 Race Committee were referred a request to change NCR Ch.12 App.6 Art.5.5. The proposal had been raised at the meeting due to a "loophole" becoming known in the paddock, whereby drivers are avoiding the 10-second hold by electing to be a "pit lane starter" instead. It is proposed, to ensure a consistent and effective penalty, the regulation be changed to make a pit lane start mandatory for all such offences, irrespective of whether it is a standing or rolling start.

Clerks will then need to decide if the competitor should undertake the green flag lap or be sent straight to the pit exit.

REGULATION CHANGES FOR CONSULTATION

Committee:	Race Committee
Date of Meeting:	18 March 2026
Closing date for consultation:	5 May 2026
Email for comments:	raceconsultation@motorsportuk.org

Changed following
Rules Comm.

Proposed Regulation

Chapter 12 – Race

Appendix 4 – Organisers' Regulations and Restrictions

Radios and the transmission of electronic signals

4.17. Mobile phones, or ~~tablet~~ any other devices capable of receiving/transmitting data via WiFi and/or the mobile data network, are prohibited from being carried in or used within the competing **Vehicle** whilst on the ~~Circuit~~ **Course**, with the exception of those devices specifically designed for data-logging and incapable of showing information pertaining to other competitors' **Vehicles** (Article 4.12 to 4.16 also applies)

Date of Implementation: 1st January 2027

Reason: Race Committee have previously proposed amendment to Article 4.17 in order to provide greater clarity to the regulation however following consultation it was identified that the wording presented unintended consequences.

This latest proposal is designed to be applicable to both current and future technologies. and removes specific terminology that may become outdated or inapplicable over time .

To provide greater clarity regarding the scope of application, the term "Circuit" has been amended to "Course". Additional cross-referencing has also been included to make it clear that the relevant prevailing regulations continue to apply alongside this provision.

REGULATION CHANGES FOR BOARD APPROVAL Following Rules Committee and Consultation

Changed
following Rules

Committee:	Race Committee
Date of Meeting:	18 March 2026
Closing date for consultation:	5 May 2026
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 12 – Race

Appendix 8 – Signals by Flags and Light Panels

2. Operation of Safety Car

- 2.1. The **Safety Car** will be brought into operation to neutralise a **Race** upon the sole decision of the **Clerk of the Course**. The **Safety Car** will be driven by an experienced circuit **Driver** and will carry an observer capable of recognising all competing **Vehicles** and who is in permanent radio contact with **Race Control**
Ch.5 PART A App.5 Art.1.3.r
- 2.2. The **Safety Car**, yellow/amber lights illuminated, will normally join and exit the **Circuit** from the pit lane and the **Safety Car** boards will be shown initially from the **Start/Finish** line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 2.3. On the order from the **Clerk of the Course**, the **Safety Car** will join the **Circuit** with its flashing lights on, regardless of where the **Race** leader is.
- 2.4. At venues where light panels are operational then these signals will be simultaneously broadcast by Race Control to all marshals' posts and may be supplemented with flags. When the order is given to deploy the **Safety Car** a 'waved' yellow **Signal** and "**SC**" board will be displayed at the **Start/Finish** line. The 'waved' yellow **Signals** and "**SC**" boards will be displayed simultaneously by Race Control where light panels are installed or will flow around the **Circuit** in both directions as adjacent **Marshals Posts** display both their waved yellow **Signal** and "**SC**" board where there are no panels.
- 2.5. Flashing yellow lights may also be used at the start-line and at other points around the **Circuit**.

- 2.6. All competing **Vehicles**, when notified of the **Safety Car** intervention (by the flag **Signals**, “**SC**” boards, or by any other means) will reduce speed and line up behind the **Safety Car** no more than 5 car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing **Vehicle** during a **Safety Car** intervention is forbidden. Overtaking of a **Safety Car** is forbidden unless the particular **Competitor** concerned is signalled to overtake the **Safety Car** by the observer in the **Safety Car**. Any overtaking or overlapping during the **Safety Car** intervention will be deemed a breach of signals, **Ch.2 App.12 Art.1.2.b**
- 2.7. When ordered to do so by the **Clerk of the Course**, the observer in the **Safety Car** will wave past any **Vehicles** between the **Safety Car** and the **Race** leader. These **Vehicles** will continue at reduced speed and without overtaking until they reach the line of **Vehicles** behind the **Safety Car**.
- 2.8. While the **Safety Car** is in operation competing **Vehicles** may enter the pit lane but may only rejoin the **Track** when signalled to do so and not when the **Safety Car** and the line of **Vehicles** following it are about to pass or are passing the pit exit. A **Vehicle** re-joining the **Track** must proceed at an appropriate speed until it reaches the end of the line of **Vehicles** behind the **Safety Car**.
- 2.9. The **Safety Car** will remain in operation until at least the majority of competing **Vehicles** on the **Circuit** are lined up behind it.
- 2.10. When the **Clerk of the Course** calls in the **Safety Car** it will extinguish the yellow/amber flashing lights prior to exiting the **Circuit**. This would normally be such that a minimum of 25% of a lap for **Circuits** over 2 miles and 50% of a lap for **Circuits** under 2 miles should be completed by the **Safety Car** with its lights extinguished.
- 2.11. Following the **Safety Car** extinguishing its lights and prior to passing the green **Signal** the **Race** leader will dictate the pace and if necessary fall more than five car lengths behind the **Safety Car**. In order to avoid the likelihood of accidents before the **Safety Car** returns to the pits from the point at which the lights on the **Vehicle** are extinguished **Drivers** must proceed at a pace which will not lead to the **Safety Car** being overtaken before it has entered the pit road, involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other **Drivers** or impede the restart.
- 2.12. As the **Safety Car** is entering the pit entry road the green **Signal** will be displayed at the **Start/Finish** line and the “**SC**” board withdrawn. Following this display of the start **Signal** the yellow **Signal** and “**SC**” boards at the **Signalling Posts** will be withdrawn and be replaced with a ‘waved green’ **Signal** for one lap. The ‘waved’ green **Signal** will be displayed simultaneously by Race Control where light panels are installed or will flow around the **Circuit** in both directions as an adjacent post displays their ‘waved’ green **Signal** where there are no panels. This system may be supplemented by a message being simultaneously broadcast to all **Signalling Posts** if such a communication system is available.

Overtaking or overlapping remains strictly forbidden until the start **Signal** at the **Start/Finish** line is passed. Any overtaking or overlapping after the **Safety Car** signals have been withdrawn and before passing the Green Signal at the Control Line will be deemed to be gaining an advantage (**Ch.2 Annexe A Art.1.3**).

- 2.13. Each lap covered while the **Safety Car** is in service will be counted as a **Race** lap unless specified to the contrary in **Championship Regulations**.
- 2.14. Under certain circumstances the **Clerk of the Course** may ask the **Safety Car** to use the pit lane. In this case and provided its yellow/amber lights remain illuminated all **Vehicles** must follow it into the pit lane without overtaking. Any **Vehicle** entering the pit lane under these circumstances may stop at its designated garage area.
- 2.15. Should it be necessary to stop a **Race** during a **Safety Car** deployment the **Safety Car** with all competing **Vehicles** following **must**, will pass through the **Red Signal** at the **Start/Finish** line complete one further lap at reduced speed and then once the **Safety Car** comes to a **halt**, stop at a position indicated by the **Safety Car** observer (which will usually be either the grid or **Parc Fermé**), all competing **Vehicles** must stop behind it unless otherwise directed.
- 2.16. Should it be necessary to finish a **Race** during a **Safety Car** deployment the **Safety Car**, with all competing **Vehicles** following, will pass through the Chequered Flag at the **Start/Finish** line, and proceed around the circuit to go to the designated **Parc Ferme** area.
- 2.16.2.17 At the discretion of the **Clerk of the Course** In exceptional circumstances the following may apply:
 - a. The **Race** may be started behind the **Safety Car**.
 - i. In this case its flashing yellow/amber lights will be turned on at the two-minute **Signal**.
 - ii. This is the **Signal** to the **Entrants/Drivers** that the **Race** will be started behind the **Safety Car** and it will remain at the front of the grid during the remainder of the countdown.
 - iii. When the **Green Signal** is shown at the **Start / Finish Line**, the **Safety Car** will leave the grid and all **Vehicles** will follow in single file in grid order no more than 5 (five) **Vehicle** lengths apart.
 - iv. Subject to **Arts. b. - f. below** the **Race** will be deemed to have started when the **Safety Car** leaves the grid and the **Green Signal** is displayed.
 - b. **Vehicles** will leave the grid in single file grid order behind the **Safety Car** under the instruction of the **Chief Start/Finish line Marshal**. **Vehicles** will remain in single file without overtaking, except that a **Vehicle** that falls behind may regain its grid position if the **Vehicles** behind it could not avoid passing without unduly delaying the remainder of the field. In this case **Drivers** may carefully

overtake to reestablish their original starting grid order. If a **Vehicle** falls to the back of the grid it must remain at the back of the grid.

c. Any **Vehicle(s)** delayed leaving the grid may not overtake another moving **Vehicle** if stationary after the remainder of the **Vehicles** had crossed the line. In this case the **Vehicle(s)** shall remain at the back of the grid in the order they left the grid.

d. A time penalty or **Drive Through Penalty** may be imposed on any **Driver** who in the opinion of the **Clerk of the Course** unnecessarily overtakes another **Driver** during these laps.

e. The “**SC**” boards and **Yellow Signals** will be displayed at **Signalling Posts** around the **Circuit** until the **Clerk of the Course** withdraws the **Safety Car** from use in accordance with **Arts.2.10–2.12**.

f. All laps undertaken in this start procedure will be deemed to be counted as **Race** laps

~~2.17.~~**2.18.** Any **Vehicle** being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other **Drivers** at any time whilst the **Safety Car** is deployed will be reported to the **Clerk of the Course**. This will apply whether any such **Vehicle** is being driven on the **Track**, the pit entry or the pit lane.

2.19. The **Safety Car** may also be deployed to neutralise a **Qualifying** session of 30 minutes or longer, at the sole discretion of the **Clerk of the Course**, subject to the following restrictions:

- a) Timing must be paused during the Safety Car period; and
- b) Laps may continue to count for the purpose of satisfying the requirements of **Ch. 12, App. 6, Art. 3.2**; and
- c) The requirement set out in **Ch.12, App.6, Art.3.5**. continues to apply.

2.20 The use of the Safety Car is prohibited for any **Practice** session

Date of Implementation: 01 January 2027

Reason: It was brought to the attention of Race Committee during 2025 that the Safety Car had reportedly been used during Practice and Qualifying sessions. At that time the Committee considered whether its use should extend beyond a Race and concluded that the NCR should be applied as written.

At the Clerks and Stewards seminar at the start of 2026 Race officials were asked their understanding as to when the Safety Car may be used. Following this extended debate at those sessions the issue was referred back to the Committee for further review.

The Committee agreed that the Safety Car must not be used during Practice sessions. After considering the implications and operational consequences of deploying the Safety Car during Qualifying the Committee concluded that its use should be permitted only in sessions of 30 minutes or longer and only under the specific conditions outlined in the proposal.

The following changes were made at the request of Rules Committee:

2.15 - "once . . . halt," wording not required therefore struck through for deletion

2.16 Add "and" before "proceed"

2.19 Add after Qualifying session "of 30 minutes or longer" to fit the reasoning given below.

REGULATION CHANGES FOR BOARD APPROVAL Following Rules Committee and Consultation

Committee:	Race Committee
Date of Meeting:	18 March 2026
Closing date for consultation:	5 May 2026
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 5 Part A – Officials

Appendix 5 – Clerks of the Course

12. Upgrading

12.1. **Assistant to Deputy Race:** An applicant wishing to upgrade to **Deputy** must satisfactorily complete the **Clerk of the Course** modular training programme.

12.2. **Deputy to National:** Applicants must have received signatures from a **ASN Steward** for acting satisfactorily as **Deputy Clerk of the Course** at **either -**

a. 9 **Club** or **National Events** which ~~and should~~ **must** include at least three **National Events** over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two **Venues**. In addition they must have attended at least one **ASN Clerk of the Course** seminar during the upgrading period **or**

b. 12 **Club Events** over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two **Venues**. In addition they must have attended at least one **ASN Clerk of the Course** seminar during the upgrading period.

12.3. **National to International:** Applicants must have received signatures from a **ASN Steward** for acting satisfactorily as **Deputy Clerk of the Course** for the **International** element of six **International Race Events** over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of three **Venues**.

Date of Implementation: 1 January 2027

Reason: Due to the small number of National Events available, it is becoming increasingly difficult for Clerks to fulfil the current upgrading criteria. It is therefore proposed to provide an alternative to the current requirements to enable Clerks to progress through the Clerking pathway.

REGULATION CHANGES FOR BOARD APPROVAL

Without consultation, following Rules Committee

Committee:	Race Committee
Date of Meeting:	10 June 2026
Closing date for consultation:	n/a
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 2 – Judicial

Appendix 8 – Breaches of Technical Regulations

2. Consequences of an Eligibility Decision made in a Championship or Championship Event

- 2.2. Unless the regulations for a Championship specify a different penalty, any Competitor in a Race or Kart Championship whose vehicle is disqualified from the results in accordance with Art.1.10 or Art.1.11, will be subject to the following Championship penalties. These will be applied whether the Championship is for Drivers or Entrants.
- a. The Competition will be counted as one of the events contributing to their total Championship score and
 - b. The Competitor will be disqualified from the Competition, forfeiting all Championship points, prize money and other awards relating to the Competition or relevant part of the Competition; and
 - c. **For infringements deemed of a more serious nature, the relevant Judicial body may additionally rule that t**The Competitor will forfeit a total of points equal to those obtained from two first places, even if this penalty results in a minus total of points.

Date of Implementation: 01 January 2027

Reason: Race Committee were asked to support amendment which reflects alignment with Race championship regulations in addition to aligning with other disciplines

REGULATION CHANGES FOR BOARD APPROVAL following Rules Committee & consultation

Changes following
Consultation
Changes following
Rules

Committee:	Race Committee
Date of Meeting:	18 March 2026
Closing date for consultation:	12 June 2026
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 2 – Judicial

Appendix 2 – Schedule of Penalties and Who May Apply Them

7. Penalty Definitions Restrictions and Conditions

7.7. **Disqualification**: a **Penalty** imposed in writing by the relevant **Judicial** body disqualifying the **Competitor** from the relevant **Event** or part of an **Event** and its results and prizes and awards. **Disqualification** can only be imposed by the Clerk of the Course, Stewards of the **Event**, **Championship** Stewards (Art.4.1 above applies) or the **National Court**. This **Penalty** may be imposed retrospectively by the **National Court**.

7.7.1. A **Penalty of Disqualification** applied to imposed on against a driver participating in a multi-Driver Circuit Racing Entry in Circuit Racing will result in the **Disqualification** of the entire whole-Entry from the results of the **Competition**.

- The associated **Licence Penalty** points arising from the breach will be applied only to the **Driver** responsible for the offence that resulted in the **Disqualification**.
- Any other **Driver(s)** forming part of the disqualified **Entry** will not receive **Licence Penalty** points solely as a consequence of the **Entry** being disqualified.
- Where such a **Driver** is referred to in 7.7.1.b. may also be entered in the same **Competition** as part of a separate **Entry**, the **Drivers** within that separate **Entry** may continue to participate in that separate **Entry**, subject to compliance with all other applicable regulations.

Chapter 12 – Race

Appendix 12 – Competitor Regulations

2. During the Competition:

2.3 A **Driver** may drive only one **Vehicle** with the exception of i and ii below. Not more than one **Driver** may drive the same **Vehicle** in any one **Race** unless the **Official Documents** specify otherwise (**Ch.2, App.2, Art. 7.7.1. applies**).

- the provisions relating to Endurance Racing.
- racers of 40 minutes or more that provide for **Driver** changes where a **Driver** may drive a maximum of 2 **Vehicles** during the **Event** provided they are properly entered and qualified in each **Vehicle**. The **Official Documents** will need to clearly define the eligibility of **Championship** Points.

Date of Implementation: 1st January 2027

Reason: Race Committee were tasked with considering whether any regulatory change is needed in respect of a penalty of Disqualification imposed on a driver who is participating in an Event as part of a multi-driver entry.

Following extensive discussion the Committee agreed that the whole entry should be disqualified.

This is referred to Judicial Committee for consideration as this will also impact Karting for example and may impact other disciplines.

Additionally if a driver is disqualified for a breach that incurs licence penalty points – should the whole entry receive 6 licence penalty points.

The original proposal was withdrawn from Rules Committee following concerns being raised. The purpose of these amendments is to ensure that, in Circuit Racing events where a single entry is shared by multiple drivers, a Disqualification arising from the actions of one driver affects the competitive result of the whole entry, reflecting the shared nature of the entry. However, licence penalty points should remain a personal sanction and therefore be applied only to the driver responsible for the breach.

The amendment also clarifies that other drivers associated with the disqualified entry should not be prevented from continuing to compete in the event where they are separately entered as part of another team or entry, provided they remain eligible under the applicable regulations.

Further amendment following Rules to ensure clarity with regards to the other drivers who should be able to continue to participate in another entry if they are correctly entered.

REGULATION CHANGES FOR BOARD APPROVAL

Without consultation, following Rules Committee

Committee:	Race Committee
Date of Meeting:	10 June 2026
Closing date for consultation:	n/a
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 12 -Race

Appendix 5 - Incidents, Medical Facilities and Emergency Rescue

3. Medical Arrangements, Emergency Rescue Vehicles and Equipment ([Ch.11](#))

- 3.2 The appropriate number of **ASN Licensed Doctors**, **ASN Licensed Registered Paramedics** and **Ambulances** must be present throughout **Practice** and **Racing** located in accordance with the **Track Licence**.
- 3.3 Provided that the basic minimum of one **ASN Licensed Doctor** is complied with the remaining posts shall be filled with either **ASN Licensed Registered Paramedics** ([Ch.11](#)) or **ASN Licensed Doctors** appointed to the **Event** at the sole discretion of the **Chief Medical Officer**

Date of Implementation: [01 January 2027](#)

Reason: Amendments required in line with changes to Ch.5A App.11 (approved by the Board September 2025) correcting titling/referencing to medical personnel.

REGULATION CHANGES FOR BOARD APPROVAL Without Consultation, following Rules Committee

Changes following
Rules

Committee:	Race Committee
Date of Meeting:	Email 06 August 2026
Closing date for consultation:	n/a
Email for comments:	n/a

Proposed Regulation

CHAPTER 4 CHAMPIONSHIPS

Appendix 1 - Championship Officials

- 1.2. The **Championship Stewards** can only adjudicate upon any disputes irregularities or appeals arising from the published **Championship Regulations**. They are also empowered to consider any request from the **Championship Co-ordinator** to penalise any **Competitor** for breach of **Championship Regulations** and after holding a formal hearing those **Stewards** may impose a penalty in accordance with Ch.2 subject to the rights of **Appeal** to the **National Court** there provided.
- 1.2.1. For Car and Truck **Race Championships**, the nominated **Championship Stewards** must include at least one ASN-Licensed Steward licensed to officiate at **Race Events**.
 - i. Every formal hearing must be chaired by an ASN-Licensed Steward.
 - ii. If more than one ASN-Licensed Steward sits on the hearing panel, the ASN-Licensed Stewards shall nominate one of their number to act as Chair.
 - iii. If ~~n~~None of the ASN-Licensed Stewards named in the **Championship Regulations** are available, the **Championship** Organiser must appoint another ASN-Licensed Steward by **Official Document** in accordance with, Ch.3 App.10 Art. 4.2.

Date of Implementation: 01 January 2027

Reason: Having had the unusual situation where a formal Championship Steward hearing did not include a Motorsport UK Steward it is considered necessary to ensure that any championship steward hearing for car and truck race championships must include a Motorsport UK Licensed Steward who is familiar with and has an understanding of the regulatory requirements that must be followed.

REGULATION CHANGES FOR RULES COMMITTEE Without Consultation (From the Executive)

Committee:	Race Committee
Date of Meeting:	Via Email 7 th August 2026
Closing date for consultation:	
Email for comments:	raceconsultation@motorsportuk.org

Changed following Rules

Proposed Regulation

Chapter 6 - Licensing

- 3.4. Competition Licence – Period and Validity
- Unless otherwise rendered invalid, all Licences for the purposes of acquaintance and submission to these rules run from the 1st January to the end of the calendar year shown on the Licence.
 - To be valid a Competition Licence must be signed in ink (excluding digital licences) and except for an Entrant's Licence issued in the name of a firm or organisation, must bear a passport type photograph of the holder being a current likeness.
 - The **ASN** may designate an **special Event** as being acceptable for the use of a National D1 (ND1) licence. Any ND1 licence issued under this provision shall be valid for one **Event** only, and shall specify the name and date of the Event to which it applies.
4. Competition Licence – Types
- The types of Licence available are Race, Kart, RS and RS – Stage Rally, **ND1** and Entrant

CHAPTER 6 LICENSING

Appendix 3 - Grades of Event and Licence Types and Grade

1.11. National D1 Licence (ND1)

A National D1 licence (ND1) is a licence valid only for a single specified **national Event** which must have been explicitly approved by the **ASN** as open to ND1 licence holders and indicated as such on the **ASN** national calendar.

- a. The **Driver** must be a minimum of 16 years of age, or must otherwise meet the minimum age requirement for the relevant discipline, whichever is higher.
- b. The ND1 licence shall be valid for one **Event** only, and shall clearly state the name and date(s) of the **Event** to which it applies.
- c. The licence shall specify the function of the holder, including whether the holder is permitted to **Drive** during the **Event**. Where the **Event** is conducted on public roads the ND1 licence holder must also hold a valid road driving licence.
- d. **Drivers** applying for an ND1 licence must also satisfy the medical requirements applicable to the discipline, as set out in App.2 of this Chapter
- e. **Drivers** applying for an ND1 licence must have successfully completed any **ASN** mandated e-learning or training requirements as specified for the **Event**.

CHAPTER 6 LICENSING

Appendix 5 - Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Race

1. A **Competitor** making an application for the first time for a Race licence must obtain from **ASN** a novice race driver 'Go Racing **Driver** Pack', which contains the required application form, and then complete an approved course at a school registered with the Association of Racing **Drivers**' School (ARDS). The procedure to be followed is contained in the 'Pack'.
3. Exemptions from Art. 1 above are as follows:
.....
 - i. A specified ~~national~~ **Event** which has been explicitly approved by the **ASN** as open to ND1 licence holders in accordance with **Ch.6, App. 3, Art. 1.11**.

CHAPTER 6 LICENSING

Appendix 7 - Competition Licence Application, Upgrading Downgrading and Retention of Licence – Rallying

1. Stage Rally Licences

- 1.1. A **Competitor** making an application for the first time for an **RS Stage Rally** licence must obtain a novice stage rally 'Go Rallying Pack', which contains the

required application form, from the **ASN** and then complete an approved course at a school registered with the British Association of Rally Schools (BARS). The procedure to be followed is contained in the 'Pack'. Exemptions are as follows:

- 1.6. A specified ~~national~~ **Event** which has been explicitly approved by the **ASN** as open to ND1 licence holders in accordance with **Ch.6, App. 3, Art. 1.11.**

Date of Implementation: 1st January 2027

Reason: The above proposal is put forward by Motorsport UK and mirrors the provisions relating to the International D1 Licence contained within Article 12 of Appendix L to the FIA International Sporting Code, reproduced below for ease of reference.

As set out in the proposal, an Event may only permit participation by holders of a ND1 Licence with the express approval of Motorsport UK. The purpose of this provision is to provide flexibility for Motorsport UK to authorise the use of the ND1 Licence at specific or special events that may fall outside, or are not otherwise contemplated by, the event categories established under the NCR, while ensuring appropriate regulatory oversight is maintained.

12. International Grade D1 (ITD1)

12.1 Minimum licence required for: The ITD1 licence is valid only for specific international competitions which must have been individually approved by the FIA as open to ITD1 licence-holders and indicated as such on the FIA international calendar.

12.2 Age criteria Drivers must have at least 16 years old (the date of the birthday being binding).

12.3 Qualification criteria Does not require a qualifying period of probation. The ITD1 licence is valid for only one competition, the name and date of which must be indicated by the issuing ASN on the licence. The function of the holder and whether permitted to drive on the competition must be specified on the licence.

If the competition is being conducted on public roads (either open or closed) ITD1 licence holders must also hold a public road licence valid in the country of the competition. There is no limit to the number of times this licence may be issued to a participant.

REGULATION CHANGES FOR RULES COMMITTEE Subject to Consultation

Committee:	Race Committee
Date of Meeting:	10 June 2026
Closing date for consultation:	26 August 2026
Email for comments:	raceconsultation@motorsportuk.org

Changed following
Rules

Proposed Regulation

Chapter 12 - Race, Appendix 9 - End of Race Results

1.11. Except for Endurance Racing (**App.4 Art.3.7**) and unless **otherwise stated** in the **Official Documents**, ~~state otherwise~~ in order to be classified as a finisher in a **Race**, only Vehicles-which:

- have covered at least 80% of the distance covered by the class winner;
Should the 80% calculation not result in a whole number of laps, the decimals will be disregarded; and
- ~~which cross the~~ **Finishing Line on the Track** (and not in the Pit Lane) under their own power, and
- **do so** within four (4) minutes after the overall winner

~~will be classified in the Provisional Results. Should this percentage not result in a full number of laps the decimals will be disregarded.~~

- a) A **Vehicle** shall not be considered to have finished the **Race** if it enters or remains in the Pit Lane, rather than crossing the **Finish Line** on the Track. A **Race** cannot be finished in the **Pit Lane** under any circumstances.
- b) Notwithstanding the above, a **Vehicle** may be classified despite not having crossed the Finish Line on the **Track**, where:
 - i. it entered the Pit Lane whilst capable of continuing in the **Race**; and
 - ii. it would have been capable of rejoining the **Track**, but the **Race** concluded before it was able to do so.

Any such **Vehicle** shall be classified according to the distance completed.

Date of Implementation: 1st January 2027

Reason: Race Committee was presented with a revised proposal relating to race finishes in the pit lane. This proposal arose from the recognition that the existing regulation had been open to interpretation, particularly regarding whether a competitor may be classified as having taken the chequered flag while in the pit lane.

The Committee agreed that the proposed amendment provides greater clarity and removes any ambiguity in the application of the regulation. By explicitly setting out the intended position, the revised wording should support consistent decision-making, improve understanding among competitors and officials, and reduce the likelihood of future disputes or differing interpretations.

REGULATION CHANGES FOR BOARD APPROVAL

Unchanged following Consultation and Rules Committee

Committee:	Race Committee
Date of Meeting:	10 June 2026
Closing date for consultation:	26 August 2026
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 1 – General Governance and Establishment

Appendix 1 – Definitions and Nomenclature

Judge of Fact. A person appointed by **Organisers**, who must be an identifiable individual, and named in **Official Documents** (before the start of their duties) as having responsibility to determine or decide on any factual occurrence in connection with a **Competition** and to report to the relevant **Event Official**.

Date of Implementation: 01 January 2027

Reason: The proposal combines the current NCR and FIA ISC definitions. With the introduction and increased use of cameras and associated automatic technology to identify track limits, it is considered essential to specifically note that such roles must be fulfilled by identifiable individuals (i.e. real persons).

REGULATION CHANGES FOR BOARD

Changed following Consultation and Rules Committee

Committee:	Race Committee
Date of Meeting:	10 June 2026
Closing date for consultation:	26 August 2026
Email for comments:	raceconsultation@motorsportuk.org

Added text

Changed following
Consultation

Changed following
Rules

Proposed Regulation

Chapter 12 – Race, Appendix 6 – Competition Regulations

9. Stopping a Race

9.1. Any **Race** can be stopped at the sole discretion of the **Clerk of the Course** by ordering the ‘waving’ of the **Red Signal** at the **Start/Finish Line**. **Competitors** will be warned that the **Race** has been stopped by the simultaneous ‘waving’ of the **Red Signal** at all **Flag Marshalling Posts**.

a. Any **Race** stopped before the leader has completed two laps will be declared a “No Contest” and available **Competitors** will restart **any re-run race** from their original grid positions (**Art.9.2 and 9.3 below** also apply).

b. Any **race** stopped after the leader has completed more than two laps but less than 75% of its duration ~~will~~ **may** be considered as the first part of the race ~~and either re-run restarted as per Art.9.1c, or the race be considered suspended and restarted as per Art 9.1d.~~

~~c. Subject to Art.9.1.d, When a race is stopped~~ **Competitors** will be-restarted ~~re-run~~ from a grid set out in the finishing order of this ~~first part~~ which shall be based upon the order of crossing the **Finish Line** at one lap less than the number of laps completed by the leader at the time of first showing the **Red Signal**. Only **Vehicles** which are proceeding under their own power in accordance with **App.8 Art.1.7.j** at the showing of the **Red Signal (App.7 of this Chapter)** will be classified in the ~~first part~~ (~~Art.9.1c and Arts.9.2–9.5 below~~ also apply).

d. When a **Race** is stopped, except in accordance with Art.9.1.i below when **Vehicles** should return to the pit lane, **Competitors** will return to the grid under the direction of marshals and form up in a single line. **Competitors** are permitted to return to the pit lane if necessary. The **Race** will be restarted either from the usual **Championship** or Series start procedure or using a Safety Car start. The starting order for the ~~new re-run~~ restarted **Race** will be as per Art.9.1c. above, unless a **Vehicle** enters the pit lane after the **Red Signal**, in which case it will start from the pit lane after the last vehicle has taken the start **Signal** and has passed the pit exit.

e. If a Safety Car start is used, ~~when once~~ the Clerk of the Course is assured satisfied that all the **Vehicles** are in the correct starting order, the Safety Car will lead the vehicles around the **Circuit** in accordance with **App.8 Art.2.16**. The length of the ~~re-run~~ restarted **Race** will be determined by the Clerk of the Course and the **Race** will be deemed to have restarted when the Safety Car leaves the grid and the green **Signal** is displayed.

f. Only vehicles that were proceeding under their own power, in accordance with **App.8 Art.1.7.j**, at the time the **Red Signal** was shown (as defined in App.7), will be permitted to take part in the ~~re-run~~ restart, in accordance with Art.9.2.

~~e.g.~~ If a **Race** covered by **Art.9.1.b** above cannot be ~~re-run~~ restarted either at that time, or later during the same **Event** or rescheduled to a later **Event** in accordance with **Ch.12 App.2 Art.4.1** for whatever reason then the result will be declared applying the same principle described to produced the grid order at b. above – which is the order of crossing the **Finish Line** at one lap less than the number of laps completed by the leader at the time of first showing the red **Signal**.

~~d.h.~~ When ~~re-run~~ restarted the result will be the order of finishing at the end of the ~~re-run~~ restarted **Race** unless **Championship Regulations** specify otherwise. The result will list all **Competitors** who took the start in the **Race** even if they did not take part in the ~~re-run~~ restarted **Race** and will use the first part for purposes of establishing lap records and point scoring where applicable (**Arts.9.2–9.3 below** also apply).

ei. Any **Race** stopped after the leader has completed 75% of its duration may be considered to have finished unless the Clerk of the Course in consultation with the Stewards of the Event deems it appropriate to ~~re-run~~ restart the **Race**. The result will be based on the order of crossing the **Finish Line** at one lap less than the number of laps completed by the leader at the time of the first showing of the red **Signal**.

fh. The roll back of laps is for the declaration of results. Any ~~t~~Track limit breaches incurred on the discounted laps will not be counted or considered in any way. Any other incident or breach of the Regulations on the discounted laps will not be invalidated and will be reviewed by the Clerk of the Course who will impose penalties

as deemed necessary. Only **Vehicles** which are proceeding under their own power at the showing of the red **Signal** will be classified (if restarted **Art.9.1.cb and df. above** will apply).

9.2. In the interval between stopping and restarting the **re-run**, **Race Vvehicles** may return to the pit area for repairs. Having done so they may not return to the grid but may join from the pit lane after all the other **Vvehicles** have started and passed the pit lane exit.

a. Non-runners at the time of stopping must return to the pit lane and may restart **the re-run** from the pit lane behind those referred to above if approved to do so by an **ASN Licensed Scrutineer**.

b. No work may be carried out on the grid unless on grounds of safety and with the approval of an **ASN Licensed Scrutineer**.

9.3. The Clerk of the Course may order that the duration of the second part-or re-run of any **Race** shall be a shorter distance than originally scheduled or may be abandoned altogether.

a. If the ~~first part of the~~ **Race** was stopped under **Art.9.1.a** the duration of the re-run will be determined as the duration of the **Race**.

b. If the duration **of the re-run or restarted Race** is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% **and any other relevant percentages** under **Art.9.1.b and e** above.

Date of Implementation: 01 January 2027

Reason:

Race Committee was asked to consider a refinement to the race restart regulations, aimed at improving the efficiency, safety, and overall management of race interruptions.

The proposed approach is considered to deliver a number of key benefits:

- **Reduced timetable disruption**
 - ~~Eliminates the need for a mid-race timekeeping stop and race recalculation process, which TSL has advised is both time-consuming and operationally challenging.~~
 - **Reduces** ~~Removes~~ the requirement to produce and distribute revised grid sheets.
 - Avoids the need for **lengthy** re-gridding procedures.
 - Removes the requirement for an additional green flag lap prior to the restart.
- **Enhanced competitor experience**
 - Reduces the time competitors spend stationary ~~and~~ awaiting further instruction, often with limited clarity regarding **re-run restart** timescales.
 - Provides a more streamlined and predictable process following a race stoppage.

- **Improved safety**

- Reduces the potential for incidents associated with restart procedures by simplifying the process and minimising unnecessary movements within the assembly and **re-run restart** phases.

This proposed regulation provides Race Control with greater flexibility to manage race interruptions effectively, including the ability to stop and **re-run restart** a race, declare a new race where appropriate, and make wider use of rolling starts. While the proposal does not fully align with FIA procedures, it represents a pragmatic and progressive step towards greater consistency with international practice, while delivering clear operational, safety, and customer experience benefits.

Concerns were expressed during consideration by Rules Committee with regard to the term re-run and therefore the proposal has been amended on the following basis:

Situation	Preferred term
< 2 laps, No Contest, original grid	Re-run Race
Race stopped and continued from countback	Restart / Restarted Race
Administrative status while stopped	Suspended Race
Procedure after red flag	Race Restart

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	08 July 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 11 – Emergency and Medical Services (Units and Equipment)

8. Duties of the Chief Medical Officer

- 8.3. ~~The appropriate local hospitals must be notified by the Event organisers of Venue, date and times of the meeting.~~ **The Event Organisers must notify the relevant local hospitals of the Event's Venue, date, and times.**

Date of Implementation: **01 January 2027**

Reason: This proposal has been rewritten to make the wording clearer and replace the term “meeting” with “event” to ensure consistency with the terminology used throughout the NCR.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	08 July 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 5 Part A – Officials, Appendix 11 – Emergency and Medical Officials

3. Doctors

3.6. Doctor (S) Licence

- 3.6.1. GMC registered **Resident Doctors** who **have completed their foundation programme** ~~are no longer Residents~~ and require supervision. Supervision requirements must be discussed and arranged with the Chief Medical Officer of the Event which they are working at.

Date of Implementation: **01 January 2027**

Reason: Updated to clarify the Doctor (S) grade is for those who have completed their foundation training. All other parts of this Appendix remain unchanged.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	08 July 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 6 – Licensing, Appendix 2 – Medical

9. Medical Declaration – Disabled Drivers

9.12. In addition to Art.9.7, it is recommended that any **Competitor** with a cochlear implant or impaired hearing display the logo (as supplied by the **ASN**) on both sides of the **Vehicle** and/or helmet.

9.13.



Date of Implementation: **01 January 2027**

Reason: Following approval from Medical Committee and Safety Committee it was agreed that a symbol for cochlear implant users would be useful to alert Marshals in case of an incident.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	07 July 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 11 – Emergency and Medical Services (Units and Equipment)

1. General

- 1.12. An **Ambulance**, by law, must be registered with the **vehicle registration authority for the jurisdiction in which it operates (such as DVLA (Driver and Vehicle Licensing Authority or the relevant authority in a Crown Dependency))**, **have suitable insurance and have the appropriate registration in place where required (for example CQC in England) be CQC registered, where required**, in order to transport a casualty to hospital. An **Ambulance** must have a minimum crew of two consisting of an appropriately qualified driver to transport a casualty under blue lights, an appropriately qualified attendant and must carry the appropriate equipment listed in **App.9 Table 1**.

Date of Implementation: **01 January 2027**

Reason: To cover devolved nations different regulations for blue light transfer.

Text in green was added after consultation to cover Crown Dependencies operating independently of the DVLA. Removal of full term of DVLA and keeping the abbreviation only is to remain consistent with the rest of the NCR, acknowledging Authority should have been Agency.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Rescue & Recovery Sub-Committee
Date of Meeting:	13 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 5 – Officials – Part A

Appendix 10 – Rescue Crew and Rally Recovery Crew

2. Training

- 2.1. **Rescue** Crew should refer to the **ASN Rescue** Pathway for details of trainee period and requirements and maintenance of licence.
- 2.12. All ~~Emergency Vehicle Crew~~ **Rally Recovery** crew members should attend at least two training sessions a year, at least one of which must be facilitated by an appropriate ~~Motorsport UK~~ **ASN** registered ~~Rescue or Rally Recovery~~ **Trainer**, as well as several ~~Motorsport UK~~ **ASN**-permitted **Events** to maintain their efficiency and status. Licensed crew members will not be automatically re-licensed on the basis of attending assessment days only. Training sessions provided by an appropriate ~~Motorsport UK~~ **ASN** registered **Rescue or Recovery Trainer** may be used as licence signatures. Regional ~~Rescue or Rally Recovery~~ **Trainers** can be contacted via the **ASN Motorsport UK**.

2.23. Licence Requirements:

Discipline	Acceptance for Training	Trainee Period & Requirements	Licence Acceptance	Maintenance of Licence
Rally/Cross Country Recovery	Gain endorsement of Crew Chief on existing Rally Recovery Unit Attend one approved Rally Training day including radio procedure and fire training within two years of application Minimum age 18	Hold a Trainee Licence Collect 6 signatures from Crew Chief or Rally Official and attend two approved recovery training days, all within 2 years	Attend Approved ASN Rally Recovery Licence Assessment. Demonstrate to assessors full familiarity and competence in the operation of all equipment Minimum age 18	Attend and pass 3 yearly Assessments. Satisfy ASN registered assessor that training attendances as per Art.2.2 of this Chapter have been completed between assessments

Date of Implementation: [01 January 2027](#)

Reason: To align with the wording of Rally Recovery throughout the NCR.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 20 – Cross Country

Appendix 5 – Organisers Regulations – Timed Events

7. Senior Officials

7.7. The **Chief Medical Officer** or ~~Chief Paramedic~~ being an **ASN Licensed Doctor** or **ASN Registered Licensed Paramedic** is responsible – in consultation with the **Clerk of the Course** and the **Event Safety Officer** – for ensuring that the required level of medical and rescue cover is provided.

Date of Implementation: 01 January 2027

Reason: To clarify the Chief Medical Officer can be either an ASN Licensed Doctor or ASN Licensed Paramedic. Adding “Licensed” before “Doctor” to align with Chapter 5A Appendix 11.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	11 September 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 13- Rally

Appendix 20 - Medical and Safety Cover

2. Single Venue Stage Rallies

- 2.1. At each **Venue** there must be an **ASN Licensed Doctor** or **ASN Registered Licensed Paramedic** and an **ASN Licensed Rescue Unit**.
- 2.2. It is mandatory that an **ASN Licensed Rally Recovery Unit** or a **Commercially Operated Recovery Unit** is placed at or near those stage start locations where a **Rescue Unit** is positioned.
- 2.3. The **Chief Medical Officer** or **Chief Paramedic** being **who must be an ASN Licensed Doctor** or **ASN Registered Licensed Paramedic**, is responsible – in consultation with the **Clerk of the Course** and the **Event Safety Officer** – for ensuring that the required level of medical and rescue cover is provided and for:
 - a. the detailed organisation of doctors and
 - b. the planning and deployment within stages and
 - c. the organisation of ambulance meeting points and
 - d. the notification of hospitals in relation to the stages.
- 2.4. The **Chief Medical Officer Doctor** or **ASN Registered Paramedic** and **Safety Officer** in liaison with **Stage Commanders** must be aware of the evacuation routes from the stage and rendezvous points.
- 2.5. The **Chief Medical Officer** at the **Event** following consultation with the **Clerk of the Course** may appoint a deputy of suitable grade who could take over the **Chief Medical Officer's** duties in an emergency.

3. Stage Rallies (other than Single Venue Stage Rallies)

- 3.1. At **Clubman, Interclub** and **National Multi-Venue Stage Rallies** there must be an **ASN Licensed Doctor** or **ASN Registered Licensed Paramedic** and an **ASN Licensed Rescue Unit** at every **Stage** (or group of **Stages** (with a maximum three in close proximity to each other)).
- 3.2. A **Chief Medical Officer** or ~~Chief Paramedic~~ who must be an **ASN Licensed Doctor** or **ASN Registered Licensed Paramedic**, must be appointed who is responsible – in consultation with the **Clerk of the Course** and the **Event Safety Officer** – for ensuring that the required level of medical and rescue cover is provided and for:
- the detailed organisation of doctors,
 - the planning and deployment within **Stages**
 - the organisation of ambulance meeting points and
 - the notification of hospitals in relation to the **Stages**.
- 3.3. The **Chief Medical Officer** at the ~~Event~~ or ~~Chief Paramedic~~ following consultation with the **Clerk of the Course** may appoint a deputy of suitable grade who could take over the **Chief Medical Officer's** duties in an emergency.
- 3.4. Those **Stages** without the immediate presence of an **ASN Rescue Unit** should position an **ASN Licensed SSU** at the **Stage** start.
- 3.5. For every **Stage** over nine miles long in addition to the above and at a suitable mid-point there must be an **ASN Licensed Doctor** or ~~ASN Registered Licensed Paramedic~~ and an **ASN Licensed Rescue Unit** or an **ASN Licensed SSU**.
- 3.6. It is mandatory that an **ASN Licensed Rally Recovery Unit** or a **Commercially Operated Recovery Unit** is placed at or near those **Stage** start locations where a **Rescue Unit** is positioned.

4. International Stage Rallies (other than FIA Championships)

- 4.1. At every Stage start there must be:
- An **ASN Licensed Doctor** or ~~ASN Registered Licensed Paramedic~~.
 - An **ASN Licensed Rescue Unit**.
 - An **ASN Licensed Rally Recovery Unit** or a **Commercially Operated Recovery Unit**.

Date of Implementation: 01 January 2027

Reason: to clarify the Chief Medical Officer can be an ASN Licensed Doctor or ASN Licensed Paramedic. Updated Recovery to Rally Recovery to align with proposed change to Chapter 11.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	11 September 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 11 – Emergency and Medical Services (Units and Equipment)

Appendix 3 – Medical Cars

5. Crew

5.1. The crew will consist of a minimum of two persons. It is recommended the crew should consist of **two ASN Licensed Doctors**, or an **ASN Licensed Doctor** and an **ASN Registered Licensed Paramedic**, or **two ASN Licensed Paramedics**. ~~however a minimum of one Doctor or one ASN Registered Paramedic must always be present.~~ In all cases the crew must be acceptable to the **Chief Medical Officer**.

Date of Implementation: **01 January 2027**

Reason: In order to assist Organisers, providing additional crew variations and to ensure the medical car is appropriately crewed.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	27 July 2026
Closing date for consultation:	11 September 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 6 – Licensing

Appendix 2 – Medical

1. General

- c. The **ASN** reference as the minimum benchmark for **Licence** requirements is the regulations laid down by the DVLA in relation to Group 2 Driving Licences (with the exception of RS Clubman which follows Group 1).

Date of Implementation: 01 January 2027

Reason: To provide clarification that when an applicant answers yes to either question in Art.9.9 (copied below) then they must comply with Group 1.

9. Medical Declaration – Disabled Drivers

9.9. Postal applicants for an **RS Clubmans Licence** who answer yes to either of the following questions:

- Do you have any serious medical condition which affects your ability to drive and control a **Vehicle**?
- Are you epileptic or do you suffer from any fits, fainting spells or blackouts or take any medication to control this? may be issued with a **Competition Licence** endorsed **Non-Driver** to allow participation as a **Passenger** or **Navigator**.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	09 April 2026
Closing date for consultation:	11 September 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 20 – Cross Country

Appendix 5 – Organisers Regulations – Timed Events

16. Medical Supervision

- 16.1. The **Chief Medical Officer** ~~or Chief Paramedic~~ being an **ASN Licensed Doctor** or **ASN Registered Licensed Paramedic** is responsible – in consultation with the **Clerk of the Course** and the **Event Safety Officer** – for ensuring that the required level of medical and rescue cover is provided.
- 16.2. Their responsibilities should include the detailed organisation of ~~d~~**Doctors** and ~~p~~**Paramedics**, their planning and deployment within **Stages**, the organisation of ambulance meeting points and the notification of hospitals in relation to the **Stages**.
- 16.3. The **Chief Medical Officer** ~~or Chief Paramedic~~ and **Event Safety Officer** in liaison with **Stage Commanders** should be aware of the evacuation routes from all **Stages** and rendezvous points.
- 16.4. Following consultation with the **Clerk of the Course**, the **Chief Medical Officer** ~~or Chief Paramedic~~ may appoint a suitable deputy to take over the **Chief Medical Officer's** ~~or Chief Paramedic's~~ duties in an emergency.
- 16.5. **Doctors** and **Paramedics** should carry sufficient equipment as they feel necessary for the performance of their duties in accordance with the provisions of the **Emergency and Medical Services Guidance Document (Ch. 11)**.
- 16.6. All accidents and incidents involving injury must be reported in writing by both the **Medical Officer** and **Stage Commander** to the **Clerk of the Course**. A completed **ASN** report form signed by the **Doctor** should be sent to the **Medical Consultant** at the **ASN**.
- 16.7. For **International** and **National Hill Rallies** it is recommended that:

- a. The **Chief Medical Officer** is appointed from the **ASN Register** and approved for the grade of **Event** being run.
- b. A senior **Medical Officer** should also be appointed for each **Stage** and be positioned at the **Stage** start to work under the instructions of the **Stage Commander**

17. Emergency Vehicles

- 17.1. The equipment and licensing criteria for **Emergency Vehicles** are listed in [Ch.11](#).
- 17.2. These **Vehicles** comprise of **Rally Recovery Units**, **Rescue Units** and **Stage Safety Units (SSUs)**.
- 17.3. When selecting **Emergency Vehicles** the ability for the vehicle to maintain traction over the terrain being used is required.
- 17.4. To maintain safety cover unless sufficient suitable licensed **Rescue Units** are available **SSUs** should be positioned to be able to provide rescue first aid and firefighting to incidents within 15 minutes (i.e. starting from the beginning of a **Stage** and proceeding in the direction of the **Stage**). It is recommended that an **SSU** is stationed at each **Stage** start.
- 17.5. It is recommended that an
 - a. **SSU** is stationed at each stage start.
 - b. **ASN-~~Licensed~~ Rally Recovery Unit** or a commercially operated **Recovery Unit** is placed at or near those **Stage** start locations where a **Rescue Unit** is positioned.

18. Safety Cover Requirements

- 18.1. At each **Venue** on a **Multi-Use Hill Rally** or at each **Stage** on a **Multi-Venue Hill Rally** there must be:
 - a. An **ASN Licensed Doctor** or **ASN Registered Licensed Paramedic**.
 - b. An **ASN-~~Licensed Rally~~ (or ~~Dual~~) Licensed Rescue Unit**.
 - c. A **Recovery Unit**.
- 18.2. For **Clubman**, **Interclub** and **National Multi-Venue Hill Rallies** the services listed at [Art.18.1](#) may be located to cover a group of up to three **Stages** in close proximity. In addition those **Stages** without an **ASN approved ~~Licensed~~ Rescue Unit** may position an **ASN Licensed SSU** at the start.
- 18.3. For **Clubman**, **Interclub** and **National Hill Rallies** every stage in excess of nine miles in length, in addition to the services listed at [Art.18.1](#), there must be at a suitable mid-point:
 - a. A **ASN Licensed Doctor** or **ASN Registered ~~Licensed~~ Paramedic**.
 - b. An **ASN-~~Licensed Rally~~ Licensed Rescue Unit** or an **ASN-~~Licensed~~ Licensed SSU**.
- 18.4. For **International Hill Rallies** (other than **FIA Championships**) the services listed at [Art.18.1](#) must be:

- a. At every **Stage** start
- b. For every **Stage** in excess of nine miles in length in addition to the services listed at [Art.18.1](#) there must be a further set of these services positioned at a suitable mid-point.

Date of Implementation: 01 January 2027

Reason: To clarify the Chief Medical Officer can be either an ASN Licensed Doctor or ASN Licensed Paramedic. Adding “Licensed” before “Doctor” to align with terminology in Chapter 5A Appendix 11.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	27 July 2026
Closing date for consultation:	11 September 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 6 – Licensing

Appendix 2 – Medical

4. Medical Declaration – National Car, Truck, Race Venue Kart Racing and all International Licence Applicants

4.1. The following medical examination and reporting provisions apply to all applicants for **National Car, Truck and Race Venue Kart Racing Race Competition Licences** and to all applicants for **International Competition Licences**. Medical examination should be reported by the applicant's GP but may be reported by an alternative medical practitioner suitably qualified to practice medicine in the UK and acceptable to the **ASN**.

4.2. In all cases the **Licence** can only be granted within 3 months of the date of the relevant medical examination after which date the relevant medical report must be revalidated by the original examining medical practitioner.

54.3 National Race Licences:

4.35.1 All applicants for **National Race Competition Licences** under the age of 60 at the date of application for **Licence** must comply with **Arts.2.1 – 2.3 above** and if applicable **Arts.97.1 – 97.6 below**.

4.35.2 All applicants for an upgrade of **Licence** must conform to the relevant Licence grade medical requirements.

4.35.3. All the following age intervals a medical examination and a vision test per **Arts.6.74.10 – 75.2 below** and a 12 Lead Resting ECG will be required:

- a. 60
- b. 65
- c. 70
- d. 72
- e. 74
- f. Annually from 75

6.4.4. International Licences:

4.46.1 The following requirements apply to all applicants for all grades of **International Competition Licences** including **Co-Drivers** on **International Rallies**:

- a. Aged ~~45~~9 and under - RENEWAL & FIRST TIME APPLICATION
 - i. 12 lead ECG every ~~24~~ 36 months
 - ii. Medical examination and eye test per **Arts.6.7.4.10-75.2 below** every 12 months
- b. Aged ~~56~~0 to 74 – RENEWAL & FIRST TIME APPLICATION.
 - i. Stress Related ECG per **Art.86.1 below** every ~~24~~36 months.
 - ii. **12-lead resting ECG every 12 months.**
 - iii. Medical examination and eye test per **Arts.6.7.4.10-75.2 below** every 12 months.
- c. Aged 75+ - RENEWAL & FIRST TIME APPLICATION.
 - i. Stress Related ECG per **Art.86.1 below** **annually** every ~~12~~ months.
 - ii. Medical examination and eye test per **Arts.6.7.4.10-75.2 below** **annually** every ~~12~~ months.

~~6.2.4.5.~~ No **Car, Truck, Race Venue Kart Racing** or **International Licence** will be issued until the **Medical Examination Report** if required has been completed endorsed and signed by the applicant's GP.

~~6.3.4.6.~~ In the event of any uncertainty as to whether or not the applicant satisfies the Medical requirements the examination form should be signed by the GP and should then be sent directly to the **ASN Medical Administrator** with any additional information which may be of assistance.

~~6.4.4.7.~~ Any fee charged for the medical examination is the responsibility of the applicant. This also applies to any additional reports and Specialist examinations requested by the **ASN** in connection with an application for a **Competition Licence**.

6.5.4.8. The medical examination should be carried out to a standard similar to that required for Life Insurance but with specific attention to the following:

- a. Diabetics requiring treatment with insulin will not normally be issued with a **Licence** valid for **Racing, Karting, Kart Clubman, Rallycross, Stage Rallying** or **International Rallying**. In certain circumstances the **Medical Consultant** at the **ASN** will be prepared to consider applications in writing by Insulin controlled Diabetics. Each applicant would need to present themselves to a Diabetics Specialist recommended by the **ASN** and any costs incurred would be borne by the applicant.
- b. Epilepsy: In all cases **Art.2.4 above** applies. Epilepsy is incompatible with fitness to **Race, Kart, Kart Endurance, Kart Tyro, Kart Bambino, Rallycross** or **Stage Rally**. If a person with epilepsy has not had a seizure or medication to prevent or control fits for a period of ten years they may present that case to the **ASN Medical Consultant** for consideration. For other types of **Event** a person with epilepsy may be considered for a **Competition Licence** provided they can show that they have not had a fit for five years whether on or off medication.

6.6.4.9. The following medical conditions may prevent the granting of a **Competition Licence**:

- a. Myocardial infarction.
- b. Myocardial ischaemia.
- c. Coronary artery by-pass surgery.
- d. Coronary Angioplasty.
- e. Valvular Disease of the Heart or other abnormal condition whether operated on or not.
- f. Severe hypertension which has given rise to cardiopulmonary problems.
- g. Any mental or behavioural disorders*, past or present whether or not under treatment with drugs or therapy.
- h. Epilepsy, seizures or any other neurological conditions (and see **Art.6.5.4.8.b. above**)

*As defined in ICD.10 (**International Classification of Diseases**).

6.7.4.10. The following eyesight standards are required to be met by applicants for a **National Licence**. Applicants for **International Licences** please refer to **FIA Standards**, www.fia.com (Appendix L).

- a. Minimum corrected visual acuity must be 6/6 with both eyes open.
- b. Minimum binocular field should measure at least 120 degrees along the horizontal meridian with no defects within the central 20 degrees.

- c. Spectacles, which must be for the sole purpose of correcting eyesight (and/or sun protection), should be fitted with shatterproof lenses. Contact lenses if worn should be certified as satisfactory for motorsport by the ophthalmic specialist who supplied them.
- d. A person who suddenly loses sight in one eye will not be allowed to hold a **Licence** until five years **from complete loss of sight in that eye** has lapsed. **After such time, applicants will be considered on a case-by-case basis. Existing monocular vision Licence holders must undertake a yearly vision test.**
- e. Double vision is not compatible with the issue of a **Competition Licence**.
- f. Normal colour vision; method of analysis used should be a pass of the Ishihara test (24 plate version) with the first 15 plates presented in random order, being identified without error. In the case of any anomaly recourse is to the Farnsworth test "Panel D15" or to an analogous system as approved by **ASN**. In any event as well as passing such tests as referred to above there must be no risk of any errors in the perception of the colours of flags or any light boxes (LED or otherwise) used in **Competitions**.

7.5. Race, Truck and Race Venue Karting

7.5.1. For **Race, Truck** and **Race Venue Kart** first time applicants a vision test to include a test for colour blindness is required to **Art.6.74.10 above**.

7.5.2. Applicants renewing from the age of 45 years to 69 years are required to complete a vision test every 5 years see **Art.6.74.10 above**.

7.5.3. Applicants renewing from the age of 70 years and over are required to complete a vision test at the following age intervals: 70, 72 and annually from 74 see **Art.6.74.10 above**.

8.6. Medical Declaration – International Licence Applicants – 560 and over Stress ECG requirements

8.6.1. The stress electrocardiogram shall be carried out to a symptom limitation on a motorised treadmill to a standard Bruce Protocol; an equivalent bicycle ergometric protocol is acceptable. Recording is to be made in 12 leads at rest following hyperventilation and for each minute of exercise and each of ten minutes of recovery. Reason for cessation to be stated; report submitted must be by a specialist accredited in cardiology and signed by a consultant cardiologist.

9.7. Medical Declaration – Disabled Drivers

97.1. When applying for a **Competition Licence** all applicants are required to declare any physical disability.

97.2. Any applicant with a congenital abnormality of any limb, or amputation or with any other disability should first contact **ASN Medical Section Administrator** who will be pleased to advise and help the applicant.

97.3. In addition to the requirements of **Art.4.1 above**, disabled applicants should note the following:

97.4. The following medical conditions may prevent the granting of a **Competition Licence**:

- a. Paraplegia
- b. Hemiplegia
- c. Quadriplegia
- d. Loss of limb.

97.5. Disabled **Drivers** may be required to present themselves for examination by **ASN Medical Consultant**. If required to attend such examination the applicant will be required to provide, in advance, a note from their GP describing the applicant's disability and, if applicable, an opinion from any specialist who has been consulted.

97.6. Any **Driver** or **Co-Driver / Navigator** who has any medical condition or disability or who is currently on anti-coagulant therapy should declare this at the time of **Entry** to an **Event**. Such information is solely for the use of the Chief of **Event** medical services in the event of an accident.

97.7. Disabled **Competitors** in an activity where **Competition Numbers** are required should display the **FIA Non-Ambulant Logo** (as supplied by the **ASN**) on both sides of the **Vehicle** adjacent to the side numbers to alert **Marshals** in the case of an incident. (**Art.97.11**).

97.8. **Competitors** in all disciplines must be able to evacuate the **Vehicle** in a maximum of 10 seconds from the normal seated position with harness / seatbelts fastened and the steering wheel in place.

97.9. Postal applicants for an **RS Clubmans Licence** who answer yes to either of the following questions:

- Do you have any serious medical condition which affects your ability to drive and control a **Vehicle**?

- Are you epileptic or do you suffer from any fits, fainting spells or blackouts or take any medication to control this? may be issued with a **Competition Licence** endorsed **Non-Driver** to allow participation as a **Passenger** or **Navigator**.

97.10. For **Events** other than Hill Rallies and Competitive Safaris **Passengers** applying for an **RS Clubmans Licence** on the day who answer yes to either of the following:

- Do you have any serious medical condition which affects your ability to drive and control a car?
- Are you epileptic or do you suffer from any fits, fainting spells or blackouts or take any medication to control this? are permitted to participate on the day as a **Passenger** or **Navigator** and may be issued with their **Competition Licence** endorsed **Non-Driver** subject to being able to satisfy Art.97.8 above.

97.11.



Date of Implementation: **Immediate**

Reason: Renumbering of section to ensure consistent layout in line with formatting throughout NCR.

4.4.1. updated to align with FIA international medical requirements.

4.10.d - updated to align with the FIA who state drivers suffering from monocular blindness will be examined on a case-by-case basis. Clarification that the five years is from complete loss of sight.

REGULATION CHANGES FOR CONSULTATION

Committee:	Medical Committee
Date of Meeting:	27 July 2026
Closing date for consultation:	18 September 2026
Email for comments:	medicalconsultation@motorsportuk.org

Proposed Regulation

Chapter 5 Part A – Officials

Appendix 11 – Emergency and Medical Officials

12. ASN Approved Commercial Medical Provider

12.1. Commercial medical providers should be approved by the **ASN** and detailed on the **ASN Approved Commercial Medical Provider** list published on the **ASN** website.

12.2. Medical personnel working for an **ASN Approved Commercial Medical Provider** do not require an **ASN Licence** but must comply with the requirements of **ASN Approved Commercial Medical Providers**.

12.3. Public liability and medical indemnity insurance is required and will not be provided by the **ASN**. **ASN Licensed** medical personnel working on behalf of an **ASN Approved Commercial Medical Provider** will not be covered by the **ASN**.

12.4. For details on how to apply to register as an **ASN Approved Commercial Medical Provider**, please contact medicalreport@motorsportuk.org.

~~12.13.~~ Incident Reporting

~~12.13.1.~~ An ASN Patient Report Form (PRF) must be fully completed for each individual treated and returned to medicalreport@motorsportuk.org.

Date of Implementation: 01 January 2027

Reason: Following feedback received from the Chapter 5 Appendix 11 consultation, the above has been added to allow for medical personnel acting on behalf of an ASN Approved Commercial Medical Provider to forego the requirement to be ASN Licensed. Furthermore, to create a relationship between the ASN and Commercial Medical Providers and better communication and to allow the ASN to monitor the standard of medical cover provided.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Medical Committee
Date of Meeting:	via email 27 August 2026
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 6 – Licensing

Appendix 2 – Medical

4. Medical Declaration – National Car, Truck, Race Venue Kart Racing and all International Licence Applicants

~~6.5.~~**4.8.** The medical examination should be carried out to a standard similar to that required for Life Insurance but with specific attention to the following:

- a. Diabetics requiring treatment with insulin **or medication that carries a risk of hypoglycaemia will need to provide an annual letter from their Diabetic Specialist, along with their completed Competition Licence application form. This will be reviewed by the ASN Medical Consultant.** ~~will not normally be issued with a Licence valid for Racing, Karting, Kart Clubman, Rallycross, Stage Rallying or International Rallying. In certain circumstances the Medical Consultant at the ASN will be prepared to consider applications in writing by Insulin controlled Diabetics. Each applicant would need to present themselves to a Diabetics Specialist recommended by the ASN and a~~Any costs incurred ~~would~~ **will** be borne by the applicant.

Date of Implementation: **Immediate**

Reason: to comply with DVLA Group 2 requirements.

This section forms part of the renumbering with another action sheet out for consultation covering other elements of this chapter.

REGULATION CHANGES FOR BOARD APPROVAL

Following consultation and Rules Committee

Committee:	Speed Events Committee
Date of Meeting:	01 April 2026
Closing date for consultation:	13 May 2026 20 May 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 16 – Autocross, Rallycross and Off-Road Racing

Part B – Rallycross

Appendix 6 – Organisers Regulations

7. Practice and Starts

7.5 The **Start Grid** shall be notified at least 30 minutes before the start except when the finishing order in one Event affects the starting positions in a subsequent Event scheduled to start less than half an hour later. In such instance the starting positions shall be notified as soon as practicable.

- The Start Grid will be displayed on the Official Notice Board
- Any appeal concerning starting positions must be lodged within 30 minutes of their notification. Where the exception given in ~~b. Art. 7.5~~ above applies any appeal must be lodged not less than 10 minutes before the subsequent start.
- Each Vehicle will be allocated its pre-determined position on a starting grid and will be aligned in the correct position by the start marshal.

7.9. A false start occurs when a **Driver while** under Starter's orders **moves forward from the prescribed position. A false start is defined as any of the following either:**

- Being** in an incorrect position on the grid; or
- Moving** forward from the prescribed **starting** position; or
- Moving** at the time that the red lights are extinguished.

Movement of the Vehicle within its designated starting zone before the Start is signalled shall not be considered a false start, unless any part of the Vehicle crosses its starting line, or the false start detection system (where in operation) indicates a false start.

7.9.1. When a false start occurs all Drivers must return to their original starting position and the start procedure will be restarted. This includes situations where the

start system has not been affected but a jump-start is reported by the **Judge of Fact**. The following penalties and procedures will apply:

- a) False Start Penalty – First Offence.
 - i. The Driver who caused the false start will be instructed to take the Joker Lap section twice in the session concerned.
 - ii. At circuits where no Joker Lap exists, the driver concerned will be placed on an additional row at the back of the grid for the re-start
- b) False Start Penalty – Second Offence
 - i. Any driver committing a second false start will be removed from the grid, not permitted to start and be classified as Disqualified from the session concerned

7.9.2. The Clerk of the Course may order a complete restart if the nominated Judge of Fact reports that they consider that the electronic equipment has failed and there to have been a faulty start.

Date of Implementation: 01 January 2027

Reason: Clarification and incorporation of procedures and penalties which are currently covered by Championship Regulations.

REGULATION CHANGES FOR BOARD APPROVAL

Following consultation and Rules Committee

Committee:	Speed Events Committee
Date of Meeting:	01 April 2026
Closing date for consultation:	13 May 2026 20 May 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 16 – Autocross, Rallycross and Off-Road Racing

Part B – Rallycross

Appendix 8 – Competitors Regulations

1. General

- 1.3 ~~Any new Rallycross Competitor~~ ~~Competitors aged 16 and above who have never held a valid RTA Licence must~~ **complete observed laps, run singly over three laps prior to Competition, to satisfy the Clerk of the Course that they are competent to take part, unless they can produce evidence** ~~proof of one of the following:~~
- a) having competed as a Driver in three Minicross or Clubcross Events, or**
 - b) having competed as a Driver in three other ASN-Permitted Events (such as Kart Racing, Autotests, Production Car Trials, etc), or**
 - c) having successfully** ~~show proof of having completed an approved driving course at a Race or Rally School recognised by the ASN.~~
- 1.4 Competitors having reached the year of their 14th birthday may compete in Junior Rallycross and may continue until 31st December of the year of their 17th birthday:
- 1.4.1. ~~a) For Junior Rallycross maximum grid size to be as per Track Licence.~~
- ~~b) New Competitors will have to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part. Vehicles will start singly and run over three laps. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other ASN-Permitted Events or having successfully completed an approved driving course at a Race or Rally School recognised by the ASN~~

Date of Implementation: 01 January 2027

Reason: During a general review of the NCR, which was undertaken to ensure that relevant regulations duplicated from other sections adequately covered Rallycross, it was determined that the provision for new competitors detailed in Regulation 1.4.1 was appropriate for application to all new Competitors.

In incorporating that provision, it was further considered that any Driver new to Rallycross should be subject to observed laps, regardless of whether they hold an RTA licence. The wording has therefore been consolidated and amended accordingly.

REGULATION CHANGES FOR BOARD APPROVAL

Following consultation and Rules Committee

Committee:	Speed Events Committee
Date of Meeting:	01 April 2026
Closing date for consultation:	13 May 2026 20 May 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 16 – Autocross, Rallycross and Off-Road Racing

Part B – Rallycross

Appendix 8 – Competitors Regulations

4. Drivers

4.5. The following items must be produced by Drivers for inspection and approval at Scrutineering and be worn throughout the Competition properly fastened and positioned:

- A crash helmet meeting all current regulations, which fits properly, is in a serviceable condition and bears an ASN approval sticker (see Ch.9 Arts.5 – 9).
- Goggles or visor of splinter proof material, **in compliance of Ch.9 Art.11**, (unless in a closed car with a full-size windscreen) sufficient to protect their eyes (see App.10 Art.2.5).

Date of Implementation: **01 January 2027**

Reason: With no standard of goggles detailed concern had been raised to the Sub Committee who following consideration agreed that this should comply with the provisions in Ch.9.

REGULATION CHANGES FOR BOARD APPROVAL

Following consultation and Rules Committee

Committee:	Speed Events Committee
Date of Meeting:	01 April 2026
Closing date for consultation:	13 May 2026 20 May 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 16 - Autocross, Rallycross and Off-Road Racing

Part B – Rallycross

Appendix 6 – Organisers Regulations

7. Practice and Starts

- 7.2 Any Driver who has not previously competed over the Course within the preceding ~~four weeks~~ **24 months** must complete at least one observed practice lap in the Vehicle to be raced.

Part B – Rallycross

Appendix 8 – Competitors Regulations

4. Drivers

- 4.1 Any Driver who has not previously competed over the Course within the preceding ~~four weeks~~ **24 months** must complete at least one observed practice lap in the Vehicle to be raced. Only the Driver may be in a Vehicle during the Competition or Practice.

Date of Implementation: **01 January 2027**

Reason: Following amendment by Race Committee the 4 weeks restriction for Rallycross was queried and subsequently agreed that this should align with Race, Sprints and Hill Climbs.

REGULATION CHANGES FOR BOARD APPROVAL

Following consultation and Rules Committee

Committee:	Speed Events Committee
Date of Meeting:	01 April 2026
Closing date for consultation:	13 May 2026 20 May 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 16 – Autocross, Rallycross and Off-Road Racing

Part B – Rallycross

Appendix 10 – Technical Regulations

7. Electrical Systems

7.3 All **original Vehicle** lights may be removed but **however** all **Vehicles** must be equipped with two rear red warning lights **of the fog lamp type** ~~to be used in fog,~~ **each** with a minimum **output** of **21W, 15W or LED equivalent,** ~~each~~ and an illuminated area of 60 sq cm **or with two FIA approved rain lights (FIA Technical list No. 19) operating whenever the brakes are applied.** These lights:

- must work with or replace the ~~car~~ **vehicles** brake light system at all times
- must be **positioned** between ~~1150~~ **1000**mm and 1500mm above the ground level
- must be placed symmetrically relative to the longitudinal axis of the vehicle
- must be in the same transverse plane
- must be clearly visible from the rear.

7.3.1. In addition to 7.3 above, one rearward facing red light of 20-30 watts must also be fitted. This light:

- must have an illuminated area greater than 60 cm sq but not exceeding 70 sq cm
- must be located on the vehicle centreline
- must remain switched on throughout all practice, qualification and finals
- must remain operational even with the master switch in the “off” position
- an FIA approved rain light (Technical List n°19) is recommended

The brake lights and the rearward facing light must be positioned between 1000 mm and 1500 mm above ground level, must be visible from the rear and must be mounted behind a vertical plane aligned with the rear axle centreline.

Date of Implementation: 01 January 2027

Reason: Following a review by the Sub-Committee, it was identified that the wattage requirement specified in the existing Rallycross regulation was outdated. The Sub-Committee also considered the benefits of aligning the wording with the current FIA standards relating to rear lights. As a result, the regulation has been revised and updated, with the relevant provisions now consolidated and harmonised with the FIA requirements.

REGULATION CHANGES FOR BOARD APPROVAL Following consultation and Rules Committee

Green = amended
following Rules
Committee

Committee:	Speed Events Committee
Date of Meeting:	01 April 2026
Closing date for consultation:	13 May 2026 20 May 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 8 – Permitted Fuel and Tyres and Testing Appendix 4 – Permitted Tyres Lists

LIST 1B

Road Tyres designed primarily for motor sport use in compliance with Art1.3

4.7 Some tyres below are available in sizes and tread compounds that do not comply with Reg 117. Only those tyres below in compliance with both Reg 30 and Reg 117 (unless exempt) are valid.

4.8 EU Regulation 1222/2009 for tyre labelling exempts tyres designed for use on **Vehicles** first registered before the 1st October 1990, therefore a number of tyres remaining on **List 1B** will only be valid for **Vehicles** registered before this date **unless stated otherwise in specific Technical Regulations**, those tyres are appropriately annotated below.

4.9 It is prohibited to re-groove tyres in this list.

Chapter 14 – Sprint, Hill Climb and Hot Lap Challenge Appendix 4 – Technical Regulations

14. Regulations for Road Cars

14.6 Wheels and tyres

14.6.1 Except for **Period Defined Vehicles** (non-Rally) A-H inclusive tyres are to **Ch.8 App.4 List 1A** and **List 1B**.

14.6.2 Tyres on **Ch.8 App.4 List 1A** and **List 1B** annotated as (pre 01/10/90) may be used by any **vehicle** regardless of manufacture or registration date.

Date of Implementation: 01 January 2027

Reason: Having had concerns raised regarding difficulties sourcing competitive tyres for Road Car classes in Sprints and Hill Climbs, and older vehicles (pre-1990) having an advantage due to being able to use higher performance tyres due to EU tyre labelling laws forcing harder compounds, advice was requested from the Motorsport UK Production Tyre Panel (made up by representatives of the Tyre Manufacturers and Industry).

The Sprint and Hill Climb Sub Committee were advised that tyres sold exclusively for pre-1 October 1990 vehicles are exempt from EU labelling requirements. Such eligibility is based on whether the vehicle model was available before 1st October 1990 not the individual vehicles registration date. Whilst legally manufacturers cannot sell these tyres for post-1990 cars, the legality of using them on such vehicles is not defined in legislation, being subject to UK Construction and Use Regulations.

Following careful consideration the Sprint & Hill Climb Sub Committee proposed that for fair competition, all vehicles in the Road Car Category where a List 1A or 1B tyre is mandated should be able to use any listed tyre regardless of vehicle manufacture or registration date.

The Rules Committee requested alignment of the date format. However, following review of the NCR, it was noted that the relevant regulatory provision in Chapter 8 is presented in its current form. The approved tyre lists themselves already use the date format reflected in this proposal. Accordingly, no amendment to the format has been made.

REGULATION CHANGES FOR BOARD APPROVAL

Following consultation and Rules Committee

Green = amended
following Rules
Committee

Committee:	Speed Events Committee
Date of Meeting:	01 April 2026
Closing date for consultation:	13 May 2026 20 May 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 16 - Autocross, Rallycross and Off-Road Racing

Part B – Rallycross

Appendix 6 – Organisers Regulations

7. Practice and Starts

7.4 Vehicles will be started from a Standing Start and the Finish line must be clearly indicated. **A Vehicle will be considered to have started once it has crossed the start line, under its own power following a successful start. The Vehicle must leave the pre-grid area and arrive at its designated start position under its own power.**

- Standing start:** A standing start occurs when the Vehicles are stationary on their appropriate grid positions with engines running when the starting Signal is given. Timing shall commence when the starting Signal is given (“a **successful start**”). The starting line is the line in relation to which the position of each Vehicle is fixed prior to the start.
- Electronic beams or similar devices may be used in conjunction with starting lights to detect false starts. These will be monitored by a Judge of Fact.

Date of Implementation: **01 January 2027**

Reason: Clarification and Rallycross specific.

Following a request of Rules Committee a successful start is defined.

REGULATION CHANGES FOR BOARD APPROVAL following consultation and Rules Committee

Committee:	Cross Country Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	4 September 2026
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 1 – General Governance and Establishment

Appendix 1 – Definitions and Nomenclature

Cross Country Junior Trials Vehicle. A two-wheel drive ~~Vehicle~~ adapted from a front-engined lawn or garden tractor with the cutter deck and associated ancillaries removed, and fitted with a four stroke petrol or diesel vertical crankshaft engine of the Industrial and ~~Commercial~~ restricted type. An ASN approved off road **Vehicle** or adapted lawn or garden tractor designed for Junior competitors to experience entry level Cross Country events in accordance with Ch.20 App.13.

Chapter 5 Part A – Officials

Appendix 5 – Clerks of the Course

22. General

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- 22.2. The Clerk of the Course for a Clubman Junior Competitive Safari must hold a valid Clerk of the Course **Event Official** Registration issued by the ASN. For an Interclub and higher status Junior Competitive Safari the Clerk of the Course must hold a valid Clerk of the Course Licence valid for that grade of Event.

Chapter 6 – Licensing

Annexe A – Licence Eligibility

DISCIPLINE	DRIVER	NAVIGATOR	FRONT PASSENGER	REAR PASSENGER	REMARKS
CROSS COUNTRY					
Junior Competitive Safari	14	18 + RTA			

Chapter 20 – Cross Country

Appendix 1 – Organisers Regulations – All Events

1. General

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1.13. The Clerk of the Course for either a Competitive Safari or a Hill Rally of National status or above must hold a valid ASN Clerk of the Course Licence. For details of retention and upgrading see Ch.5 Part A App.5 Art.22.

1.14. The Clerk of the Course for a Clubman Junior Competitive Safari must hold a valid Clerk of the Course Event Official Registration issued by the ASN. For an Interclub and higher status Junior Competitive Safari the Clerk of the Course must hold a valid Clerk of the Course Licence valid for that grade of Event.

Chapter 20 – Cross Country

Appendix 5 – Organisers Regulations – Timed Events

2. Competitive Safaris

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2.3. Junior Competitive Safaris must be organised in accordance with App.1 and Art.2-8 of this Appendix and the following (which take precedence over Art.2-8)

2.4. Articles for Junior Competitive Safari must be read in conjunction with the ASN Junior Competitive Safari Safety Requirements as published on the ASN website www.motorsportuk.org of which all provisions are mandatory in the Organisation of Junior Competitive Safaris.

2.5. Authorisation to run a Junior Competitive Safari must be obtained in writing from the ASN and will only be considered when the following information has been submitted:

- a. The location of the venue
- b. A detailed diagram of the Course
- c. The length of the Course
- d. Type of surface of the Course
- e. The number of times Competitors are attempting the Course
- f. An Event Schedule, including the timing of the runs.

2.6 Course requirements:

- a. The maximum length of the Course will be 2 miles and must be a single lap with no junctions where the route divides or merges.
- b. The average speed must not exceed 30mph
- c. Special consideration must be given to the terrain chosen particularly regarding side slopes and drops. Water should generally be avoided but where present the maximum depth of any water must be 0.2m.
- d. The maximum number of competitive runs permissible is 8
- e. Where a Junior Competitive Safari is held concurrently with another Events at the same Venue the area for the Junior Competitive Safari must be adequately separated and clearly defined.

2.7. There must be briefings for **Drivers, Navigators** and **Officials** provided in advance of the competition.

2.8. Motorised reconnaissance of the **Course** must take place with two laps run to the requirements of a **Promotional Event** in a controlled convoy with lead and tail official **Course Vehicles**. The first lap will be driven by the **Navigator**, and the second lap by the **Junior Driver**.

2.9. Senior Officials. The **Clerk of the Course** must be a registered event official or licensed as in **App.1 Art.1.13**

2.10. Events must appoint a Safeguarding Officer approved by the ASN who shall attend the Event.

2.11 Live Recovery Live Recovery may not be undertaken in **Junior Competitive Safari**

2.12 An ASN Observer and/or ASN Steward may be appointed at Junior Competitive Safari Events

Chapter 20 – Cross Country

Appendix 9 – Organisers Regulations – Timed Events

15. Junior Competitive Safari

- 15.1. These regulations are additional to and take precedence over App.6 and App.7 Arts.1-7, App.8 Arts.1-4 and Arts.2-3 of this Appendix.
- 15.2. Each Vehicle must carry one Driver and one Navigator, who must be seated in accordance with the provisions of App.8 Art.1.5. No other passengers may be carried.
- 15.3. **Drivers** must be of a minimum age of 14 and may compete in **Junior Competitive Safari** until the end of the year when they are issued a valid full **RTA Licence**.
- 15.4. Except with the consent of the **ASN Chief Medical Officer Drivers** must be of a minimum height of 1.35m
- 15.5. **Navigators** must be experienced having completed at least 3 **Competitive Safari** or **Hill Rally Events**, hold a valid full **RTA Licence** for **Vehicles** with more than three wheels, and must be at least 18 years of age
- 15.6. **Drivers** must have evidence of completing at least 3 **Cross Country Trial Events** permitted by the **ASN**.

Chapter 20 – Cross Country

Appendix 10 – Technical Regulations

12.All Vehicle Types

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- 12.17. Vehicles in Junior Competitive Safari must be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the Driver and the Navigator when normally seated with seat belts fastened.

Chapter 20 – Cross Country

Appendix 13 – Technical Regulations for Junior Trials Vehicles

1. All Junior Trials Vehicles must either:
 - 1.1. Comply with Arts.2-11; or
 - 1.2. Be a standard production vehicle of a type approved by the ASN, with no modifications permitted. ~~Vehicles will be listed on ASN website.~~
2. Only the following categories of Vehicle are allowed to compete in Junior Trials:
 - 2.1. Standard ASN approved off road **Vehicle**. ~~listed below:~~
 - a. ~~Hammerhead 208R SE. Other than additional safety padding to the roll over protection, vehicles to remain standard to showroom specification.~~

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

~~1.3.~~ Chassis and Body

~~1.1.~~ 3.1 The **Chassis** and bodywork in **Junior Trials Vehicles** must be standard except where modified to comply with these **Regulations** and must be that from a proprietary machine.

~~1.2.~~ 3.2. **Ch.7 App.7 Art.1.4** does not apply in respect of the seat cushion being 15.25cm below the adjacent body.

~~1.3.~~ 3.3. **App.10 Art.1.1** does not apply.

~~2.~~ 4. Engine

~~2.1.~~ 4.1. **Vehicles** must be fitted with a four-stroke petrol or diesel vertical crankshaft engine of the industrial and commercial restricted type and designed for use on a **Ride on Mower** or **Lawn / Garden Tractor**.

~~2.2.~~ 4.2. The engine must be fitted in its original location and retain its governor or restrictor which may not be modified or removed.

~~2.3.~~ 4.3. The engine must be fitted with an air filter the type and location of which is free.

~~2.4.~~ 4.4. The engine must be fitted with an effective silencer such that the **Vehicle** complies with the **Noise** limits provided by **Ch.7 App.8**.

~~2.5.~~ 4.5. The silencer and exhaust manifold are free as to type and location but must be fitted with shields when located outside of the bodywork or **Chassis**.

~~3.~~ 5. Transmission

~~3.1.~~ 5.1. A manual constant mesh transmission must be fitted of the type originally fitted to the **Vehicle**.

~~3.2.~~ 5.2. Transmissions of an alternative make or model may be fitted.

~~3.3.~~ 5.3. The **Driver** must be protected from all drive belts / chains.

~~3.4.~~ 5.4. **Vehicles** must not be fitted with a locked locking or torque-biasing differential.

~~4.~~ 6. Wheels and Tyres

~~4.1.~~ 6.1. **Wheels** and tyres are free.

~~5.~~ 7. Brakes

~~5.1.~~ 7.1. **Vehicles** must have brake systems operating on both rear wheels simultaneously by a single foot pedal which may activate the brakes either mechanically or hydraulically.

~~5.2.~~ **7.2.** The brakes must be capable of locking the **Wheels** when applied at maximum speed.

~~5.3.~~ **7.3.** A mechanical handbrake must be fitted which operates directly on both rear wheels and can hold the **Vehicle** on a 45° longitudinal gradient.

~~6.~~ **8. Steering**

~~6.1.~~ **8.1.** The steering system must retain its original location and operation and must be un-assisted.

~~6.2.~~ **8.2.** Steering system components are free and may be strengthened.

~~6.3.~~ **8.3.** A steering damper may be fitted.

~~7.~~ **9. Front Axle**

~~7.1.~~ **9.1.** The location and mounting of the front axle must be standard to the **Vehicle** and no alteration may be made to the **Chassis** or bodywork to increase articulation.

~~7.2.~~ **9.2.** The front axle may be modified or replaced.

~~7.3.~~ **9.3.** Movement of the front axle may be controlled by the addition of springs and / or dampers or friction materials between the axle and the **Chassis**.

~~8.~~ **10. Safety**

~~8.1.~~ **10.1** A roll-cage (see **Ch.7 App.13 Diagram 61**) must be fitted comprising a front and rear hoop which extend the full width of the bodywork and which maintain the minimum clearance above the **Competitor's** helmet when properly seated (**Ch.7 App.13 Diagram 47**)

~~8.2.~~ **10.2.** Sidebars must be fitted which prevent the **Driver's** feet from involuntarily leaving the confines of the **Vehicle**.

~~8.3.~~ **10.3.** A rear brace must be fitted to the rear hoop to guide and locate the shoulder straps of the seat belt.

~~8.4.~~ **10.4.** The roll-cage comprising the front and rear hoops lateral bars side bars and rear brace must comply with **Ch.7 App.3 Art.20** or be to BS1387 medium weight blue band (ie a minimum 42.30x3.2mm external diameter and wall thickness).

~~8.5.~~ **10.5.** The roll-cage must be:

a. Bolted to the chassis with 3mm thick spreader plates and a minimum of two 10mm high tensile bolts at 25mm between centres per mounting (**Ch.7 App.13 Diagram 22**) or

b. Bolted to outriggers of 3mm wall thickness bolted / welded to the chassis using 3mm thick saddles and two 10mm high tensile bolts at 25mm between centres per mounting per **Ch.7 App.13 Diagram 62** or

c. Welded to outriggers of 3mm wall thickness bolted / welded to the **Chassis** as **Ch.7 App.13 Diagram 54**.

~~8.6.~~ **10.6.** Suitable head protection is strongly recommended.

~~8.7.~~ **10.7.** A 4-point seat belt must be fitted (**Ch.7 App.7 Art.7**).

~~8.8.~~ **10.8.** A circuit breaker conforming to **Ch.7 App.5 Art.5** which is operable by the **Driver** when properly seated and which is clearly marked must be fitted.

~~8.9.~~ **10.9.** The battery must be securely mounted and fitted in a sealed container or under the bonnet.

~~8.10.~~ **10.10.** A strong and clearly marked recovery point must be fitted to the rear of the vehicle.

~~8.11.~~ **10.11.** The seat must be rigidly located and designed to securely locate the **Driver** up to and including the shoulders.

~~8.12.~~ **10.12.** A head restraint must be fitted where not integral to the seat complying with **Ch.7 App.7 Art.4**.

~~8.13.~~ **10.13.** The fuel tank must be located under the bonnet and comply with **Ch.7 App.4 Arts.1.2 – 1.9**.

~~9.~~ **11. Miscellaneous**

~~9.1.~~ **11.1.** A front bumper or bush guard must be fitted to protect the chassis and bodywork. This may provide location

for under **Chassis** protection and must provide a suitable towing point.

~~9.2.~~ **11.2.** Under-**Vehicle** protection skid plates / guards may be fitted to protect the steering engine and transmission.

~~9.3.~~ **11.3.** **Ballast** may be added to the **Vehicle** provided it is securely attached to the **Chassis** or skid plates.

~~9.4.~~ **11.4.** **Ballast** must be located below the floor line.

Date of Implementation: 01 January 2027

Reason: New type of entry level Comp Safari event for junior competitors. Set at a lower average speed, over a shorter simple course designed for this entry level event. Drivers are required to have previous experience in off road driving and compete with same level of PPE as Comp Safari. Minimum age of drivers 14 in line with other disciplines, and have to be accompanied by experienced passenger.

Junior Trials Vehicle

Introduction of a new commercially available cross country vehicle designed for youngsters to use off road at a slow speed, ideally suited to this type of entry level event, suitable for 8-12 year olds. The previous JTV approved vehicle was a modified lawn tractor, only a few remain in use.

REGULATION CHANGES FOR BOARD APPROVAL following consultation and Rules Committee

Committee:	Cross Country Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	4 September 2026
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 20 – Cross Country

Appendix 9 – Competitors Regulations – All Timed Events

2. Competitive Safaris

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2.5. ~~Competitors must display their allocated~~ Competition numbers as required by these Regulations including Ch.7 App.10 ~~must be displayed on both sides of each the Vehicle either on the front doors or behind them above the Vehicle waistline and parallel to the Vehicle sides.~~ as follows:

- a. Numbers must be displayed in a durable manner and be black, of a minimum size of 23cm high with stroke width of a minimum of 3.8cm on a white oblong background measuring not less than 29cm x 29cm which must extend at least 3cm beyond the outline of the numbers. Alternatively, the numbers may be displayed on a white circular background provided that the background extends at least 3cm beyond the outline of the numbers. The minimum gap between the numbers is 2cm and numbers should be the Classic font as per Ch.7 App.10.
- b. If on a white vehicle a background of the dimensions in 1 must be delineated by a continuous black line.
- c. The white background must be predominantly flat, and the numbers and board must be affixed parallel to the ground, the board mounted either on the front doors or above the waistline of the vehicle and behind the rear hoop/ B pillar.

2.6. ~~Where the Official Documents require numbers to be displayed at the front or rear of a Vehicle they must~~

- ~~2.7.~~ **2.6.** Competitors will be advised of the minimum and maximum time allowed for the Course, before the Start.
- ~~2.8.~~ **2.7.** The Course should have a clearly marked route so that no navigation is required and all Course markings should comply with the Course marking provisions of App.5 Art.5.
- ~~2.9.~~ **2.8.** Practice will not be allowed over the Course unless the Official Documents state otherwise. If permitted the Official Documents must specify the number of Practice runs and the times of any Practice periods – see App.5 Art.4 (Course Organisation).
- ~~2.10.~~ **2.9.** The Official Documents must also specify:
- *The number of competitive runs.
 - *The time interval between Vehicles leaving the Start Line, and whether the Organisers may hold Competitors en route in the event of the Course becoming blocked. In such instances allowance will be made for the time Competitors are delayed.
 - *The method by which Competitors are signalled to stop and whether re-runs will be permitted.
 - The starting Signal and method of timing to be used.
- ~~2.11.~~ **2.10.** *Competitors will be required to proceed over the Course in the shortest possible time.
- ~~2.12.~~ **2.11.** The Official Documents will specify whether Live Recovery will be operated by Specialist Recovery Vehicles (SRVs) at the Event.
- ~~2.13.~~ **2.12.** These should be positioned at points where Competitors are likely to make involuntary stops.
- ~~2.14.~~ **2.13.** The Official Documents will specify the maximum time allowed to Competitors for self-recovery, after which they must take official recovery.
- ~~2.15.~~ **2.14.** No recovery operations organised by the Competitor in advance may be used.
- ~~2.16.~~ **2.15.** At Events where Live Recovery is operated the Clerk of the Course must advise Competitors of the procedures at the Drivers Briefing.
- ~~2.17.~~ **2.16.** The Clerk of the Course must specify whether the SRVs will be manned by a third Crew member responsible for attaching the tow rope or whether this will be carried out by the Passenger or Navigator. In the former case, Competitors must remain in the Vehicle and follow the instructions from the SRV Crew. In the latter case, the Passenger or navigator must alight from the stranded Vehicle and follow the following procedure:
- They must stand clear and await instruction from the first Crew SRV member before attaching the tow rope between the Vehicles.
 - When properly attached to the towing points they must stand clear and indicate to the first SRV Crew member that Live Recovery may start.
 - Once the stranded Vehicle has been recovered, and only after the first SRV Crew member has indicated that it is safe to do they can detach the tow

- rope and stow it safely. They should then inform the first SRV Crew member that the Course or Stage can be cleared
- d. The Driver of the recovered Vehicle must not proceed until the Passenger or Navigator involved is properly seated and belted in. Failure to comply will be penalised by Disqualification.
- ~~2.18.~~ **2.17.** When arriving at a point on the Course or Stage where a Yellow Signal is being displayed the Competitor must not pass the Yellow Signal unless instructed to do so by a Marshal and will proceed with caution until clear of the incident, obstruction or stranded Vehicle.
- ~~2.19.~~ **2.18** Failure to comply will be penalised by Disqualification.
- ~~2.20.~~ **2.19** Time lost whilst Live Recovery of another Competitor is in progress will be regarded as Force Majeure.
- ~~2.21.~~ **2.20.** Unless the Official Documents specify otherwise penalties will be awarded as follows:
- a. For each second to complete the Course over minimum time allowed: 1 mark per second.
 - b. For exceeding the maximum time allowed: Disqualification.
 - c. For taking official recovery: 100 marks.
- ~~2.22.~~ **2.21.** Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for oncoming Competitors.
- ~~2.23.~~ **2.22.** In the case of an accident where urgent medical attention is required the red SOS sign should be displayed as quickly as possible to alert following Vehicles and aid any helicopter attempting to assist.
- ~~2.24.~~ **2.23.** Any Crew that sees a red SOS sign displayed on a Vehicle or sees a major accident where both Crew members are inside the Vehicle but not displaying the SOS sign, must immediately and without exception stop to give assistance.
- ~~2.25.~~ **2.24.** All following Vehicles must also stop and the second Vehicle arriving at the scene must inform the next radio point.
- ~~2.26.~~ **2.25.** Subsequent Vehicles must leave a clear route for emergency Vehicles.
- ~~2.27.~~ **2.26.** The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.
- ~~2.28.~~ **2.27.** Any Crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.
- ~~2.29.~~ **2.28.** In the case of an accident where medical intervention is not required the OK sign must be clearly shown to following Vehicles and to any helicopter attempting to assist.
- ~~2.30.~~ **2.29.** If the Crew leave the Vehicle the OK sign must be left clearly visible to other Competitors.

- ~~2.31.~~ **2.30.** Any Crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.
- ~~2.32.~~ **2.31.** Competitors who misuse the SOS or OK signs will be penalised and may be reported to the ASN for further action.
- ~~2.33.~~ **2.32.** Any Crew retiring from an Event must report to the Organisers as soon as possible except in cases of Force Majeure.

...

5. Competitors

...

~~5.10.~~ **5.10.** Competitors must display their allocated Competition numbers ~~must be displayed~~ on both sides of the Vehicle in accordance with ~~App 9 Art 2.5~~ **App 9 Art 2.5** ~~behind the front doors and above the Vehicle waistline and parallel to Vehicle sides.~~ **as follows:**

- ~~a. Numbers must be displayed in a durable manner and be black, of a minimum size of 23cm high with stroke width of a minimum of 3.8cm on a white oblong background measuring not less than 29cm x 29cm which must extend at least 3cm beyond the outline of the numbers. Alternatively, the numbers may be displayed on a white circular background provided that the background extends at least 3cm beyond the outline of the numbers. The minimum gap between the numbers is 2cm and numbers should be the Classic font as per Ch.7 App.10.~~
- ~~b. If on a white vehicle a background of the dimensions in 1 must be delineated by a continuous black line.~~
- ~~c. The white background must be predominantly flat, and the numbers and board must be affixed parallel to the ground, the board mounted above the waistline of the vehicle and behind the rear hoop/ B pillar.~~

~~5.11. Rally plates at the front and rear will display Competition numbers with a minimum 100mm height. On Multi-Use Hill Rallies these will be at the Organiser's option.~~

~~5.12.~~ **5.11.** *Organised assistance (service) may be allowed on Hill Rallies if provided for in the Official Documents and providing the Organisers have made available suitable service areas and a specific time allowance for servicing.

~~5.13.~~ **5.12.** *Organised assistance anywhere other than in permitted areas is forbidden.

~~5.14.~~ **5.13.** Service vehicles may be required by the Official Documents or the Official Instructions to follow a prescribed route to and from service areas. In such cases all other areas are Out of Bounds for service

Vehicles and their Crews.

~~5.15.~~ **5.14.** In any area where service is not allowed the presence of a service vehicle (or any vehicle from which equipment or parts are obtained) or the collection of equipment previously deposited will be considered as servicing.

~~5.16.~~ **5.15.** These Regulations do not prohibit Organisers advising Competitors of any garages en route where facilities are available.

~~5.17.~~ **5.16.** The above regulations do not prevent Competitors from personally making their own Vehicle safe to drive. Crews may work unassisted on their own Vehicle using equipment carried in their Vehicle in 'No Service Areas' except:

- a. Within 100m of any Control.
- b. Between a Special Stage Arrival Control and the Special Stage Start Control.
- c. In any Parc Fermé.

~~5.18.~~ **5.17.** The only work permitted in these areas (and it must be unassisted) is:

- a. Replacing a flat tyre with a wheel and tyre carried in the competing Vehicle.
- b. Cleaning lamp glasses, windscreens, windows, identification markings and Vehicle registration numbers.

~~5.19.~~ **5.18.** Except in the areas listed above Competitors may work on their Vehicle with the assistance from other Competitors from any nationally recognised breakdown and from any commercial garage not associated with the Entrant and not organised in advance.

~~5.20.~~ **5.19.** Breakdown service and commercial garage vehicles will not be allowed to enter official service areas.

~~5.21.~~ **5.20.** Competitors are responsible for ensuring that their service Crews understand and comply with these regulations and if official Service Plates are issued that the service vehicles at all times bear the Official Service Plate.

~~5.22.~~ **5.21.** A Competitor may be fined or otherwise penalised by the Clerk of the Course if the Crew of any service vehicle associated with their Entry contravenes any regulation or Official Instruction or acts in a manner contrary to the interests of the Event.

~~5.23.~~ **5.22.** Competitors may be fined, but not otherwise penalised for any breach of Road Traffic Laws by their service Crews.

~~5.24.~~ **5.23.** Competitors are strongly recommended to carry a First Aid Kit.

Date of Implementation: 01 January 2027

Reason: Due to the nature of Cross Country events the requirements of Ch7 App10 competition numbers are not suitable for the vehicles used. The new regulation permits a smaller board which can be positioned differently so as to remain visible during off road competition.

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 20 – Cross Country

Appendix 5 – Organisers Regulations – Timed Events

CHAPTER 20 CROSS COUNTRY EVENTS

10. Duties and Responsibilities of the Clerk of the Course

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10.15. If **Should** the normal running of a Special Stage is **be** stopped for any reasons after the passage of one or more Competitors **for any reasons whatsoever** and it proves impossible to allow other Competitors to cover the Stage competitively the Clerk of the Course ~~can~~ **may** give **to** each Crew ~~that~~ **which** has not **been able to** covered the Stage **in the normal manner** a notional time corresponding to the slowest time set up **to the moment of** ~~before the~~ interruption.

- a. Where a Competitor is unable to complete a Special Stage competitively due to a significant delay outside of their control, and there is satisfactory evidence to demonstrate the significant delay, the Clerk of the Course may give the crew a notional time relative to their performance during the event.
- b. Where there is evidence of the actual time lost as a result of the delay, the Clerk of the Course may give the crew an adjusted time. Where evidence of the time lost is not available, the Clerk of the Course may give the crew a notional time corresponding to the slowest time set prior to the crew completing the stage

10.16. If the slowest time represents a complete anomaly the next slowest time should be retained (and so on until the 5th slowest time).

10.17. However no Crew which is totally or partially responsible for stopping a Stage can benefit from this measure.

~~10.18. If they finish the Stage they will be given the time which they actually set even if this is greater than the time awarded to other Crews by application of App.7 Art.2.7.~~

~~10.19.~~ **10.16.** In any Event seeding Competitors in reverse order of anticipated performance the Clerk of the Course can give to Competitors a notional time corresponding to the fastest time set at the moment of any interruption or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.

~~10.20.~~ **10.17.** The Clerk of the Course has the right to:

- a. Impose a Penalty of Disqualification pursuant to a Judicial Hearing in accordance with Ch.2 on any Competitor who causes or is part of a serious blockage on a Special Stage whether intentionally or otherwise if their actions prevent any other Competitor from completing the Stage competitively.
- b. Impose further penalties under Ch.2 as appropriate.
- c. Appoint Officials to search Competitors and their Vehicle for unauthorised Pace Notes. There should be two such Officials one male to check male Competitors and one female to check female Competitors.

Date of Implementation: Immediate

Reason: to provide flexibility for the Clerk of the Course to identify the fairest time in the event of an interruption. The wording reflects that introduced in Rally in 2026 (Ch.13 App.2 Art. 4.34). The current articles in the NCR for cross country have made it challenging to provide fair times at both hill rallies run in 2026 to date.

REGULATION CHANGES FOR CONSULTATION

Committee:	Safety Committee
Date of Meeting:	22 October 2025
Closing date for consultation:	27 August 2026
Email for comments:	safetyconsultation@motorsportuk.org

Proposed Regulation

Chapter 11- Emergency and Medical Services (Units and Equipment), Appendix 2, Stage Safety Units (SSU)

5. Crew

5.1. The crew will consist of a minimum of two fully **Licensed Rescue Crew** members, one of whom **must hold a minimum of a Rescue Technician grade. The second member of the crew** may be replaced by a **Doctor** or **ASN Registered Paramedic**.

5.2. Whilst there is a requirement to carry medical equipment, this should only be accessed and used by suitably qualified personnel.

5.3. An additional person may be carried but if that person is a trainee Rescue Licence holder they may use no more than two **Stage Safety Unit** duty signatures for the purpose of upgrading their Licence.

5.4. Licence application, upgrading and maintenance criteria are detailed in the **ASN Rescue Pathway published on the ASN website. Ch.5A App.10 Table 1.1.**

Date of Implementation: 01 January 2027

Reason: updated to align with the grades implemented in the ASN Rescue Pathway.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Rescue & Recovery Sub-Committee
Date of Meeting:	13 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 5 – Officials

12. Rescue Crew and Rally Recovery Crew

Part A App.10 of this Chapter applies

12.1 **Rescue Officials** **Crew** provide immediate medical and extrication facilities at the scene of an incident. They form part of the safety provision at an **Event** together with **Doctors** and **Paramedics**.

12.2 **Rally Recovery Crew** recover stricken **Vehicles** and provide assistance with the stabilisation of **Vehicles** in order for **Rescue Crews** to carry out driver extrication. They also assist with the provision of basic life support in the event of a serious incident.

Date of Implementation: 01 January 2027

Reason: to align with licensing units for Rally Recovery only.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Rescue & Recovery Sub-Committee
Date of Meeting:	13 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 11 – Emergency and Medical Services (Units and Equipment), Appendix 4 – **Rally** Recovery Units

1. General

- 1.1. All **Licensed Rally Recovery Units** are required to carry the appropriate minimum level of equipment listed in **App.9 Table 1**.

2. Purpose

- 2.1. **Rally Recovery Units** are primarily to provide for the recovery of **Vehicles**.

3. Types of Vehicle

3.1. Either:

a. A four-wheel drive equipped with an 8000lb (3.6 tons) or higher capacity **Vehicle** mounted winch that has the capability by **Vehicle** mounted or towed equipment to execute the suspended towing or transport of a **Vehicle**; or

b. a rear-wheel drive **Vehicle** equipped with dual rear wheels and a rear mounted spectacle lift and an 8000lb (3.6 tons) or higher capacity **Vehicle** mounted winch. It is strongly recommended that such **Vehicles** are equipped with a limited slip or locking rear differential.

- 3.2. **Rally Recovery Units** may attend events without towed equipment to execute the suspended towing of a **Vehicle** where this is permitted within these **Regulations** and by the **Organisers** of the **Event**.

4. Identification

- 4.1. The **Vehicle** must be clearly marked “RECOVERY” and carry amber flashing warning lights and have any other visible role identification removed or covered.

4.2. "RECOVERY" markings must be displayed in a durable manner and be of a minimum size of 79mm tall and be clearly in contrast with the background area.

4.3. "RECOVERY" markings must be displayed on at least two sides of the vehicle (front and back or each side).

5. Crew

5.1. The crew must consist of a minimum of two **Licensed** operators, at least one of whom must hold a full **Rally Recovery Crew Licence**.

5.2. **Licence** application, upgrading and maintenance criteria are detailed in **Ch.5A App.10 Table 2.3**.

Date of Implementation: 01 January 2027

Reason: To clarify Motorsport UK only licence Rally Recovery units, reverting back to title used in Section F of the Yearbook.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Rescue & Recovery Sub-Committee
Date of Meeting:	13 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 5 – Officials – Part A

Appendix 2 – Officials Licensing Criteria and Requirements

8.1. These exist to ensure the following roles have a consistent and standard framework for the development, maintenance, upgrade / downgrade of a new and existing Official. These frameworks are in place for the following – **ASN Stewards, Clerks, Scrutineers, Timekeepers, Rescue Crew, Rally Recovery Crew (Rally), Radio Controllers and Coordinators (Rally)**. The specific **Pathways** and their associated requirements are included in the relevant appendix. Other **Licensed** roles have their own application and maintenance programmes.

Date of Implementation: 01 January 2027

Reason: To be consistent with terminology throughout the NCR.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Rescue & Recovery Sub-Committee
Date of Meeting:	13 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 11 – Emergency and Medical Services (Units and Equipment)

The following Appendices to this Chapter apply:

- App.1 Rescue Units
- App.2 Stage Safety Units (SSU)
- App.3 Medical Cars
- App.4 Rally Recovery Units
- App.5 Fire Tenders
- App.6 Race Medical Centre
- App.7 Kart Circuit Medical Centre
- App.8 Basic First Aid Kit – Rally Doctors
- App.9 Charts and Tables

Date of Implementation: 01 January 2027

Reason: To align with proposed changes to Chapter 11 Appendix 4

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Rescue & Recovery Sub-Committee
Date of Meeting:	13 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

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Chapter 11

Emergency and Medical Services (Units & Equipment)

Appendix 4 – Rally Recovery Units 376

Date of Implementation: 01 January 2027

Reason: To align with proposed changes to Chapter 11 Appendix 4.

REGULATION CHANGES FOR RULES COMMITTEE without consultation

Committee:	Rescue & Recovery Sub-Committee
Date of Meeting:	13 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 11 – Emergency and Medical Services (Units and Equipment)

1. General

1.9. **Rescue Units, Technical Rescue Units, Stage Safety Units** and **Rally Recovery Units** are **Licensed** annually by the **ASN**. All **ASN Registered Units** must be assessed by an approved **ASN Rescue or Rally Recovery Assessor** on application for their first **ASN Registration**. Subsequent assessments (and evidence of such assessments) shall be required within a 3-year period prior to each **Licence** renewal.

1.10 **Commercial Rally Recovery Suppliers** may be used in place of **ASN Licensed Rally Recovery Units**. Commercial Recovery Units are not **Licensed** but when used they are considered to be **Emergency Vehicles** and must comply with the applicable **National Competition Rules**.

2. Actions at an Incident

2.2. **ASN Licensed Rally Recovery Units** and crew may be required to support **Rescue** and / or **Stage Safety Unit** at an incident and should be prepared for this eventuality.

2.3. Should an incident require medical or rescue intervention then 2 metre and 5 metre working zones must be established.

a. Only those actively involved in the direct medical care and extrication of any casualties should be within 2 metres of the incident.

b. Only medical and rescue personnel who are involved in the medical care or extrication activities should be within 5 metres of the incident.

c. Fire cover should be provided from the outer edge of the 5-metre working zone.

d. All other **Marshals** and Officials must remain outside of the 5-metre working zone unless specifically invited by the **Chief Medical Officer** or **Rescue Crew Chief**.

2.4. Where a recovery operation is required a **Rescue Unit** may need to attend the incident to provide safety cover and to assist the **Rally Recovery Crew**.

Date of Implementation: 01 January 2027

Reason: to clarify units are licensed for Rally Recovery only.

REGULATION CHANGES FOR CONSULTATION

Committee:	Autotest Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 19 – Autotest

Appendix 6 – AutoSOLO Specific Regulations

4. Unlicensed Drivers and Minimum Ages

4.1. Entries may be accepted from **Drivers** who are aged 13 years and over and are at least 135cm in height (subject to any medical or disability exemption) who do not have a valid full RTA **Licence** subject to the following:

- Except where provided for in **Art.4.1.b**, the **Vehicle** must by definition be a 'Touring Car';
- ~~With Motorsport UK's written permission and w~~Where the **Official Documents** permit, the use of ~~a Vehicle that is both a by definition production Series Production Car and a Sports Car~~ **is** permitted provided ~~they are~~ **it is** fitted with safety roll-over bars to at least the specification in **Ch.7 App.3 Art.22**, and the roof erected or hard top fitted.
- The Vehicle engine capacity must not exceed 2000cc including forced induction **coefficient of 1.4:1**;

Date of Implementation: **01 January 2027**

Reason: Motorsport UK's permission to include Sports Cars no longer required.

There is no definition of, production 'Sports Cars'

Reducing the induction coefficient from 1.7 to 1.4 for drivers aged 13 years and over would permit more standard cars to compete as the majority of suitable vehicles available are now turbo charged. The current 1.7 ratio increases the capacity to over 2000cc. 1.7:1 ratio is too restrictive.

REGULATION CHANGES FOR CONSULTATION

Committee:	Autotest Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 19 - Autotest

Appendix 5 – Production Car Autotests Specific Regulations

3. Unlicensed Drivers and Minimum Ages

3.1. Entries may be accepted from **Drivers** who are aged 13 years and over and are at least 135cm in height (subject to any medical or disability exemption) who do not have a valid, full RTA **Licence**, subject to the following:

- Except where provided for in Art.3.1.b, the **Vehicle** must by definition be a **‘Touring Car’**;
- ~~With Motorsport UK’s written permission and w~~Where the **Official Documents** permit, the use of ~~a Vehicle that is both a by definition production~~ **Series Production Car and a Sports Car** ~~are is~~ permitted provided ~~they are~~ **it is** fitted with safety roll-over bars to at least the specification in **Ch.7 App.3 Art.22**, and the roof erected or hard top fitted.
- The Vehicle engine capacity must not exceed 2000cc including forced induction **coefficient of 1.4:1**;

Date of Implementation: 01 January 2027

Reason: Motorsport UK’s permission to include Sports Cars no longer required.

There is no definition of, production ‘Sports Cars’

Reducing the induction coefficient from 1.7 to 1.4 for drivers aged 13 years and over would permit more standard cars to compete as the majority of suitable vehicles available are now turbo charged. The current 1.7 ratio increases the capacity to over 2000cc. 1.7:1 ratio is too restrictive.

REGULATION CHANGES FOR CONSULTATION

Committee:	Autotest Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 19 – Autotest

Appendix 8 – Summary of Requirements

A Summary of Key Requirements

Maximum Test Area	Autotest with Reversing 200m x 200m	Autotest all Forwards 200m x 200m	Production Car Autotests 200m x 200m	“Common Rules” Test Area for Autotest 200m x 200m	AutoSOLO 200m x 200m
Surface	Free	Free	Free	Free	Sealed
Cone Marker height “should” be	1m	1m	1m	1m	1m

Date of Implementation: 01 January 2027

Reason: Change of Cone to Marker to ensure consistency throughout the NCR.

REGULATION CHANGES FOR CONSULTATION

Committee:	Autotest Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 19 – Autotest

Appendix 6 – Clerk of the Course Duties and Responsibilities

1.1. The duties and responsibilities of the **Clerk of the Course** at **Autotest, Production Car Autotest and AutoSOLO Events** includes ensuring the following:

- a. The maximum size for any timed **Test** site is 200m by 200m. The 200m applies to the overall length and width of the area on which the **Test** is conducted and not the actual distance covered by a **Vehicle** performing the Test; **With the ASN's written permission and where the Official Documents permit, Test site areas greater than 200m by 200m may be considered for licensed venues or airfields subject to detailed Test diagrams being submitted.**

Date of Implementation: 01 January 2027

Reason: To permit efficient use of specific venues by allowing a timed test site greater than 200m by 200m

REGULATION CHANGES FOR CONSULTATION

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

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.1.7.a, b, c, d, or f.**

9.4.2 Where **Fuel** as defined in **Chapter 8 App.1 Art.1.7.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.

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	15 th July 2026
Closing date for consultation:	28 th August 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 13 - Rally, Appendix 15 – Technical Regulations – Road and Historic Road Rally Cars

6. Miscellaneous

- 6.1. **Vehicles** may not use racing style numbers nor have any advertising except for Event sponsor decals which must be incorporated within the rally plate, **or a sunstrip compliant with Art. 6.9 below.**
- 6.9. ~~For **Events** taking place wholly between half an hour before sunrise and half an hour after sunset **Art. 6.1** is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the **Event**, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.~~

For all **Events, a sunstrip of no more than 100mm depth at the centre point may be fitted, provided that this does not affect the **Driver's** view. A sunstrip must be one single background colour (black, white or **Vehicle** body colour) and may, using either **black, white or **Vehicle** body colour text**, display either:**

- a charity registered with The Charity Commission, or;
- a recognised good cause for which approval has been granted in writing by the **ASN**, or;
- a recognised Motor Club.

Date of Implementation: Immediate

Reason: To remove the duplication of the relaxation of Art. 6.1 (already in Art. 6.8), and to clarify what is permitted on non-Stage Rallies in order to prevent competitors from having to remove sunstrips from their cars if they compete on both daylight stage / targa rallies, as well as road rallies.

Green text: changes made following consultation

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	15 th July 2026
Closing date for consultation:	28 th August 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 13 - Rally, Appendix 11C – Specific Regulations for Targa Road Rallies

5. Electrical Systems

- 5.11. For **Events** taking place wholly between half an hour before sunrise and half an hour after sunset **07:00 and 22:00hrs** **App. 15 Art. 2.3, Art. 5.1, Art. 5.2, Art. 5.6, Art. 5.8 and Art. 5.10** do not apply. **App. 15 Art. 6.1** is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the **Event**, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.

6. Miscellaneous

- 6.1. **Vehicles** may not use racing style numbers, nor have any advertising except for **Event** sponsor decals which must be incorporated within the rally plate, **or a sunstrip compliant with Art. 6.6 below.**
- 6.5. For **Events** taking place wholly between 07:00 and 22:00hrs **App. 15 Art. 2.3** does not apply. **App. 15 Art. 6.1** is relaxed to permit advertising not exceeding 1250 sq cm in total.
- 6.6. For all **Events**, a sunstrip of no more than 100mm depth at the centre point may be fitted, provided that this does not affect the **Driver's** view. A sunstrip must be one single background colour (black, white or **Vehicle** body colour) and may, using either **black, white or Vehicle** body colour text, display either:
- a charity registered with The Charity Commission, or;

- b. a recognised good cause for which approval has been granted in writing by the **ASN**, or;
- c. a recognised Motor Club.

Date of Implementation: Immediate

Reasons: Art. 5.11 amended to align with App. 15 Art 5.11, and move non-Electrical System items into Art. 6 (Miscellaneous). These were errors when originally drafted. Removal of the sunrise / sunset provisions, as has partially already been done elsewhere in Ch. 13, to provide clear timings for what is allowed and what is not.

Art. 6.1 amended in line with proposed changes to App. 15.

Art. 6.5 (new) is comprised of the parts of Art. 5.11 which did not belong under Electrical Systems.

Art. 6.6 (new) added in line with proposed changes to App. 15.

Green text: changes made following consultation

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	15 th July 2026
Closing date for consultation:	28 th August 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 13 - Rally

Appendix 15 – Technical Regulations – Road and Historic Road Rally Cars

PART A - ROAD RALLY CARS

1. General

- 1.1. The **Vehicle** must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings, and windscreens).

5. Electrical Systems

- 5.11. For **Events** taking place wholly between half an hour before sunrise and half an hour after sunset **07.00 and 22.00hrs Arts.5.1, 5.3, 5.6, 5.8 and 5.10 above** do not apply.

6. Miscellaneous

- 6.8. For **Road Rallies** and **Navigation Rallies** and **Targa Road Rallies** held between 07.00 and 22.00hrs **Arts. 2.3 and 5.2 and 5.3 and 5.10 above** does not apply and **Art.6.1** is relaxed to permit advertising not exceeding 1250 sq cm in total.

...

PART B - HISTORIC ROAD RALLY CARS

8. ~~HISTORIC ROAD RALLY CARS~~ General Regulations & Historic Categories

- 8.1. For all categories, the **Vehicle** must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings, and windscreens). (Ch. 13 App. 15 Art. 1.1)

- ~~9.1.~~ 8.2. Note: In this section the term MODEL refers to all variants of the same family of cars. To avoid misunderstanding competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.

8.3. In addition to complying with **Ch. 7** (Competitor Vehicles and Vehicle Safety Equipment) and to the extent relevant **Ch. 8** (Permitted Fuels and Tyres and Testing), all **Historic Road Rally Cars** must be of a specification appropriate to their Category.

~~9.2.~~ 8.4. **Historic Road Rally Cars** are categorised in the following periods. A **Vehicle** will be dated by the specification presented and not necessarily by the date of build or registration:

- a. **Historic Category 1 Road Rally Cars. Vehicles** of a specification valid before 1 January 1968. and compliant with all of: ~~Art.2.2 above~~ (except **Sports Cars** which need not be fitted with bumpers) and ~~Art.2.7 and Art.3.7 and Art.4.1 and Art.4.5~~ (also see ~~Art.11.2 below~~). With the exception of **Sports Cars**, all Category 1 Road Rally Cars must be fitted with bumpers. See also **Art.9.2 below**.
- b. **Historic Category 2 Road Rally Cars. Vehicles** of a specification valid between 1 January 1968 and 31 December 1974 and compliant with ~~Arts.2.2-6.8 above~~ **11.1 – 15.3 below** inclusive. (see also ~~Art.11.2 below~~). For **Road Rallies** and **Rallies** with **Special Tests** held between 07.00 and 22.00hrs ~~Arts.3.1(a)-3.1(c) above~~ inclusive do not apply.
- c. **Historic Category 3 Road Rally Cars. Vehicles** of a specification valid between 1 January 1975 and 31 December 1981 and either compliant with their **FIA** Group 1 or 3 homologation papers, or be a **Series Production Car** and comply compliant with ~~Arts.11.1 – 15.3 above~~ **below** inclusive (see also ~~Art.11.2 below~~).

~~Historic Category 2 and Category 3 Road Rally Cars~~ are permitted to use matt black bonnets and wing tops subject to ~~Art.9.3-10.1 below~~.

- d. **Historic Category 4(a) Road Rally Cars. Vehicles** of a specification valid between 1 January 1982 and 31 December 1985 or **Historic Category 4(b) Road Rally Cars. Vehicles** of a specification valid between 1 January 1986 and 31 December 1990 compliant with their **FIA** Group A or N homologation papers or be a **Series Production Car** and comply with ~~Arts.2.2-6.8 above~~ **11.1 – 15.3 below** inclusive (see also ~~Art.11.2 below~~).
- e. **Vehicles** homologated in **FIA Group A** are permitted provided they are in standard production specification, the only modifications permitted (see also **Art.10.1 below**) are to dampers, springs, and brake friction material. Individual **Vehicles** will only be accepted after receiving **ASN** approval.
- f. **FIA Appendix K** to the **International Sporting Code: Historic Road Rally Cars** fully compliant with the current **FIA Appendix K** categories **T (Touring Car/Group1/Group N)** and **GT (Grand Touring Cars/Group 3)** only. These **Vehicles** must have been issued with a valid **FIA Historic Technical Passport (HTP)** or **Historic Regularity Car Pass (HRCP)** and must always fully comply with the document and the current **FIA Appendix K**.

9. ~~Series Production Cars~~ **Rights of Historic Road Rally Organisers**

~~11.1.~~ 9.1. Along with the mandatory ~~Historic Road Rally Classes~~ requirements classes can be

~~introduced.~~ Where **Organisers** wish, as per **Ch. 13 App. 3 Art. 3.b** to introduce classes based on capacity and / or age of **Vehicle**, it is recommended that they be the same as for **Historic Stage Rallies**.

~~11.2.~~ **9.2.** Certain waivers may be available for **Historic Road Rally Cars** entered in **Road Rallies** and **Rallies** with **Special Tests** solely for vehicles manufactured before 31st December 1946.

~~11.3. / 11.5.~~ **9.3.** Application for waivers must be made to the **ASN** by the **Organisers** of the specific **Event** giving full details of the waivers sought. Any such waivers will be exclusive to an individual Motor **Club** and the nominated **Event**.

10. Permitted Modifications

10.1. Only period modifications used in road rallying on the particular make and model of **Vehicle** are permitted for **Historic Road Rally Cars**.

10.2. Modifications are only allowed if they were available:

- a. before 1 January 1968 in the case of **Historic Category 1 Road Rally Cars**,
- b. before 1 January 1975 in the case of **Historic Category 2 Road Rally Cars**,
- c. before 31 December 1981 in the case of **Historic Category 3 Road Rally Cars**,
- d. before 31st December 1985 in the case of **Historic Category 4(a) Road Rally Cars**,
- e. ~~or~~ before 31st December 1990 in the case of **Historic Category 4(b) Road Rally Cars**.

~~11.6.~~ **10.3.** Exceptionally the **ASN** may grant a written dispensation to use non-original parts from a different model or parts from a later period provided that the use of these parts does not confer an advantage in either performance or reliability and the Decision of the **ASN** is final and not susceptible to any form of **Appeal**. The **ASN** will consider written requests from **Competitors** who are unable to source vital components.

11. ~~Recommended Classes~~ **Body**

11.1. Bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer. (Ch. 13 App. 15 Art. 2.1)

11.2. If equipped with a non-standard fuel tank it must be separated from the Driver / Passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame. (Ch. 13 App. 15 Art. 2.2)

11.3. The trim including the rear seat may be cut to allow the fitting of a safety cage. (Ch. 13 App. 15 Art. 2.7)

11.4. Front seats may be improved or replaced. (Ch. 13 App. 15 Art. 2.6)

11.5. Full harness seat belts may be fitted. (Ch. 13 App. 15 Art. 2.9)

11.6. Guards may be fitted beneath the **Vehicle** to provide protection from damage. (Ch. 13

App. 15 Art. 2.10)

- 11.7. In addition to **Arts. 11.1. – 11.6. above**, all Category 2 to 4(a) **Vehicles** must also comply with the following:
- a. Bumpers must be fitted. (Ch. 13 App. 15 Art. 2.2)
 - b. Paintwork must be one colour or manufacturer's original colour scheme unless the event is taking place wholly between 07.00 and 22.00hrs. No primer is to be visible at any time. (Ch. 13 App. 15 Art. 2.3)
 - c. **Vehicles** must not have wheel arch extensions unless fitted by the manufacturer as a standard item to the body shape. (Ch. 13 App. 15 Art. 2.4)
 - d. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a two-door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims. (Ch. 13 App. 15 Art. 2.5)
- ~~10.3.~~ 11.8. Roof vents are only permitted subject to the **may only be fitted in compliance with Art. 10.1 above.**
- ~~9.2.e~~ 11.9 **Historic Category 2** and **Category 3 Road Rally Cars** are permitted to use matt black bonnets and wing tops subject to **Art.9.3 10.1 below above.**

12. Engines

12.1 Other than for **Vehicles** in Category 1 (**Art. 8.4.a above**), **Vehicle** engines must have:

- a. A maximum of four cylinders.
- b. A maximum of two carburettor chokes (two single or one double).
- c. A maximum of one camshaft per bank of cylinders. (Ch. 13 App. 15 Art. 3.1 a-c)

~~11.3~~ 12.2 The **ASN** may also grant discretionary waivers for **Historic Road Rally Cars** complying with **Art.9.2 above** in respect of **Arts.3.1–3.4 above** as appropriate for **For Historic Road Rallies** and **Historic Rallies** with **Special Tests** held between 07.00 and 22.00hrs **Arts.12.1(a)-12.1(c) above inclusive do not apply** providing an **Historic Grade Eligibility Scrutineer** is appointed.

12.1. 12.3. Forced induction is permitted if by means of a mechanically driven supercharger or by an exhaust driven turbocharger if fitted as original equipment by the **Vehicle** manufacturer. Such **Vehicles** will be classified as having an engine capacity increased 70%.

~~12.2~~ 12.4. **Engines must have** Induction air filter elements **and exhaust silencers must be fitted** that ensure the **Vehicle** complies with noise regulations **established in Ch.13 App.1 Art.7 at all times.**

12.5. Exceptionally and with the permission of the Chief Scrutineer those **Vehicles** for which 5000rpm is inappropriate may be noise tested at 3/4 of maximum rpm.

13. Wheels, Tyres and Brakes

- 13.1. **Vehicles** must always be fitted with tyres that are legal for use on the **Public Highway**.
- 13.2. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter and/ or by 1 inch (25.4mm) on nominal width. **Wheels and tyres must fit within the standard unmodified external wheel arch profile.** (2027 Ch. 13 App. 15 Art. 4.1)
- 13.3. Tyres must comply with **Ch.8 App.4 Arts.2 – 3.** (2027 Ch. 13 App. 15 Art. 4.5)
- 13.4. **Vehicles** must not be fitted with spiked or studded tyres or any non-skid attachments other than chains if permitted by the Official Documents. (2027 Ch. 13 App. 15 Art. 4.6)
- 13.5. A maximum of two spare wheels may be carried in competing **Vehicles**. All spare wheels must be securely fastened in position. (2027 Ch. 13 App. 15 Art. 4.7)
- ~~13.3.~~ 13.6. **Vehicles** originally fitted with 10 inch diameter wheels may increase to 12 inch diameter wheels.
- ~~13.4.~~ 13.7. The minimum diameter permitted is 15 inches unless a smaller diameter was fitted as original equipment.
- ~~13.5.~~ 13.8. The tyre section as marked on the side wall in millimetres or inches must not differ by more than 1 inch (25.4mm) from that originally fitted.
- ~~13.6.~~ 13.9. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted provided the original brake pedal and pivot point are used and it must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. For **Cars in Category 1** the adjustment of brake balance must not be possible by either the **Driver** or the **Co-Driver** when normally seated in the car.
- ~~13.7.~~ 13.10. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (See **Drawing 1 App.23**).
- ~~13.8.~~ For **Vehicles** in Categories 2 or 3 or 4 **Art.13.6** does not apply where OE specification tyre aspect ratios are less than those specified therein.

14. Miscellaneous Electrical Systems

- 14.1. **Vehicles** must have a maximum of four forward facing beams as well as side and indicator lights unless further restrictions are specified in the Official Documents. (Ch. 13 App. 15 Art. 5.1)
- 14.2. Light pods are not permitted. (Ch. 13 App. 15 Art. 5.2)
- 14.3. A headlamp must provide the main beam and dipped beam functions. (Ch. 13 App. 15 Art. 5.3)

- 14.4. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 31st December 1946, the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm. (Ch. 13 App. 15 Art. 5.4)
- 14.5. A headlamp may consist of a single reflector with a dual filament bulb or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted. (Ch. 13 App. 15 Art. 5.5)
- 14.6. Auxiliary lamps ~~unless fitted by the manufacturer as standard equipment~~ using gas discharge or LED technology are not permitted **unless fitted by the manufacturer as standard equipment**, and gas discharge or LED headlamp units may not be retro-fitted. **The maximum voltage rating of any auxiliary lamps must not exceed 12v. It is expressly prohibited to use 24v auxiliary lamps.** (2027 Ch. 13 App. 15 Art. 5.6)
- 14.7. Auxiliary lights must not be used in neutral **Sections** except in poor visibility as permitted by law. (Ch. 13 App. 15 Art. 5.7)
- 14.8. Where more than four beams are fitted as standard only four may be used and the remainder must be rendered unusable for the duration of the Event. (Ch. 13 App. 15 Art. 5.8)
- 14.9. **Vehicles** must have all lights fitted and used according to **Motor Vehicle Lighting Regulations** **to comply with construction and use, with the following restrictions on reversing lights:**
- A maximum of two reversing lights may be fitted to the **Vehicle**.
 - Only incandescent type lamp units with a maximum power of 24W, of a non-focused beam type, may be utilised.
 - Reversing lights must be extinguished when the **Vehicle** is travelling forwards in accordance with the Road Vehicles Lighting Regulations 1989. (2027 Ch. 13 App. 15 Art. 5.9 a-d)
- 14.10. External navigational or Marshal lights are not permitted. (Ch. 13 App. 15 Art. 5.10)
- 14.11. For Events taking place wholly between 07.00 and 22.00hrs **Arts.14.1 14.6, 14.8 and 14.10 above** do not apply. (Ch. 13 App. 15 Art. 5.11)
15. ~~Standard Production Cars compliant with Art. 9.2.c and d. must comply with Arts.9.3–14.2 inclusive and the following regulations:~~ **Miscellaneous**
- ~~14.1~~ 15.1. **Vehicles** must not use racing style numbers nor carry advertising other than **Event** sponsor decals, **or a sunstrip compliant with Art. 15.4 below.** (Ch. 13 App. 15 Art. 6.1)
- ~~14.2~~ 15.2. **Vehicles** must use **Permitted Fuel** as defined in **Ch.8 App.1 Art.1.7 a, c, or d.**
- ~~14.3–~~ 15.3. Where an **Event** includes any **Section** or **Special Test** held wholly or in part on private property all **Vehicles** must carry a **Small Spill Kit** complying with NCR Regulations and which is

recommended for **Events** held wholly on the **Public Highway**.

15.4 For all **Events**, a sunstrip of no more than 100mm depth at the centre point may be fitted, provided that this does not affect the **Driver's** view. A sunstrip must be one single background colour (black, white or **Vehicle** body colour) and may, using either black or white text, display either:

- a. a charity registered with The Charity Commission, or;
- b. a recognised good cause for which approval has been granted in writing by the ASN, or;
- c. a recognised Motor Club. (Ch. 13 App. 15 Art. 6.9)

16. Standard Production Category 3 and 4(a) Road Rally Cars

~~15~~ 16.1. Standard Production Cars compliant with Art. 9.2. ~~8.4.c~~ or d. must comply with

~~Arts. 9.3–14.2~~ **11.1–15.3** inclusive and the following regulations:

- a. **Body (External).** No changes or additions may be made to the side or plan silhouettes to that offered by the manufacturers in either standard form or manufacturer's optional extra form. The replacement of any body panel with one constructed of different material from that fitted by the manufacturer is prohibited. Front and rear bumpers must be retained and be of the same dimensions and constructed of the same material as those fitted by the manufacturer. ~~The fitting of any form of additional wheel arch extension is prohibited. (15.b.)~~
- b. ~~The fitting of any form of additional wheel arch extension is prohibited.~~
- c. **Engine.** The engine fitted must in all respects conform to that fitted by the manufacturer for the model of **Vehicle**.
- d. ~~c.~~ To ensure oil and / or fuel are not deposited on the **Public Highway** ~~sumpguards~~ **sump guards** and ~~tankguards~~ **tank guards** may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the **Vehicle**.
- e. **d. Transmission.** The gearbox shall be that as fitted to the model of **Vehicle**. Changes to the gearbox or final drive ratio other than those permitted by ~~Art.9.4~~ **10.1** are prohibited.

Date of Implementation: 01 January 2027

Reasons:

Separation of App. 15 into Parts A (Road) & B (Historic Road) Correction of grammar in Art. 1.1.
Amendment of 5.11 to refer to specific times rather than sunrise/sunset, as has been changed elsewhere.

Amendment of 6.8 – Targa Rallies have their own Appendix (11C).

Separation of Road and Historic Road Rally technical regulations into their own Parts for simplicity and ease of use for officials and competitors alike.

Amendment of 9.1 as it made no sense.

Relevant provisions copied from Road Rally regulations for clarity (references in brackets).

Combination of existing 11.4 and 11.5 into a single Article.

Deletion of 11.3 as no longer relevant – waivers will not be required for Historic Road Rally cars regarding engines.

Deletion of 13.8, this is a dead reference to a former Article which has already been deleted.

Inclusion of new sun strip regulations in 15.4 as released for consultation in Road and Targa Rallies.

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	15 th July 2026
Closing date for consultation:	28 th August 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 22 - Future Regulation Changes, Appendix 13 – Rally (Chapter 13)

Appendix 15 – Technical Regulations – Road, ~~Endurance~~ and Historic Road Rally Cars

14. Miscellaneous

~~14.3. Historic Road Rally Cars complying with Art.9.2 above are exempt from the requirement of Art.2.7.a, provided Event Scrutineers are satisfied that any such installation does not adversely affect the safety of the Vehicle.~~

Date of Implementation: 01 January 2027

Reason: Removal of a pending change that will no longer be required, due to the splitting of road and historic road technical regulations.

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	15 th July 2026
Closing date for consultation:	28 th August 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 1 – General Governance and Establishment

Appendix 1 – Definitions and Nomenclature

Period Defined Vehicles (Rally)

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

Historic Category 5a – Cars homologated between 1 January 1991 and 31 December 1999 that comply with **Ch.13.App.17.Art.2.3.a.vi**.

Historic Category 5b – Cars homologated between 1 January 1991 and 31 December 1999 that comply with **Ch.13.App.17.Art.2.3.a.vii**.

Chapter 13 – Rally

Appendix 17 – Technical Regulations – Historic Special Stage Rally Cars

2. The Principles of Historic Special Stage Rally Cars Regulations

2.3. Cars Eligible

- a. **Historic Stage Rally Cars** are categorised in the following periods. A **Vehicle** will be dated by the specification presented and not necessarily by the date of build or registration:

*vi. **Historic Category 5a Rally Cars: Historic Rally Cars** homologated in FIA Groups A and N between 1 January 1991 and 31 December 1999, with an effective engine capacity not exceeding 1600cc. Kit Car evolutions (**FIA Appendix K** Period KC) are not permitted. **Vehicles** in Category 5a must comply with their Homologation Forms and Appendix J of the 1999 **FIA International Sporting Code**, accessible via the [FIA Historic Database](#).*

vii. **Historic Category 5 5b Rally Cars: Historic Rally Cars** homologated in FIA Groups A and N between 1 January 1991 and 31 December 1999 with an effective engine capacity exceeding 1600cc, fully compliant with the current FIA Appendix K periods K and KC. World Rally Car evolutions (FIA Appendix K Period KRC) are not permitted. **Vehicles** in Category 5 5b must comply with their **Homologation** forms and must have been issued with a valid **FIA Historic Technical Passport (HTP)** and must always conform with this document and the current FIA Appendix K.

viii. **FIA Appendix K to the International Sporting Code: Historic Rally Cars** fully compliant with the current **FIA Appendix K**. World Rally Car evolutions (FIA Appendix K Period KRC) are not permitted. Cars must have been issued with a valid **FIA Historic Technical Passport (HTP)** and always conform with that document and with the current **FIA Appendix K**. **Vehicles** are exempt from the requirement to hold and present at scrutineering an **ASN Competition Car Logbook** or **Vehicle Passport**.

4. Permitted Modifications

- 4.2 Modifications are only allowed if they were available before:
- f. 1 January 2000 for Historic Category 5a & 5b 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 and 5a 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 5b 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: 01 January 2027

Reason: To encourage participation by owners of lower-capacity historic rally cars from the 1991–1999 period by introducing a proportionate technical framework that removes the requirement for an FIA Historic Technical Passport (HTP) for simpler vehicles, whilst maintaining compliance with FIA homologation and period specification. The proposal retains FIA HTP requirements for higher-capacity and more technically complex vehicles, ensuring appropriate technical oversight where warranted.

This proposal creates a clear distinction between simpler clubman vehicles and more technically complex international-specification cars, aligning the level of technical regulation with the complexity of the vehicles concerned.

Green text indicates wording that has been previously approved but has not yet been implemented within the NCR.

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	15 th July 2026
Closing date for consultation:	28 th August 2026
Email for comments:	ralliesconsultation@motorsportuk.org

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 R/GT RGT** regulations, and **Vehicles remaining fully compliant with a valid National RGT Homologation (NGT) issued by another ASN after 1.1.2021.**
- Such authorisation will only be granted for **Vehicles** which retain the original manufacturer's **Chassis** / bodywork / unitary construction.
 - Substitution by a space frame **Chassis** will not be accepted.
 - Original manufacturer's bodywork must be utilised.
 - Any modifications homologated by the **FIA** may be incorporated.
 - Replica copies of manufacturers homologated body parts / aerodynamic devices will not be accepted.
 - Manufacturers of very low volume numbers of **Vehicles** will be able to apply for baseline specification registration prior to sale to individual customers.
 - The conversion of front wheel drive **Vehicles** to rear wheel drive (or four wheel drive) or of rear wheel drive **Vehicles** to four wheel drive is permitted subject to the bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in **FIA Art.279.10.3.10** and shown in **FIA Appendix J Drawings 279-1 and 279-2.** Where rear wheel drive **Vehicles** are converted to four wheel drive the bodyshell forward of the front bulkhead may be modified solely to allow fitment of front driveshafts.
 - All materials added must be ferrous and must also be welded to the **Chassis** / bodywork / unitary construction.
 - Doors and windscreen must remain in the manufacturer's original material.

- j. **Vehicles** must be fitted with an engine in compliance with **Arts.4 below** and if forced induction is used the turbo / super charger must comply with **Art.4.6 below**.
- k. The **Vehicle** may not be used in **Competition** until the **Competition Car Log Book / Vehicle Passport** has been validated by the **ASN** and returned to the **Vehicle** owner.
- l. **Vehicles** complying with National RGT Homologation issued by an **ASN** other than Motorsport UK will be issued a Motorsport UK NGT Homologation Document, subject to approval by Motorsport UK Technical Department. These **Vehicles** must be fitted with:
 - i. A top speed limiter of 200km/h.
 - ii. ~~Doors constructed of ferrous material~~
 - iii. Tyres in compliance with **Ch. 8 App. 4 Art. 2**.

4. Engine

- 4.11 For Category 2 **Vehicles** complying with ~~National RGT~~ NGT Homologation, the following engines may be used:
- a. naturally aspirated with a maximum of six cylinders, up to 4200cc, utilising their homologated inlet restrictor (maximum 59.7mm)
 - b. forced induction with a maximum of four cylinders, up to 2000cc, utilising their homologated ~~air~~ inlet restrictor (maximum 34mm)

7. Wheels and Tyres

- 7.16 For Category 2 **Vehicles** complying with NGT Homologation, notwithstanding **Art. 7.3.b** above, the maximum wheel width must not exceed that which is stated in the Homologation document ~~11in~~.

11. Vehicle Weight Limits

- 11.1 All homologated **Vehicles**, including NGT Homologation, must conform to the minimum weights stated in their homologation documents.

Date of Implementation: 01 January 2027

Reason: Modern RGT cars are an increasingly popular and engaging category of rally car. The changes above are required for these cars to be able to participate in Motorsport UK permitted events, whilst utilising existing National Homologation frameworks to allow for easier participation across Europe.

Green text: changes made following consultation

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	15 th July 2026
Closing date for consultation:	28 th August 2026
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

Chapter 13 - Rally, Appendix 24 – Class Requirements

Chart 50

Class	Description
3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars and RGT cars with National Homologation NGT cars as defined by Ch. 13 App. 16 Art. 2.3.l.

Date of Implementation: 01 January 2027

Reason: Amendment of Class 3 to allow National Homologation RGT cars to compete.

Green text: changes made following consultation

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 the **Competitor** being reported to the **Clerk of the Course** for consideration of **Disqualification**.
- 6.7. **Organisers** may delete penalties for individual **Sections** or **Special Tests**, or delete **Sections** or **Special Tests** 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 **Test or Section** is 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.

Green text: changes made following consultation

REGULATION CHANGES FOR CONSULTATION

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

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.

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 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:**
- The date of their eighteenth (18) birthday, or
 - The date that they obtain a full, valid RTA driving licence which entitles them to drive on the public highway, and they choose to upgrade from a Junior Rally licence to a full Stage Rally licence before their eighteenth (18) birthday. Upon issue of a full Stage Rally Licence, a Driver will no longer be eligible to hold a Junior Rally licence, nor compete within a Junior Rally Driver Championship.

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.

Green text: changes made post consultation

Committee:	Volunteers Officials Committee
Date of Meeting:	23 July 2026
Closing date for consultation:	7 September 2026
Email for comments:	volunteers@motorsportuk.org

Proposed Regulation

Chapter 5 Part A – Officials

Appendix 5 – Clerks of the Course

6. Upgrading

6.1. **Applications** for upgrading must be supported in writing by a **Club** which organises **Events** within the appropriate discipline.

6.2. Refer to the individual disciplines within this Appendix for the relevant upgrading criteria.

6.3. Once all supporting documentation has been received the **ASN** may arrange for applicants to be assessed in the performance of their duties. The applicant must provide a list of proposed **Events** when applying to the **ASN** for upgrade.

6.4. The **ASN** may require applicants to take part in either a written or oral examination before the upgrading of any **Licence**.

6.5 Should an assessment be unsuccessful, the applicant may apply to undergo a further assessment following completion of a personal development plan.

6.6 No more than two assessments may be undertaken for any one upgrade, with a minimum period of no less than 14 months between the assessments.

Date of Implementation: **1st January 2027**

Reason: The proposed wording was included in the 2024 Yearbook (G18.4.3) but appears to have been missed during the NCR review. It is now proposed for re-insertion on an amended/relaxed basis, consistent with how this process has operated in practice over the last c.2 years.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	15 April 2026
Closing date for consultation:	26 May 2026
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

Chapter 5 – Officials, PART A

Appendix 4 – Stewards

2.17. Stewards have authority to enforce compliance with the **Regulations** and to adjudicate on any **Appeal** arising during the **Event**. In particular they can:

- Modify the **Supplementary Regulations** in exceptional circumstances.
- Subject to [Art.2.18](#) of this **Appendix** in the case of **Force Majeure** or for safety reasons instruct the **Clerk of the Course** to postpone abandon or stop an **Event** or part of an **Event** (except as provided for in ([Ch.12](#))). Any such instruction must be formally recorded. Provided that an **Event** is run in more than one heat or part these powers may if thought fit be exercised in respect of one heat or part.
- Deal with any matter referred by the **Clerk of the Course** under the **Clerk's Powers** and if the offence is considered sufficiently serious impose further penalties in accordance with [Ch.2](#). **The Stewards do not have the authority to change the offence or breach, only to increase or affirm the penalty provided.**

Date of Implementation: 01 January 2027

Reason:

Clarification that where a matter is referred by the Clerk of the Course to the Stewards, the Stewards can only increase or affirm the penalty provided, they do not have the power to change the breach/offence. If the Stewards were allowed to identify a new offence following a referral, this would have wider implications for Appeal rights and penalty outcomes.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	22 July 2026
Closing date for consultation:	31 August 2026
Email for comments:	Judicialconsultation@motorsportuk.org

Proposed Regulation

CHAPTER 1 – GENERAL GOVERNANCE AND ESTABLISHMENT

Appendix 1 – Definitions and Nomenclature

Official Documents. The **Regulations** and documents specified in **Ch.3 App.10 Art.1**. ~~Compulsory documents issued by the **Organisers** of a **Competition** with the object of laying down the details conditions and **Regulations** of that **Competition**. Includes **Championship Regulations**, **Event Regulations**, **Final Instructions**, Bulletins and all communications to **Competitors** regarding the organisation of an **Event** or a **Championship**.~~

CHAPTER 3 – ORGANISERS

Appendix 10 – Official Documents

1. All Events are governed by the following Regulations and **documents** which have the status of 'Official Documents'.

- a. These **NCR** of the **ASN**.
- b. The **Sporting** and **Technical Regulations** of any applicable **Championship** or **Series** and any **Supplementary Regulations** published prior to the acceptance of **Entries** by the **Club** organising the **Event** ('the **Organisers**'). Any such **Regulations** not in conformity with the **NCR** shall be null and void subject to **Ch.1 Art.1.4**.
- c. Any **Official Instructions** which may be issued in writing by the **Organisers** to **Competitors** to deal with particular points arising after the issue of **Regulations** at **b. above** but if and so far as such instructions are contrary to those **Regulations** (except as in **Art.4**) or the **NCR** they shall be null and void.
- d. Any other compulsory documents or communications issued by the **Organisers** of a **Competition** to **Competitors** regarding the organisation of an **Event** or a **Championship**. This includes **Final Instructions**, Bulletins, Briefing Notes, Penalties or other **Decisions**,

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times, grids and **Results**. Any such documents or communications not in conformity with the **NCR** shall be null and void subject to **Ch.1 Art.1.4**.

1.1. These documents listed at **1.a. to 1.c. above** will be jointly referred to as **the Regulations of the Event**. ('The Regulations').

Date of Implementation: **1 January 2027**

Reason: To clarify, remove unnecessary duplication, and ensure alignment in respect of the documents listed as having the status of Official Documents in NCR Ch.1 App.1 and NCR Ch.3 App.10.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	22 July 2026
Closing date for consultation:	31 August 2026
Email for comments:	judicialconsultation@motorsportuk.org

Proposed Regulation

CHAPTER 1 – GENERAL GOVERNANCE AND ESTABLISHMENT

Appendix 1 – Definitions and Nomenclature

Final Results. The results of a **Competition** that have become final in accordance with **Ch.3 App.6 Art.1.4.**

Provisional Results. The results of a **Competition** before they become **Final Results** in accordance with **Ch.3 App.6 Art.1.4.**

CHAPTER 3 – ORGANISERS

Appendix 6 – Publication of Results

- 1.3 ~~Where published,~~ the date and time of issue of all **Provisional Results** and **Final Results** should be stated on them and they should be signed by the **Clerk of the Course** or their **Deputy**.
- 1.4 ~~These results~~ Subject to the authorities vested in the **ASN** and the independent **National Court** under the **NCR**, **Provisional Results** become **Final Results** when:
 - a. any **Protest** or **Appeal** time has expired; and
 - b. all official enquiries by the **Clerk of the Course** and/or the **Stewards of the Event** (when acting as the first **Judicial Body**) and/or the **Race Director** have been settled; and
 - c. ~~at the final conclusion of~~ all technical matters and all outstanding **Protests** or **Appeals** ~~have been settled unless otherwise directed by the ASN.~~

CHAPTER 6 – LICENSING

Appendix 1 – Competitors and Entrants Responsibilities

- 4.5 The results of a **Competition** will be 'Provisional' **Provisional Results** until they become **Final Results** in accordance with **Ch.3 App.6 Art.1.4**. ~~all Vehicles subject to Post-Event Scrutiny have been examined and a report submitted to the Clerk of the Course, all official enquiries by the Clerk of the Course and / or Race Director completed and every Competitor has had an opportunity to Protest and / or Appeal in accordance with the Regulations and such Protest or Appeal has been duly heard.~~

CHAPTER 12 – RACE

Appendix 9 – End of Race Results

- 1.2 All **Results** at the **Event** including **Provisional Results** provisional and / or **Final** final **Results** shall be calculated in accordance with the **Official Documents** (see **Ch.3 App.10**) following the application of any Penalties to **Competitors** (see **App.10 to this Chapter** and **Ch.2**).
- 1.3 The results of an **Event** will be **Provisional Results** until they become **Final Results** in accordance with **Ch.3 App.6 Art.1.4**. ~~Except for the several authorities vested in the **ASN** and the independent **National Court** under the **NCR** the **Results** of an **Event** shall remain **Provisional Results** until the final conclusion of any **Appeals** (see **Ch.2**) affecting the **Results** of the **Event**.~~
- 1.4 **Results** that remain provisional under **Art.1.3 above** shall only be declared and published by the **Organisers** as **Final Results** following the conclusion of all **Judicial** procedures including but not exclusively any **Appeals** arising from the **Event** (including **Appeals** against the **Provisional Results**).
- 1.5 Specific regulations regarding **Organisers** and the publication of **Results** are provided at **Ch.3 App.6**.

CHAPTER 16 – AUTOCROSS AND RALLYCROSS AND OFF-ROAD RACING

PART B (RALLYCROSS)

Appendix 6 – Organisers Regulations

- 10.2 All **Results** at the **Event** including **Provisional Results** provisional and / or **Final** final **Results** shall be calculated in accordance with the **Official Documents** (see **Ch.3 App.10**) following the application of any Penalties to **Competitors** (see **Ch.2**).
- 10.3 The results of an **Event** will be **Provisional Results** until they become **Final Results** in accordance with **Ch.3 App.6 Art.1.4**. ~~Except for the several authorities vested in the **ASN** and the independent **National Court** under the **NCR** the **Results** of an **Event** shall remain **Provisional Results** until the final conclusion of any **Appeals** (see **Chapter 2**) affecting the **Results** of the **Event**.~~
- 10.4 **Results** that remain provisional under **Art.10.3 above** ~~Art.8.3 above~~ shall only be declared and published by the **Organisers** as **Final Results** following the conclusion of all **Judicial** procedures including but not exclusively any **Appeals** arising from the **Event** (including **Appeals** against the **Provisional Results**).
- 10.5 Specific regulations regarding **Organisers** and the publication of **Results** are provided at **Ch.3 App.6**.

Date of Implementation: 1 January 2027

Reason: To clarify, remove unnecessary duplication, and ensure alignment in respect of the requirements for '**Provisional Results**' to become '**Final Results**'. Definitions are confirmed in NCR Ch.1 App.1. Conditions are clarified within Ch.3 App.6. Cross-references and duplication are updated and removed within the specific discipline chapters for Race and Rallycross (respectively).

REGULATION CHANGES WITHOUT CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	22 July 2026
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 2 – JUDICIAL

Appendix 8 – Breaches of Technical Regulations

- 1.8. Where a **Non-Compliance Report** is signed by two (2) members of ~~ASN (or FIA)~~ **the Technical Commission** (of whom at least one (1) must be a **Technical Commissioner**) OR by one (1) member of the **Technical Commission** and the **Event Chief Scrutineer** it shall be considered a **Judgement of Fact** and is an **Official Document**.

Chapter 4 – CHAMPIONSHIPS

Appendix 1 – Championship Officials

- 1.12. Any eligibility decision of an **Eligibility Scrutineer** will not be a **Judgement of Fact** unless the decision is made in conjunction with a **Technical Commissioner** or the **Event Chief Scrutineer** of the ~~Event~~.

Chapter 5 – OFFICIALS – PART A

21. Judges of Fact

- 21.5 The **Supplementary Regulations** for an **Event** will specify the facts to be judged and the specific **Officials** who will judge them. The names, both first and last, of the **Officials** appointed as **Judges of Fact** must be listed in the Programme or an Official Bulletin or posted on the **Official Notice Board** with date and time of publication.

In particular:

- a. The **Event Chief Scrutineer** of an ~~Event~~ and members of the **Technical Commission** are considered **Judges of Fact** in respect of **Vehicle Eligibility** when acting together in accordance with **Ch.2 App.8 Art.1.8**.

Chapter 5 – OFFICIALS – PART A

Appendix 6 – Technical Commissioners, Technical Officials including Scrutineers, Eligibility and Environmental Scrutineers

- 5.1. **Eligibility Scrutineers** must be licensed **Scrutineers** and must always work in conjunction with the **Event Chief Scrutineer** or **a Technical Commissioner** regarding **Judgements of Fact**.

Chapter 8 – PERMITTED TYRES AND FUEL AND TESTING

Appendix 2 – Fuel (and other Vehicle fluids) Testing

- 1.5. A **Non-Compliance Report** may be a **Judgement of Fact** provided that the **Scrutineers** concerned satisfy the criteria as **Judges of Fact in accordance with Ch.2 App.8 Art.1.8**.

Chapter 8 – PERMITTED TYRES AND FUEL AND TESTING

Appendix 3 – Tyre Testing and Checking

- 1.5. A **Non-Compliance Report** may be a **Judgement of Fact** provided that the **Scrutineers** concerned satisfy the criteria as **Judges of Fact in accordance with Ch.2 App.8 Art.1.8**.

Chapter 12 – RACE

Appendix 3 – Race Officials

- 2.3. The **Event Chief Scrutineer** and members of the **Technical Commission** will be **Judges of Fact** in respect of eligibility ~~and when acting together with such a person then an Eligibility Scrutineer will be a Judge of Fact~~ **in accordance with Ch.2 App.8 Art.1.8**.

Date of Implementation: 1 January 2027

Reason: Clarificatory amendments relating to Eligibility Judges of Fact and members of the Technical Commission for consistency and to reflect practice.

NCR Ch.2 App.8 Art.1.8 – confirms the established principle that two Eligibility Scrutineers acting alone cannot constitute a Judgement of Fact; at least one Technical Commissioner or the Event Chief Scrutineer must be a signatory. Redundant reference to FIA Technical Commissioner also removed.

The other changes are necessary consequential cross-references to NCR 2.8.1.8, amendments to clarify the “Technical Commission” (the body) is distinct from a “Technical Commissioner” (the individual), or editorial corrections.